

John F. Rehm

F-105 History

19-May-65

6468

Nine pilots graduated from F-105 class 65-G at the 4520 CCTW, Nellis AFB, Nevada. The class started on 2 Nov 1964 and was assigned to the 4523 CCTS, the "Hornets". It was the third class made up of inexperienced pilots directly from pilot training. The student pilots were:

1Lt Lee Aaron "Larry" Adams. Born 29 March 1938 in Willits, CA, he was an 1963 Air Force Academy graduate. He went through pilot training at Reese AFB in Class 65-B. After his F-105 training, he was next assigned to the 4 TFW, Seymour Johnson AFB, NC, and flew combat with the 334 TFS during their deployment to Takhli in September 1965 then joined the 333 TFS in the 355 TFW when they moved to Takhli in November 1965. KIA 19 April 1966.

1Lt William E. Ardern. He graduated from the AF Academy in 1963. He went to the 563 TFS, 23 TFW at McConnell. He deployed with the 562 TFS on TDY to Takhli between August - December 1965. He returned PCS to fly more combat with the 354 TFS, 355 TFW at Takhli.

1Lt Leonard C. "Lucky" Ekman. Born 16 March 1942 in Omaha, NE, he also graduated from the Air Force Academy in 1963 and completed pilot training in Class 65-B at Williams AFB, AZ. "... A few notes on the introduction of UPT grads to the Thud. My T-37 flight commander at Willie told me that the AF had tried sending UPT grads straight into the RF-101, and all of them were killed in accidents within the first year. So the AF was really cautious about sending us directly into the Thud, ..." After F-105 training at Nellis, he was assigned to the 563 TFS, 23 TFW, McConnell AFB, KS, that, in April 1965, had deployed to Takhli. "... I had arrived at MAB under orders to the 563rd, and tried in vain to get the Wing leadership to send me straightaway to join the 563rd, who was then at Takhli. The old head consensus was that newbies right out of RTU needed a top off before going to war, and once there, the 562nd -Foxy Flowers the OpsO - seemed determined to break us into the fight gradually, to pump up our experience for the fight, and we doubled our Thud time to about 240 hours each. ... In August, Bill Ardern and Phil Tate and I left for Takhli with the 562nd. That easing into combat probably saved our lives, and certainly saved us from many costly mistakes, though as lieutenants, we managed to invent a few new ways to screw things up, and get us 'extra instruction' from the old heads." He then flew combat with the 562 TFS when they replaced the 563rd on TDY to Takhli during August - Dec 1965.

1Lt Richard E. "Dick" Guild was born 27 Dec 1939 in Cedar Rapids, IA. He graduated from the AF Academy in 1963 and went through pilot training at Reese AFB in Class 65-B. After F-105 training, he was assigned to the 35 TFS at Yokota, arriving 8 June 1965, and completed 100 Missions North 17 Sep 1967 via four TDY tours all at Takhli (flying with the 35th/335th, 354th and twice with the 333rd TFS).

1Lt Dean Albert Klenda. Born 20 August 1940 in Marion, KS, he was a 1963 graduate of Kansas State University. In June 1965, he was assigned to the 67 TFS, 18 TFW, Kadena AB, Okinawa. KIA 17 Sep 65.

Capt John F. Rehm. Was assigned to the 12 TFS at Kadena where he arrived on 25 June 65. He became one of the radar bombing instructor pilots for the early Ryan's Raiders crews.

1Lt Steven J. Savonen. Born 27 Oct 1940 in Astoria, OR, he was a 1963 Air Force Academy graduate and received undergraduate pilot training in Class 65-B at Craig AFB, AL where he flew the T-33. In June 1965, he was assigned to the 9 TFS, 49 TFW, Spangdahlem AB, Germany.

1Lt Joseph F. Schuchter. Was born 25 Sep 1940 in Los Angeles but grew up in Miami, FL. For two years, he attended Parks College in Cahokia, IL, studying Aeronautical Engineering before transferring to the USAF Academy where he graduated in 1963. He earned his wings at Craig.

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After Nellis he was assigned to the 22 TFS, 36 TFW, Bitburg AB, Germany. He accumulated 255 hours in the F-105 but, beginning in March 1966, the 36th wing began transitioning to F-4Ds. He went to Luke AFB, AZ, for F-4 training and returned to Bitburg to fly F-4s. He didn't stay long in Germany since he volunteered for SEA and flew 201 combat missions from Cam Ranh Bay AB, South Vietnam.

