

# Robert R. Reed

## F-105 History

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01-Apr-64

5235

F-105D Operational Training Course 111506E graduated 25 pilots in Class 64-I at the 4520 CCTW, Nellis AFB, NV. The class began training on 24 January 1964 with 26 students and was assigned to the 4526 CCTS commanded by Maj Warren Foss. The 26 student pilots and their home bases in this class were:

Col Ernest W. Pate - Brookley (33 days)	Capt Robert R. Reed - 23 TFW McConnell
Lt Col Hal G. Bowers - McConnell	Capt Kenneth C. Schow - McConnell
Lt Col Melvin J. Killian, Jr. - 4 TFW Seymour	Capt Harold A. Shelton - McConnell
Maj Clyde M. Benson - McConnell	Capt Boyd L. Van Horn - McConnell
Capt Robert J. Beck - McConnell	1Lt Clifford W. Fieszel - McConnell
Capt Herbert Buchanan - McConnell	1Lt James R. Hainer - McConnell
Capt John R. Des Jardins - McConnell	1Lt Herbert H. Horras - McConnell
Capt Harold D. Dortch, Jr. - McConnell	1Lt George B. Inabinet, Jr. - McConnell
Capt Robert G. Frank - McConnell	1Lt Albert L. Johnson - McConnell
Capt David L. Hatten - McConnell	1Lt Dennis L. Ohlemeier - Luke
Capt James E. Hayes - McConnell	1Lt George H. Vipond - Luke
Capt David L. Hrdlicka - McConnell	1Lt Jules L. Viquesney - McConnell
Capt Robert W. Odle - McConnell	1Lt Duane H. Zieg - Luke

Class recap: "26 entered training 24 January; 25 graduated 1 April. 1 reentered (holdover, Class 64-G); 1 [Col Pate from Brookley] attended academic training and checked out in F-105 only ; 1 held over - military; 1 eliminated - faculty board." (pg 24)

Capt Reed was assigned to the 563 TFS at McConnell.

*Special Order AA-5 dated 24 Jan 64 in History of 4520th Combat Crew Training Wing, 1 Jan - 30 Jun 1964, AFHRA Call # K285.54-36, IRIS # 0488620 & Bob Reed letter dated March 29, 1988 to Bauke Jan Douma.*

01-Mar-65

05-Mar-65

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The 563 TFS, 23 TFW, McConnell AFB KS participated in "Blue Ghost I", a navigation and bombing competition, at Nellis AFB NV. The competition required "blind" navigation and bombing using only radar with a hood covering the rear cockpit of the F-105F.

Aircrews who participated were Capts Ken C. Schow, flight leader, James M. Rhodes, Jr., Albert L. Logan, and David L. Hrdlicka. Capt Robert R. Reed was the alternate pilot. TSgt Calvin C. Pool was the team's maintenance supervisor. The team won first place with 9,988 points, scoring over 1,000 points better than the 355 TFW's second place team.

*23 TFW History, Jul - Dec 1965, USAF microfilm MO554.*

08-Apr-65

15-Aug-65

13

The 563 TFS from the 23 TFW, McConnell AFB KS, deployed eighteen F-105s to combat operations at Takhli RTAFB, Thailand, under "Operation Two Buck Charlie".

The squadron commander was Maj Jack F. Brown. Maj Everett Wayne Harris was the Operations Officer. Maj Billy J. Ellis was the Assistant Ops Officer. "After 51 combat missions, [Ellis] ... returned to Langley AFB in November 1965 and was assigned to Headquarters Tactical Air Command in the Directorate of Operations as F-105 weapon systems project officer. "

The F-105s left McConnell at 10:00 AM on 8 April 1965 with stops at Hickam AFB, Hawaii, and Andersen AFB, Guam.

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Six pilots had departed with the Initial Support Team (IST) on 7 April. They were Capt Kile Dag "Red" Berg, Capt Jack L. Fowler, Capt Paul W. Hanson, Capt Thomas D. Scott, Capt Robert C. Wistrand, and Capt Charles N. "Charlie" Warner.