1Lt Raymond Ronald Wagner. Born 18 Jan 1936 in Pennington, NJ, he was an F-100 pilot in the 141 TFS, NJ ANG. He returned to the Guard to fly F-105Bs from McGuire AFB. On 21 Dec 1988, he was the 52 year-old First Officer of Pan Am flight 103 that was blown up over Lockerby, Scotland, killing all aboard.

4520 CSG SO P-170, 24 May 65 & Steve Savonen, interview 1 Aug 2009 and AF Form 11, & E-mail 23 Jan 2010 & Lucky Ekman, e-mails 23 and 24 Jan 2010 & e-mail 8 Sept 2016 & Joe Schuchter, e-mails 24 Jan 10 & Dick Guild, e-mail, 4 Mar 10.

25-Jun-65

833

"... The 12 TFS struck Na San airfield (JCS 1), DRV, with 25 tons of bombs, rendering it useless to the enemy."

Also on this day, the squadron from the 18 TFW received two new F-105 pilots: Capt Pike G. Grubbs and Capt John F. Rehm both arrived from Nellis AFB.

12 TFS History, 1 Jan - 30 Jun 1965, pgs 2 and 3.

30-Jun-65

4394

At the end of June 1965, the following officers were assigned to the 12 TFS, 18 TFW . The squadron was on TDY to Korat RTAFB, Thailand.

Lt Col Charles W. Reed, Commander
Lt Col Robert L. Fair, Operations Officer
Maj Paul S. Cleland, Jr., Asst. Operations Officer
Capt Robert B. Purcell, Weapons Officer

Capt Charles R. Copin, Flight Commander, INDIA Flight. Other members were:

Capt Vernon E. Frank
Capt Thomas E. Boatman
Capt George A. Bogert
Capt Matthew J. Kelch, Jr.
Capt Samuel E. Waters, Jr.
1Lt John C. Morrissey

Capt Dana B. Cromack, Flight Commander, JULIETT Flight. Other members were:

Capt Allen L. Anderson
Capt Robert N. Daughtrey
Capt Charles M. Yeokum
Capt Wesley G. Cary, Jr.
Capt Robert M. Crane
1Lt Charles C. Large

Maj Ralph H. Bowersox, Flight Commander, KILO Flight. Other members were:

Capt Donald F. Smith
Capt Raymond V. Moss
Capt John H. Busbee
1Lt James R. Hostetter
1Lt James K. Sandin

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Maj William J. Hosmer, Flight Commander, LIMA Flight. Other flight members were:
Capt Don I. Williamson
Capt John C. Jones
1Lt Frank J. Tullo
1Lt Charles G. Hofelich

Three other pilots not assigned to flights were:
Capt Pike G. Grubbs
Capt Anatole Semenov, Jr.
Capt John F. Rehm

The squadron was authorized 36 officers and had 34 assigned with 5 airmen authorized and assigned.

History of the 12th Tactical Fighter Squadron, 1 Jan - 30 Jun 65, pgs 1 and 10.

08-Sep-65 **18-Sep-65**

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"Lima" flight from the 12 TFS, 18 TFW, deployed for 10 days from Kadena AB, Okinawa, to RAF Tengah AB, Singapore, for "Exercise Joss Stick" under 313 Air Division Op Order 342-66. Pilots included Colonel Robert L. Cardenas, the 18 TFW commander; Major William J. Hosmer; Captains Anatole Semenov, Jr.; John C. Jones; John Rehm; Wesley G. Carey, Jr.; Frank Street; 1Lt Charles G. Hofelich, Jr.; and Captain Lowell F. Peterson, the flight surgeon.

"The exercise, utilizing six F-105s, was held primarily to foster goodwill, and familiarize RAF personnel with the Thunderchief. The mission objectives were accomplished in an outstanding manner and we look forward to more joint exercises with the RAF."

Hq Fifth Air Force history described this deployment but gave different dates and reported four, not six, F-105s deployed. "During 1965, Fifth Air Force continued its participation in Joss Stick -- exchange of visits of flights of tactical aircraft between PACAF on the one side and the Royal Air Force (Far East Air Force) and Royal Australian Air Forces on the other. Fifth Air Force participated in two such exercises during 1965, Joss Stick Fighter 2/65 and 3/65.

"... Four F-105s of 18 Tactical Fighter Wing (313 Air Division) deployed to RAF Station Tengah, Singapore, to participate in Exercise Joss Stick 3/65. Originally scheduled for 18 through 24 September, Headquarters Far East Air Forces (RAF) requested and received a three-day extension, to allow completion of the full schedule of training events. As in Joss Stick 2/65 [from 26 February to 5 March 1965], Fifth Air Force had, before the deployment, expressed doubt as to whether Fifth Air Force could meet the operational commitment. Reasons noted were the extensive commitments in Southeast Asia, shortage of airframes associated in part with cracked wing spars of F-105s, and the possibility of worsening the then-delicate political situation between Singapore and Malaysia; requesting guidance of Headquarters PACAF, Fifth Air Force was directed to participate, using four F-105 aircraft -- the earlier plan to deploy two RF-101s in addition had fallen aside earlier."

The two Joss Stick exercises in 1965 were the last ones for F-105s. In December 1965, Hq PACAF cancelled participation in all 1966 Joss Stick exercises. Their 7 December message said, "SEA operational commitments require indefinite postponement PACAF participation subject exercises. FEAF has been advised."

John C. Jones, one of the pilots on the deployment, described the deployment. "After the first time seeing one takeoff, I have had a bit of a fascination with the Royal Air Force's Vulcan Bomber; however, my only exposure to the aircraft was during an exercise with the RAF at one of their

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bases in Singapore, RAF Tengah. The flight I was assigned to, ATF Lima of the 12th Tactical Fighter Squadron had the honor of representing the 18th Tactical Fighter Wing. We took 6 F-105's down there from Okinawa in September 1965 for what was known as "Operation Joss Stick". General Bob Cardenas, who flew the B-29 that dropped Chuck Yeager for his supersonic X-1 flight was our wing commander. I flew the two seat model, the F-105F, down to Singapore and Cardenas went along in the back seat. Actually, General Cardenas, Colonel at the time, had been scheduled to fly in the front seat, but the tragic events of having lost one of our 18th TFW pilots in Southeast Asia had kept him up all night. When he arrived at our squadron ops building for the flight briefing, one of the first things he said was for me to take the front seat because he was exhausted and not sure he could stay awake. There were a few times when I think he may have dozed off for a couple of moments, but all-in-all I heard some fantastic stories about test operations at Edwards AFB and about many test notables. It was enough to last most people a life time.

We were supposed to attend the Battle of Britain celebration with the RAF at a formal dinner, but a typhoon caused us some delay in getting out of Kadena. Additionally, bad weather in route forced us to land at Clark Air Base in the Philippines. We were able to team up with our tanker aircraft out of Clark and get refueled in flight which allowed us to continue on non-stop. Actually we were only supposed to take 4 aircraft to Singapore, but to increase our odds of making it with 4, we took off with two spares who flew with us until we completed our in-flight refueling about 200 miles out of the Philippines. When the refueling was completed, the spares were supposed to return to Okinawa, however, I remember saying that I thought it was a shame that those two guys, who had gotten so close, had to turn around and go back. General Cardenas responded with, 'You're right' and he made to the decision to take the spares all the way to Tengah; that is why we arrived with six. Their stay was short lived because a couple of days after we arrived, Southeast Asia aircraft losses required them to take their two aircraft up to Korat as replacements.

We did not arrive at Tengah until well after dark. After a couple of 6 ship flyby's, led by Bill Hosmer, our flight commander, that consisted mostly of noise, speed and lights from our afterburners, I took the lead, to adhere to protocol, in order for General Cardenas to be in the first aircraft to land.

The first person up the ladder to greet him was Group Captain Hawkins, senior RAF Officer at Tengah. We were also greeted on the flight line by a group of somewhat smashed British Officers in their Mess Dress uniforms. As an act of courtesy and pure friendship, they had brought along an ample supply of ale which led to some very enjoyable introductions.

In my opinion, Operation Joss Stick was of little or no military value but from the PR aspects there was never a greater success. We were supposed to be there for 10 days but we ended up staying two weeks. Flying started in the morning, first takeoff around 0800. We started off giving orientation rides, about 3 per day, say about 45 minutes to an hour each, beginning with the senior officers. After the upper echelons were finished, we got down to spending time and flying with the squadron pilots. That, of course was much more fun.