Eighteen more flew their F-105s on today's deployment. Seventeen of the pilots were:

Capt Robert Norlan Daughtrey	Capt Bill Sauers
Capt David L. Hrdlicka	Capt Kenneth C. Schow
Capt Robert Jackson	Capt Billy Reed Sparks, Jr.
Capt Kenneth Johnston	Capt Russell L. Violet
Capt Larry G. Lighty	Capt Richard D. Vogel
Capt Albert L. Logan	Capt Sam Woodworth
Capt Edward D. McCabe	Capt Martin V. Case, Jr.
Capt Craig Miller	Capt Robert R. Reed
Capt James M. Rhodes, Jr.	

The 23 TFW commander, Col Edmund B. Edwards, accompanied the squadron during this deployment. He remained at Takhli as Base Commander until July 1965, when he returned to McConnell for his reassignment to Hq 2nd Air Division at Tan Son Nhut. "He flew more than 40 combat sorties in the F-105 Thunderchief." (USAF Bio Brig Gen Edmund B. Edwards)

Capt Robert R. Reed deployed with the squadron but "... flew only three missions with the 563rd as I had orders to the 35 TFS in Yokota, Japan."

Capt Billy R. Sparks described the squadron's deployment. "The 563TFS, 23TFW, at McConnell were put on alert to deploy to an unknown base in SEA in early Feb. '65. We had been OR for about 6 months and thought we were heading to Japan until the alert orders. We sat around on our butts and tried to figure out what we were going to be doing. We heard that we would be flying combat missions in NVN and that's about all we knew. The siren hooted at 0'Dark-30 on 11 April and we went through a full deployment drill and then sat around for the rest of the day waiting to find out WTF." "O."

"We had just lost our Squadron CO, Red Hendricks, and had a new CO, Jack Brown, and, due to a retirement, a new Ops Officer, Wayne Harris; so we were a little nervous. We were finally given a departure time of AM 13 Apr. '65 and went home to tell our Ladies that we were going somewhere for sometime."

"Launch was a thing of beauty. The Senior NCO and the Maintenance Officer had all of our birds (21 F-105Ds) lined up and ready to go on the edge of the flightline all in a row. Each of us was greeted by the crew chief and handed forms, all of which had ZERO discrepancies. We all climbed in like the T-Birds and started from a hand salute from the Senior NCO who was starched and standing at rigid attention. Twenty-one birds at once makes one hell of a lot of smoke."

"We took off in flights of 4, with 2 sections of 8 and 1 of 4, headed for our 1st refueling near LA. We carried 4 of the spares all the way to Hickam. We had a terrible time with the first refueling because FAA screwed up everything by delaying the tanker takeoffs. Jack Brown finally got on Guard channel and had everyone head towards Edwards and assigned altitudes for rendezvous with our assigned tankers. I had 1200# when I hooked up and we weren't even feet wet yet. "

"From then everything calmed down and we made it to Hickam -- piece of cake. The pilots had our asses chewed for being motor mouths and then went to the club annex and had a Mai Tai drinking contest. Al Logan (later Maj. General) won with 14 Mai Tai and I finished 2nd with 13. The whole Squadron went to dinner at the Hickam Club and made absolutely wonderful asses of our selves. It

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looked like the Scene from The Great Santini."

We went to Guam the next day and there were exactly 4 radio transmissions total from take off until landing. The first was "Look at all that water". The next two were exactly the same, and the third was "It's only the top". ... We landed at Guam and were put in the worst barracks I had ever seen. We ended up spending 2 nights there due to really shabby weather between there and Takhli. That was the first time that we were told officially that we were going to Thailand."

"We arrived on 17 Apr. due to the weather and the Dateline. I was met by the same crew chief who launched me. He handed me my banjo and a fairly cool beer. We slept on the floor of the Officers club since they were still building the hooches. We had 2 hooch-type buildings on the flight line and parked our birds on hardstands in pairs. We had 2 officer hooches by the 2nd night and flew our first sorties on the 3rd day we were there. We lost our first aircraft on the 4th day (Sam Woodward) and had our first wake that night."