We were compelled to finish flying in time for Tea, which turned out to be an enjoyable interlude for an hour starting around 1600. After Tea, the RAF Chaps went back to their squadrons to clear up the remaining admin work for the day, or out to the rugby field for a scrum. We Yanks went back to our quarters to clean up and prepared ourselves for the evening's social activities.

The RAF had Vulcan bombers, Hawker Hunters, Canberras, and Valiants at Tengah, and the Vulcan was by far the most impressive during takeoff. We were hosted by the 45 Squadron which had Canberra's, so we spent a lot of time giving their pilots rides in our F model. One flight I remember in particular was giving a ride to an RAF "Pilot Officer" (2/Lt equivalent). He absolutely could not sit still during our preflight briefing, it was almost as if he had bees in his shorts, and from the time he climbed up the ladder to get into the back seat, he started saying "Oh my God" over

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and over.

We had the external tanks removed from the F model right after we landed at Tengah so it was a clean bird. I remember getting the PO in the back seat and as I was approaching the runway for takeoff, I looked up to the west and saw two contrails made by planes practicing aerial intercepts. I took off to the south, and it was probably two or three miles to the coast. I asked the PO if he had seen the contrails and he said he had, so I said, "Let's go see what they are all about." After I got the gear and flaps up, I came out of afterburner and leveled off at about 500 feet and kept the throttle full forward. By the time I reached the beach, we were indicating about 600kts. When we crossed the beach, I went back into afterburner and at that speed the Thud's afterburner really gave you a kick in the ass. With the kita, the PO's voice went up about an octave and the "Oh my God's" intensified.

At about 1.2 Mach I put the Thud into about a 60 degree climb and headed for the contrails which were now converging with the interceptor rolling into a stern chase with its target. The F-105's vertical speed was pegged on 40k ft. per minute and the vertical tape indicating altitude was practically a blur. Around 35K altitude, the vertical speed was slowing enough that we started getting some tape movement and I was down to about .9 mach. This was about 35 or 40 seconds into the climb and all I could hear from the back seat was "Oh my God, Oh my God, Oh my God."

We came up probably about two miles behind the planes making the contrails at about 38K altitude and I rolled the Thud over on its back and went to around 43K before I dropped the nose and started descending as we chased the two birds. The target aircraft was one of the Vulcan's and the interceptor was a Valiant. I was about 4,000 feet above them and a couple of miles back when I started the chase. When we went supersonic again, I gave the stick to the PO and said just stay off to their left and let's see what they do when we pass them. We passed off to the left about 300 feet out and as we went by the Valiant sort of dipped his wings in our direction as we passed. By that time we had increased our speed to about 1.5 mach. I came out of afterburner and let the PO take us back to Tengah. When we rolled out on initial approach about 35 minutes had passed since we had taken off.

I let him make the overhead break and take us around to start the turn to base leg where I took over to make the landing. We went back to the 45 Squadron Ops for a debriefing. I think it would take me a full day, maybe longer, to describe that kid's excitement. A half-dozen or so of his squadron mates sat around the table in absolute stitches as he described in his British/Cockney accent 'wha' hoppen'.

All-in-all I think that was one of the single most enjoyable flights I ever had. I probably gave another 4 or 5 rides during our remaining days at Tengah, but none could compare to the one with the Pilot Officer. I would have to say that the flight with him was more enjoyable than the one I had in the Hawker Hunter.

I don't think I can ever hear the name Vulcan Bomber without the events of this most memorable day flashing before me. (JC Jones, e-mail 25 June 2017)

12 TFS History, 1 July - 31 December 1965, pgs 2 and 3 & History of Fifth Air Force - 1 Jan - 31 Dec 1965 Vol I: Narrative, pp 61 - 64, AFHRA Call # K730.01, IRIS # 00521781.