"The pool was built about 2 months after we arrived. Showers and latrines were built by the end of the third month, of course with no hot water. Each shower had a couple of towers that held water because we had daily power failures and the only water was what was in the towers. The only AC units were in the Comm Shack and one room in the Clinic that was in the old Japanese teak building that still stands at the same place."

"There was NO wing staff or Commander above the Squadron COs from the TAC and PACAF Squadrons that were there. The COs divided up the duty by having the TAC Squadron run things on odd days and the PACAF Squadron run things on even days. Worked for 5 months like a charm."

"The 563rd was deployed there for 4 1/2 months and lost 10 aircraft and 6 pilots. That was when it was easy before things got harder. We watched the bad guys build their SAM system and I watched the first missile lift off from southwest of Hanoi on 20 July '65. There were 3 SA-2 missiles on that launch and they killed 1 F-4C and blew hell out of 2 others that landed at Udorn. We were on the first SAM raid on 27 July where we lost 2 birds and both pilots, and Korat lost 4 birds and 3 pilots. Two of the 5 downed pilots were POWs and the other 3 names are on the 2nd panel of the wall about eye level. ... "

During their Takhli deployment, the squadron flew 3,794 combat hours. They lost eight F-105Ds -- two to accidents and six to combat. Four of their pilots were killed and one became a POW. Pilots and support crew returned home to McConnell after they were relieved on 15 August 1965 by the 562 TFS.

*"Thud" by Lou Drendel. Pages 9 -12 & 23 TFW History, Jan - Jun 65, USAF microfilm MO554 & Bill Sparks, 563 TFS pilot, e-mail to 355TFWTakhli@egroups.com, 27 Nov 00.*

**01-Jul-65**

5564

Key personnel in the 35 TFS, 6441 TFW, Yokota AB, Japan, were:

Lt Col William R. Peters -- Commander  
Maj William D. Lockwood - Operations Officer  
Capt Kenneth T. Blank - Asst Operations Officer  
Capt Kenneth D. Furth - Echo Flight Commander  
Capt Alan K. Rutherford - Foxtrot Flight Commander  
Capt Frank J. Hardy - Golf Flight Commander  
Capt Warren L. Efting - Hotel Flight Commander

The squadron's attached pilots were:

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Col Paul P. Douglas, Jr. - 41 AD Commander  
Col Allen K. McDonald - 6441 TFW VC  
Lt Col Edward D. Thomas - 5 AF Chief of Safety  
Maj Henry Shudinis - 6441 TFW Ops & Training  
Maj Marvin A. Wicks - 6441 TFW Flight Test Officer  
Capt Robert B. Bennett - 6441 TFW Flying Safety Officer  
Capt Frank A. Buchanan - 5 AF Flying Safety Officer  
Capt Bernard G. Lyons - 6441 TFW Ops and Training

The squadron's 30 line pilots were:

Capt William Baechle	Capt Jerry N. Hoblit
Capt William G. Bailey	1Lt Phillip J. Kelley
Capt Robert W. Becker	Capt Wayne R. Kimmell
Capt Orville B. Boone, Jr.	Capt Merrill R. Lewis, Jr.
Capt Edward R. Bracken	Capt John R. Lowry
Capt James T. Brown, Jr.	Maj Bobby J. Mead
Maj Fred V. Cherry	Capt Sam P. Morgan, Jr.
Capt Thomas H. Curtis	1Lt Richard L. Pack
Capt William G. Donovan	Capt Robert R. Reed
Capt Kenneth D. Edwards	1Lt Randolph S. Reynolds III
Capt Thomas W. Gallagher, Jr.	Capt Robert W. Spielman
1Lt Richie W. Graham	Capt Richard A. Treibes
1Lt Richard E. Guild	Capt Ralph D. Watkins
Capt Carl L. Hamby	1Lt Miller F. West
Capt LeRoy Herrman	1Lt Lee B. White

*35 TFS history, 1 July - 31 Dec 65, AFHRA Call # K-SQ-FI--35-HI, IRIS # 419883.*

### 28-Oct-65

160

The 35 TFS replaced the 36 TFS at Takhli RTAFB. Both squadrons were from the 6441 TFW, Yokota AB, Japan. The commander of the 35 TFS was Lt Col William R. "Napoleon" Peters.