31-Dec-65

4404

At the end of December 1965, the 12 TFS at the 18 TFW, Kadena AB, Okinawa, had 30 pilots assigned. They, and the numbers of combat missions flown to date, were:

Lt Col Charles W. Reed, Commander 31 missions

Lt Col Robert L. Fair, Operations Officer 50 missions

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Capt Dana B. Cromack., Asst. Operations Officer 52 missions
Capt Pike G. Grubbs, Weapons Officer 14 missions

Maj Paul M. Kunichika, Flight Commander, INDIA Flight, 65 missions. Other members were:
Capt Vernon E. Frank 57 missions
Capt Thomas E. Boatman 39 missions
Capt George A. Bogert 28 missions
Capt Samuel E. Waters, Jr. 52 missions
Capt John C. Morrissey 51 missions

Maj Robert T. Campbell, Flight Commander, JULIETT Flight, 3 missions. Other members were:
Capt Allen L. Anderson 33 missions
Capt Wesley G. Cary, Jr. 36 missions
Capt Robert M. Crane 47 missions
1Lt Charles C. Large 42 missions
1Lt Vernon V. Sisney

Maj Ralph H. Bowersox, Flight Commander, KILO Flight, 58 missions. Other members were:
Capt Charles R. Copin 51 missions
Capt Samuel Chapman "Max" Maxwell
Capt Raymond V. Moss 54 missions
Capt John H. Busbee 46 missions
Capt James R. Hostetter 57 missions
1Lt William W. Koelm

Capt Eddie J. Doerschlen, Flight Commander, LIMA Flight. Other flight members were:
Capt Anatole Semenov, Jr. 24 missions
Capt John C. Jones 46 missions
Capt John F. Rehm
1Lt Charles G. Hofelich 40 missions

Two pilots were attached to the squadron for flying:
Capt Donald F. Smith 52 missions
Capt Rezk M. Mohamed

The squadron was authorized 36 officers and had 34 assigned with two pilots attached. They had 5 airmen authorized and assigned.

12 TFS History, 1 Jul - 31 Dec 1965, pgs 1 and 13.

06-Feb-66 05-Apr-66

4531

Two F-105 pilots from the 12 TFS from Kadena were TDY to Korat from 6 February - 5 April 1966 to fly combat missions over Laos and North Vietnam. They were Capt Eddy J. Doerschlen and Capt John F. Rehm.

12 TFS history, 1 Jan - 30 Jun 66, pg 5.

12-Jan-67

4562

Col William S. Chairsell, commander of the 388 TFW, sent a letter of appreciation to Col Neil J. Graham, 18 TFW commander, for the support that 18 TFW F-105 pilots gave to the 388th. "I am long overdue in writing you to express our appreciation for the significant contributions made by pilots of the 18th Tactical Fighter Wing who have served here on a temporary duty basis. Without their help, we simply would not have been able to fulfill the fraged sortie load on many occasions. Their experience and leadership have been appreciated by our pilots, many of whom are recent

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RTU graduates, and much of the praise heaped on this wing by higher headquarters has been earned by 18 TFW pilots. ..."

"I would like to cite the names of those who have served with us - a sort of Honor Roll - and pray that the collective memory of the present 388th Wing hasn't omitted anyone:

Maj Ralph H. Bowersox	Capt John L. Measenbourg
Maj Dana B. Cromack	Capt Cowan G. Nix [POW 1 Oct 66]
Maj Pike G. Grubbs	Capt William W. Raitt
Maj Howard E. Johnson	Capt John F. Rehm
Maj Glen C. Ward	Capt Anatole Semenov, Jr.
Capt Allen L. Anderson	Capt Donald F. Smith TDY to the 469 TFS
Capt Thomas E. Boatman	Capt Willard H. Snell, Jr.
Capt John H. Busbee	Capt Burton Spurlock
Capt John E. Cozine, Jr.	Capt John T. Stadler
Capt Patrick S. "Rick" Dotson	Capt Michael C. Stevens
Capt Jack L. Francisco	Capt George H. Vipond
Capt Vernon E. Frank	Capt Albert C. Vollmer
Capt Wayne Eugene Fullam	Capt Samuel E. Waters, Jr. [KIA 13 Dec 66]
Capt Charles G. Hofelich, Jr.	Capt Duane H. Zieg
Capt Eddward L. Jones	1Lt William W. Koelm
Capt Thomas E. Mason, Jr.	

"In conclusion, may I say that I wish we could have permitted all the 18 TFW pilots who were here last month to remain here. You have helped us when we needed you and it's frustrating that we can't help you in return. But the last two weeks have seen the many expected replacements from RTUs arrive and by next week we should be overmanned. Now that the Personnel pipeline is pumping, there seems no way to regulate it. We are having to build more hootches to accommodate them.

"Again, warm thanks to you and your professionals for seeing us over the hump."

The pilots had supported each of the squadrons in the 388 TFW: 34 TFS, 469 TFS, and the 421 TFS.

History of the 12th Tactical Fighter Squadron, 1 July - 31 Dec 1966, pgs 15 - 16.

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.)

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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. Four of these crews were:

Capt John F. Rehm with Capt Calvin Markwood
Capt Donald D. Henry with Capt James Wright
Capt George Bogert with Maj Donald S. Aunapu
1Lt William W. Koelm with Capt Al Esser

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

5118

In a secret message to CINCPACAF (General Ryan), Hq 5th Air Force defined the daily reports

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that they would submit on the progress of crew training for the F-105F "Radar Level Bombing Training" under project "North Scope". The message reflected General Ryan's interest in the details of this program.

The crews were training at Yokota and Kadena and the message identified the "integrated crews" (all pilots) that had formed to date at each location.

At the 41 Air Division, Yokota:

Crew Alpha - Heiliger/Pollard
Crew Bravo - Donelson/Forgan
Crew Charlie - Burney/Britt
Crew Delta - Pitman/Stewart

Crew Golf - Rehm/Markwood
Crew Hotel - Bogert/Annapu
Crew India - Koelm/Esner
Crew Juliett - Henry/Wright

The message reported that "Crews Alpha, Bravo, Charlie, and Delta have deployed to Korat" (where they were assigned to the 34 TFS).

At the 18 TFW, Kadena:

Crew Echo - Beresik/Reece (Reece was identified as a Radar Navigator)
Crew Foxtrot - Fullam/Scheer

The message listed the flying experience of the crews training at Kadena.

	Total Time	F-105 Time	Out Country Missions
Maj Eugene P. Beresik	3189:10	555:40	0
Capt H. M. Reece	3534:30	18:50	0
Maj Wayne E. Fullam	3398	1133	19
Capt Roger P. Scheer	2263	1250	14

The message provided detailed results of each training sortie in radar-modified North Scope F-105Fs by the crews at Kadena. For example, on 18 April 1967, the crew of Beresik/Reece flew two daylight sorties each at 2000 feet and 500 knots on land range R-178 using the plane's timer and Toss Bomb Computer (TBC) on each sortie. They had made two timer drops and four TBC drops of BDU-33 practice bombs. Their CEA for the timer drops on sortie 1 was 195' and on sortie 2 was 275'. The CEAs for their TBC drops were 982' and 862' for their first and second sortie, respectively.

On 20 April 1967, the crew of Fullam/Scheer made one sortie under the same conditions flying six TBC drops of BDU-33/Bs. Their CEA was 930'.

5AF/CC TWX 261015Z Apr 67 to CINCPACAF in PACAF DO Read File for 25 - 26 April 67, AFHRA Call # K717.312, IRIS # 00518453.

04-May-67

3813

On 4 May 1967, four more Ryan's Raiders crews arrived at Korat from training at Yokota. They flew in with the second set of four modified F-105Fs and were the second group of dual-pilot crews since the initial contingent of four crews arrived at Korat on 24 April 1967. The crews who were initially assigned to the 34 TFS were:

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Capt John F. Rehm with Capt Calvin Markwood
Capt Donald D. Henry with Capt James H. Wright, Jr.
Capt George Bogert with Maj Donald S. Aunapu
1Lt William W. Koelm with Capt Al Esser

The four front seat pilots were TDY from Kadena. Capt Rehm, Capt Bogert, and Lt Koelm were TDY from the 12 TFS. Capt Henry was from the 67 TFS. This was Lt Koelm's fifth TDY combat tour to SEA, and the third to the 388 TFW at Korat.

George Bogert told about his Ryan's Raider assignment. "I was 'volunteered' due to my 710 hours in the back seat of a 101B prior to Pilot Training. There is a reason the Raider Patch has a screw through the center of the airplane! Don Aunapu was a B-52 AC with a lot of experience in the R-14A radar and a terrific back seater. The missions were designed to keep the NVA awake at night and not a lot more. The Iron Hand support was designed as our radio relay, not to attack SAMs. I will reference another night strike, unknown date. Target was the Yen Bay Airfield. I don't know any crew that used the TA mode for an attack, everybody flew MEAs. We dropped off the tanker about 11:00 pm and descended to about 10,000 feet through Laos. The bad guys would light fires on the mountain tops after we passed to announce our arrival. We swung north to almost DNP, then straight southeast along the river. We got intermediate fire can cuts so they knew we were coming. The 105-F was like a Cadillac on a freeway at 100 miles an hour, just kept rolling. Never used burner, no lights. At about 15 miles, Don had the airfield centered and we used the TBC for a low toss of six 750s across the airfield. I'll never forget watching them hit as we rolled away and ducked for the river. It was also the first time they used search lights, which became a regular event. If we had gone straight across the target, you wouldn't be getting this e-mail. Our Iron Hand support was quite impressed. Another time we were chased out by a MIG well above us, he must have been their squadron commander. It was an interesting few months and enough night time to last me for a long time." (George Bogert, e-mail Saturday, April 21, 2012.)