Capt Robert R. Reed was one of the 35th pilots on the deployment. "I flew about 15 ... combat missions with this squadron in October of 1965. I returned to the U.S. in January 1966 to attend the Fighter Weapons School at Nellis AFB, Nevada." In March 1966, he returned to Yokota in time to join the new 34 TFS. (Bob Reed letter dated March 28, 1988 to Bauke Jan Douma)

The 35th joined the 334 TFS from the 4 TFW, Seymour Johnson AFB, and the 562 TFS from the 23 TFW, McConnell AFB. "During this month the three F-105D squadrons flew 1,175 sorties for 3,232 hours. Munitions expended against enemy targets in DRV and Laos were 2,390 tons of conventional bombs, 7,500 2.75-inch rockets and 116,000 rounds of 20-mm ammunition."

On this day, Capt Donald L. Totten from the 334 TFS flew his 47th combat mission. He flew a lengthy "Combat-Rescap" mission for 5 hours 20 minutes, 1 hour 15 minutes of which were on instruments in weather and another hour at night. His RESCAP was probably for the crew of a Navy F-4B from the carrier USS Independence. The two downed pilots were rescued in Laos by helicopters.

*6441 TFW History, Jul - Dec 65, USAF microfilm PO232 & 355 TFW History, 1 Jul - 31 Dec 1965, USAF microfilm NO461, frame 0841 & Don Totten's combat log.*

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18-Apr-66

5176

The 6441 TFW selected the pilots for the squadron that became the 34 TFS to deploy to Korat. Most would come from the 36 TFS; consequently, the 36 TFS was slated to disband.

Bob Pielin from the 36 TFS, who had already flown 87 combat missions during temporary duty tours to Korat and Takhli, remembered how he helped select the pilots for the new squadron. "Fitz [Maj Richard P. Fitzgerald, the squadron's Operations Officer] and I initially made out a list of 25 pilots from the Wing resources to go as 34th members. The list was bounced back from HHQ as being too overloaded in pilots with over 50 missions. They recommended 6 guys in the 0 to 20 mission category, 6 in the 21 to 40, 6 in the 41 to 60, 6 in the 61 to 80, and anyone with over 80 to go TDY." This distribution was to spread out their eventual departures from Korat as each pilot completed his 100-mission tour. Capt Pielin and Maj Fitzgerald reworked the list "... with some pronounced disapproval from those that were removed from the [original]. ... A 1.5 aircrew/aircraft ratio was authorized for 27 pilots plus Commander and Operations Officer. ... Bob Jones [Capt Robert H. Jones] was removed from the first list since he had his papers in to be discharged. When he found out about the 34th going PCS to Korat, he volunteered to go with [them] and get 100 missions before he got out. Red Dog [Lt Col Howard F. 'Red Dog' Hendricks the squadron commander] worked a 'deal', and he went TDY." (Bob Pielin e-mails, 23 Sep 2006 and 7 April 2007.)

The following list contains the positions and names of the initial twenty-nine pilots assigned to the 34 TFS. This is the revised list after Capt Pielin and Maj Fitzgerald reworked their original to provide a broader base of experience. One of the pilots, Gordon Walcott, annotated his copy of the printed list, dated 18 April 1966, with this comment: "This was the original 34th TFS crew roster when formed as an all-volunteer squadron from the 35 TFS, 36 TFS, and 80 TFS (Yokota AB, Japan)"

Commander - Lt Col Howard F. "Red Dog" Hendricks who had been commander of the 36 TFS.  
Operations Officer - Maj Richard P. Fitzgerald