Don Henry described his Ryan's Raider experience. "... We got much of our information thru Ben Pollard who was the tacit leader at Yokota due to seniority. ...The original Raiders flew exclusively at night and both commanders had primary day jobs. We didn't see them much and they didn't fly our night mission. We saw much more of the Wing Commander, Colonel Chairsell, who seemed to always drop by the planning room in the middle of the night to talk to us and attend many of our briefings. He also spent hours -- literally hours -- talking to our crews."

388 TFW history, Apr Dec 67, Vol II, 13 TFS history, 1 Apr - 31 July, microfilm NO584, frames 0044 - 0045 & Don Henry, e-mail, 16 Oct 2004.

21-May-67

5126

The 34 TFS Ryan's Raider crew of Capt John F. Rehm and Capt Calvin H. Markwood flew a night North Scope mission in F-105F 63-8281 using call sign "Delight". They dropped six 750-pound bombs on target 1473, the Quang Khe Ferry in RP1 North Vietnam. They acquired the target IP 10 NM away but had to drop their bombs manually due to a malfunction in the TBC. "After refueling, we proceeded to Channel 89, then onto our route, descending beyond the restricted zone to 1000' AGL. For the last 20 NM into the IP, we were in clouds but broke out in the clear after rolling out on final heading. Last 6 miles flown in bright moonlight at 800' across rice paddies. Extremely bright moon reflecting from rice paddies would mark aircraft with its white paint. Felt very vulnerable. ... Doppler errors exceeded safe tolerances."

388 TFW TWX 210935Z May 67 to 7 AF in PACAF DO Read File for 20 - 22 May 67, AFHRA Call # K717.312, IRIS # 00518470.

24-May-67

5132

The 34 TFS Ryan's Raider crew of Capt John F. Rehm and Capt Calvin H. Markwood flew a night North Scope mission in F-105F 63-8293 using call sign "Mantis". Their primary was target 195, the

John F. Rehm

F-105 History

Dong Chung Railroad Yard, but they diverted and dropped their six 750-pound bombs on target 1463, the Nui Caay Seeding Segment. "While making a calibration check, the radar was found to be completely unreliable for low-level navigation and flight was diverted to target 1463. On the drop, TBC malfunctioned and we had to drop manually. ... UHF garbled both transmitter and receiver, auto pilot intermittently rolls out suddenly."

388 TFW TWX 240640Z May 67 to 7 AF in PACAF DO Read File for 24 - 25 May 67, AFHRA Call # K717.312, IRIS # 00518471.

26-May-67

5134

The 34 TFS Ryan's Raider crew of Capt John F. Rehm and Capt Calvin H. Markwood flew a night North Scope mission in F-105F 63-8353 using call sign "Resale". Their primary was target JCS 47, the Yen Son Ordnance & Ammunition Depot, but they diverted and dropped their six 750-pound bombs on target 1463, the Nui Caay Seeding Segment. "Terrain avoidance calibration indicated an unreliable T/A left. ALQ-71 was inoperative. Decision was made to divert to target 1463."

(388 TFW TWX 261101Z May 67 to 7 AF in PACAF DO Read File for 26 - 27 May 67, AFHRA Call # K717.312, IRIS # 00518473.)

16-Jun-67

6987

The Ryan's Raider crew of Capt John F. Rehm and Capt Calvin H. Markwood from the 13 TFS flew a mission for which they were awarded the Silver Star.

"'With utter disregard for the danger to his own life ...' Thus read, in part, the citation accompanying the award of the Silver Star Medal, which John D. Ryan, commander of the Pacific Air Forces, ... presented to Capt Calvin H. Markwood, an F-105 Thunderchief pilot of the 388 TFW, during his ... visit to Korat [the week of 10 Dec 1967].