### India Flight

Flight Commander - Maj Wayne N. Whatley  
Capt Robin K. Nierste  
Capt James I. Miholick  
Capt Douglas G. Lauck  
Capt Robert H. Jones  
Capt Robert R. Reed

### Lima Flight

Flight Commander - Capt James E. Hayes  
Capt Merrill R. Lewis, Jr.  
Capt Gordon M. Walcott  
Capt Stanley S. Gunnerson  
1Lt John Bernard Sullivan III

### Juliet Flight

Flight Commander - Maj Kenneth T. Blank  
Capt Carl L. Hamby  
Capt Thomas H. Curtis  
Capt David H. Groark  
1Lt Phillip J. Kelley

### Metro Flight

Flight Commander - Capt Robert D. Pielin  
Capt Alan K. Rutherford  
Capt Ralph D. Watkins  
Capt Wayne D. Hauth  
Capt Rainford "Ray" McMaster Tiffin

### Kilo Flight

Flight Commander - Maj Jack R. Stresing  
Capt William O. Lessard  
Capt John R. Layman  
Capt Rex L. Dull  
Capt Clarence E. Fox  
1Lt Denis D. O'Donoghue

*E-mail from Monty Pharmer, 22 Sep 2006 forwarding letter to him from Lt Col (Ret) Gordon Walcott dated, 29 Ju*

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*1988, which included a roster of 36 TFS pilots, dated 18 April 1966.*

**25-May-66**

4957

On Wednesday morning, twenty F-105Ds (18 aircraft and 2 spares) now assigned to the 34 TFS left the 6441 TFW at Yokota for Kadena on the first leg of their movement to the 388 TFW at Korat. The aircraft took off in flights of four using call signs "Yule". Each flight departed Yokota at half-hour intervals beginning at 0800. The deployment's flight line-up consisted of:

Pilot	Call Sign	Acft Tail No	Yokota TO Time	Kadena Arr Time	Acft Maint Status at Kadena
Lt Col Howard F. Hendricks	Yule 01	62-4361	0800	0955	Tacan/Doppler probs
Capt Robin K. Nierste	Yule 02	62-4288	0800	0955	O/R
Capt James I. Miholick	Yule 03	62-4336	0800	0955	O/R
Capt Wayne D. Hauth	Yule 04	62-4303	0800	0955	Gnd blower inop
Maj Wayne N. Whatley	Yule 11	62-4306	0830	1025	O/R
Capt Robert H. Jones	Yule 12	62-4318	0830	1025	O/R
Capt Robert R. Reed	Yule 13	62-4308	0830	1025	Autopilot
Capt Douglas G. Lauck	Yule 14	62-4358	0830	1025	O/R
Maj Kenneth T. Blank	Yule 21	62-4370	0901	1058	O/R
Capt Thomas H. Curtis	Yule 22	62-4380	0901	1058	O/R
Capt Carl L. Hamby	Yule 23	62-4364	0901	1058	O/R
1Lt Phillip J. Kelly	Yule 24	62-4277	0901	1058	O/R
Capt Alan K. Rutherford	Yule 31	62-4270	0930	1134	Autopilot
Capt Rex L. Dull	Yule 32	62-4312	0930	1134	O/R
Capt Ralph D. Watkins	Yule 33	62-4378	0930	1134	CIN
1Lt John B. Sullivan III	Yule 34	62-4356	0930	1134	Fire Ctrl/Elec
Capt James E. Hayes	Yule 41	62-4352	1000	1200	Fire Ctrl
Maj Jack R. Stresing	Yule 42	61-0132	1000	1200	O/R
Capt Andy Olman	Yule 43	62-4379	1000	1200	Fuel Leak
Capt Robert D. Reichardt	Yule 44	62-4354	1000	1200	O/R

(History of the 6441 TFW, 1 Apr 65 to 15 Nov 66, Supporting Documents, Mobility Control Center Log, pg 6, in AFHRA folder K-WG-6441-HI, IRIS# 0462464.)

Capt Alan K. Rutherford was one of the pilots on the deployment. "I recall so well how we formed up with 16 Thuds and midst many tears (from wives) and go get um's from the troops we launched to the war. We were going to 'kill the Cong'. We intended to overnight at Kadena, and then launch the next day with the squadron to Korat. Needless to say it got drunk and rowdy that night ...". (Al Rutherford, e-mail, 21 Sep 2006.)

Capt Douglas G. Lauck was another of the 34 TFS pilots moving to Korat. "We packed our household goods [at Yokota] and sent them along with our cars back to the States. Our wives and dependents had flights booked back to the States." (Doug Lauck, e-mail 21 Sep 2006.)

The pilots from the 34 TFS were to join with pilots from the 13 TFS at Kadena on 25 May and deploy to Korat. Unfortunately, circumstances required the 34th pilots at Kadena to return to Yokota on 26 May.

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In the 13 TFS, "the squadron was cocked to move as planned on the 25th of May, but a staying order was received, delaying departure for thirty days. Rumors were rife that perhaps the move would not be made at all. Unfortunately, on the basis of the rumors and the lack of further communications, after numerous inquiries to higher headquarters on the subject, many members of the new squadron cancelled proceedings to return their dependents to the United States. As a result, when the order to deploy on 23 June was received with a week's advance notice, many dependents were left to arrange their own moves. Much help was rendered by friends and Wing personnel, of course, to facilitate these peoples' departure. On 23 June, support personnel departed for Korat via C-130. Aircrews departed the following day."

*388 TFW History, Jul - Dec 66, USAF microfilm NO583 frame 1742 & 44 TFS history, 1 Jan 65 - 30 June 1967, 4 - 5.*

**17-Aug-66**

5209

Four F-105 pilots from the 34 TFS from Korat formed "Anvil" flight that was part of a large 388 TFW strike force targeted against the Nguyen Khe POL storage area (JCS 51) in Route Pack 6 north of Hanoi. The line up for Anvil flight was:

"Anvil 01" - Maj Wayne N. Whatley  
"Anvil 02" - Capt Douglas G. Lauck  
"Anvil 03" - Capt Robert R. Reed  
"Anvil 04" - Capt James J. Miholick

It was the 87th combat mission for Capt Lauck and he remembered it as, "... probably one of the more exciting missions I flew." The route to the target was across Laos and South Vietnam below the DMZ with refueling in the Brown Anchor track over the Gulf of Tonkin. The strike force then headed north with intentions of turning west at the "Wart on the Elephant's Ear", an island landmark below China, to approach the target from the north.

Shortly after taking on fuel from the KC-135 tankers, the four F-105Ds in Anvil flight broke off from the rest of the strike force and headed northwest dropping down into RP 3 for a high-speed low-level approach to the target from the south. As the flight crossed into North Vietnam, Anvil 4 lost his radio and aborted the mission. Anvil 3 accompanied him back to Korat while Anvil 1 and 2 continued north with their loads of six 750-pound bombs.

When the two planes entered Pack 6 using low-level terrain masking, they found clear but hazy weather allowing 5 miles visibility. As they skirted Hanoi to the east, they met heavy AAA and got warnings of SAM launches on their RHAW gear. Doug Lauck recalled, "... stuff began flying every which way." The two pilots didn't realize until later that the strike force had aborted at their turning point when they ran into thunderstorms that blocked their route to the target. The force turned south and, accompanied by EB-66s with their standoff jammers and other support aircraft, headed home. Anvil 1 and 2 became the only planes in the area and the North Vietnamese defenses, primed for a large strike force, opened up on them.

Strangely, the flak stopped just before Anvil 1 popped up to 12,000 feet, rolled in to drop his six bombs on the POL storage site, then pulled out at 3,000 feet. A minute later, as Capt Lauck pulled up from his bomb run, he spotted a silver MiG-17 with Chinese markings flying at 5,000 feet heading toward his flight lead. The MiG was firing his nose guns and Lauck could see shells bursting. He called, "Anvil 1 break -- you have a MiG closing." Maj Whatley punched off his tanks and racks, hit afterburner, and headed for the deck in a 4.5-G turn. The MiG pilot cut into his turn and continued to close on Anvil 1 then fired again when he was 4,000 feet away. The MiG closed to 1,500 feet still firing. Anvil 1 took it lower -- so low "he had to pull up to avoid rice paddy dikes."

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Capt Lauck began chasing the MiG-17 that was still pursuing his flight lead. The three planes headed toward China and may have crossed the border during the battle. Lauck tried to set up his gun sight for air-to-air firing but didn't have time to properly reset the five cockpit switches in his F-105 to get his sight out of air-to-ground mode. He maneuvered to put the MiG in the center of his windscreen and began firing his 20-mm cannon. Anvil 1 crossed in front of the MiG and Lauck let off the trigger after firing 600 rounds. His slugs missed their target and to avoid an overshoot, he barrel rolled up and over the MiG. Both F-105 pilots turned south, went supersonic, and outran the MiG-17, which gave up the chase.

Their ordeal was not yet over since they still had to get out of North Vietnam; and Anvil 1 was running short of fuel. During his approach to the target, he had mistakenly used gas from his bomb-bay tank instead of his external tanks and, when he punched off his wing tanks, had depleted much of his remaining fuel. To make matters worse, most of the airborne tankers had left their orbits and weren't in position to hook up with the two F-105s. Calling on a discrete frequency, the two pilots finally reached a tanker willing to fly into Laos to meet them. With only 800 pounds of fuel, Anvil 1 connected with the KC-135 over the Plain of Jars in northern Laos and took on enough gas for both F-105s to land safely at Korat.

The Fighter Weapons Center history described this event this way. "Anvil flight, four F-105s, were attacking a target in the vicinity of 21-10N and 105-54E. As Anvil 1 pulled off the target, Anvil four called a MiG-17 at Anvil 1's seven o'clock position, closing at 5,000 feet AGL. Anvil 1 lit AB, jettisoned tanks, and began a 400 K, 4.5 G left turn. The MiG stayed inside the turn, closing rapidly, and firing bursts from ranges of 4,000 ft down to 1,500 ft. Anvil 1 dove to ground level and the MiG followed, still firing. During this time, Anvil 4 had come off the target, engaged AB and had closed on the engagement at 600 K plus. Anvil 4 closed on the MiG (about 65 K overtake in firing range) and began firing at 1,500 ft range. Anvil 4 had not repositioned all necessary switches and, consequently, did not have computing gunsight. Anvil 4 fired 75 rounds of 20-mm at MiG and then ceased fire because Anvil 1 had jinked into the line of his fire in front of the MiG. Anvil 1 and 4 accelerated away from the MiG and departed the area."

The two pilots later learned from reconnaissance photos that their bombs had failed to damage their POL target. However, their harrowing experience wasn't a total waste. Capt Lauck briefed other pilots in the wing on how he had simply centered the MiG in his windscreen when he didn't have time to reset his gun sight. The next day, 18 August 1966, Maj Kenneth T. Blank, also from the 34 TFS flying as "Honda 02", used the briefed technique to shoot down a MiG-17 under similar circumstances.

*Doug Lauck, e-mails 11 and 14 April 2007 & Red Baron I Vol II, Event II-33 pp 125 - 126 & USAF Tactical Fighter Weapons Center Deputy For Combat Analysis Bulletin 7, AFHRA Call # K417.316 IRIS # 503560, pg 7.*

#### 31-Oct-66

5152

Six pilots assigned to the 34 TFS in the 388 TFW at Korat completed flying 100 missions during October 1966. They were:

Maj Wayne N. Whatley  
Maj Jack R. Stresing  
Maj James E. Hayes  
Capt Alan K. Rutherford  
Capt Thomas H. Curtis  
Capt Robert R. Reed

Capt Reed was next assigned to the Armament Development Test Center (AFSC) at Eglin AFB, FL. "For the next five years, I had the best flying assignment in the USAF -- flying two and three different



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kinds of aircraft -- dropping all the new experimental conventional ordnance, and no one was shooting back! Indeed happiness! ... While at Eglin, I had the unique pleasure of flying the Thud concurrently with the F-100 D/F, A-37B and the F-4 C/D/E model. This enabled me to, somewhat objectively, compare the qualities of the aircraft ... . The F-105 is still the finest weapon system I have flown, It carried me home from some 1500 of my 4500 total hours, virtually without any problem --- that I did not cause.

"My last flight in the Thud was in December 1971, just prior to my posting to an 'exchange tour' with the RAF at Manby, Lincolnshire, England -- another hardship tour to be sure, but someone has to do it !!????" Bob Reed accumulated 1187.4 flying hours in the F-105.

*34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Bob Reed letter dated Mar 28, 1988 to Bauke Jan Douma.*

**01-Dec-66**

2360

The January 1967 issue of Republic's "Thunderchief Worldwide Report" included several recent awards and decorations for F-105 pilots.

Maj Kenneth T. Blank from the 34 TFS flew his 100th mission and reported to Nellis AFB.

Maj Wayne N. Whatley, also from the 34 TFS, earned an Air Force Cross for extraordinary heroism. "Whatley, now a test pilot for the San Antonio Air Materiel Area, won the medal for leading an F-105 flight against a fuel depot in North Vietnam."

"Eleven F-105 pilots, [actually 10 pilots and one EWO] aggregating more than 2,700 combat flying hours, joined in an impressive formation flyby recently marking the end of a significant tour of duty for each. The 11 flyers were returning from their 100th combat mission over North Vietnam. Ten of the group were assigned to the same tactical fighter squadron - making the occasion an unusual first for that unit [the 13 TFS]. The organization holds the day in special regard, since a dozen 'graduates' in a month's time is unusual, and that many in a single day is an extreme rarity. On their final mission, the group flew in three separate raids then, upon completion, they regrouped for a low-level flyby over their home base [Korat]. The 100-mission pilots [and one EWO] in the flyby were:"

#### 13 TFS

Maj Frederic C. Hiebert  
1Lt Roger J. Hagstrom  
Capt George H. Vipond  
Capt Roger L. Counts  
1Lt Jerry L. Garner  
1Lt Maxie A. Hatcher, Jr.  
Capt Charles H. Haberstich  
1Lt Russell M. Lanning  
Maj Richard D. Westcott - Wild Weasel pilot (WW# 76)  
Capt Herbert L. Friesen - Wild Weasel EWO (WW # 81)

#### 34 TFS

Capt Duane H. Zieg

"Earlier that same day, four pilots assigned to another squadron [421 TFS] under the same tactical fighter wing [388 TFW] completed their 100 missions, making a total of 15 in a single day for the unit." The pilots were:

Maj William F. Loyd, Jr.

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Maj Daniel G. McIntosh  
1Lt Edwin L. Harvey  
Capt Harry E. Mattoon

"Seventeen F-105 pilots, ... who completed 100 missions over North Vietnam, were presented with certificates at an informal session held in Florida this month. Making the presentation was Doug Meadowcroft, Republic program manager." The pilots and their SEA squadrons were:

Maj Hansel W. "Turk" Turley - 13 TFS  
Capt Jimmy D. Ginger - 13 TFS  
Maj Douglas D. Brenner - 333 TFS  
1Lt Thomas A. Gibbs - 469 TFS  
Capt Robert W. Davis - 354 TFS  
Capt Ralph A. Hanson - 354 TFS  
Capt Cecil W. Powell - 354 TFS  
Lt Col Ralph A. Ritteman - 333 TFS  
Maj John J. "Jack" Gaudion - 469 TFS  
Maj Frederick B. Green - 354 TFS  
Lt Col Charles W. Barnett - 421 TFS  
Lt Col Kenneth L. Skeen - 357 TFS

Five of the 17 pilots had flown their 100th mission while assigned to the 34 TFS:

Capt David H. Groark  
Maj Jack R. Stresing  
Capt James E. Hayes  
Capt Allan K. Rutherford  
Capt Robert R. Reed

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