"Markwood received the Silver Star, the Air Force's third highest decoration, for his part in a night fighter-bomber attack on the Phoung Lam military installation, 30 miles west of Hanoi, June 16, 1967.

"He is a member of the 388 TFW's 44 TFS (Vampires), which true to its name specializes in surprise night raids on enemy installations using radar bombing techniques.

"On this mission Capt Markwood, serving as navigator in a two-place F-105F and his pilot, Capt John F. Rehm (who also received the Silver Star for the mission), were required to penetrate deep into enemy territory. The target and its approaches were guarded by several surface-to-air missile sites and an 85-mm anti-aircraft artillery site.

"Captain Markwood guided the plane to the target by threading his way over 100 miles through passes and valleys in hazardous mountain terrain, and was able to deal the enemy a surprise blow.

"The surprise was so complete that it was a full 45 seconds after the ordnance impacted on the target before any reaction was noted. However, when the reaction came it was intense. Markwood and Rehm came under heavy enemy attack, but returned to Korat unscathed."

Capt Norman E. Powell, a Wild Weasel pilot from the 13 TFS, also received a Silver Star for a mission he flew today. "Captain Norman E. Powell distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 16 June 1967. On that date, as an F-105F pilot, he deliberately presented himself as a target and endured determined and repeated surface-to-air missile attacks at night and in poor weather conditions. His action successfully drew fire away from a friendly bombing aircraft. By his gallantry and devotion o duty, Captain Powell has reflected great credit upon himself and the United States Air Force."

John F. Rehm

F-105 History

Sawadee Flyer, Vol I, No. 11, Friday, Dec 15, 1967, pg 1 & Norman Powell citation and 7th AF SO G-219 dated 9 Dec 67.

03-Aug-67

3817

"Early in the month Major Ralph L. Kuster (from the 469 TFS), who had so much to do with setting up the (Ryan's Raider) program from basic organization to tactics and procedures, returned to the United States upon completion of his 100 missions over North Vietnam. ... His next assignment in the Plans and Tactics Branch at the Pentagon should prove to be of great benefit to all concerned. Major Kenneth D. Oliver became the new Raider Operations Officer upon Major Kuster's departure."

A Ryan's Raider pilot completing his 100 missions on 3 August was Capt John H. Rehm. "He returned to his organization, the 12 TFS at Kadena AB, Okinawa. His flying partner, Capt Calvin H. Markwood, was released immediately to the day strike force."

388 TFW history, Apr Dec 67, Vol II, 13 TFS history, 1 Apr - 31 July, microfilm NO584, frame 0053.

11-Jan-68

4223

At McConnell AFB, Kansas, "Maj Gen Royal N. Baker, Vice Comander of 12 AF, presented the TAC Aircrew Operational Achievement Award for the period 1 January through 30 June 1967 to Maj Fred T. Coleman, 561 TFS.

For achievements in South East Asia, General Baker also presented "Silver Stars to Maj Robert B. Bennett, 561 TFS; Maj Frederick G. Tolman, 562 TFS; Maj Samuel H. Martin, 560 TFS; Capt David L. Hatten, 23 TFW; Capt Donald M. Majors, 560 TFS; and Capt John F. Rehm, 560 TFS."

23 TFW History, Jan - Jun 1968, USAF microfilm MO554, frame 1582.

15-Feb-68

2354

(Approximate date) "At a special presentation ceremony last month at McConnell Air Force Base in Kansas, 55 Thunderchief pilots were awarded special certificates by Republic for completing 100 missions over North Vietnam."

"Air Force Cross Awarded To Thunderchief Pilot -- The Air Force's highest award for heroism was recently awarded to Lieutenant Colonel Harry Schurr, a 100-mission F-105 pilot who is now stationed at McConnell Air Force Base. The decoration was presented to the pilot by Lieutenant General Albert P. Clark, vice commander of the Tactical Air Command. Lt Col Schurr was cited for extraordinary heroism while leading a strike force of 20 Thunderchiefs over North Vietnam. Although his aircraft had been heavily damaged by enemy anti-aircraft fire, Schurr successfully destroyed a key railroad and highway bridge. He is now assigned to the Kansas base as commander of the 4519th Combat Crew Training Squadron." He previously commanded the 469 TFS at Korat. He was one of three F-105 pilots and one Wild Weasel EWO, along with F-4C pilot Col Robin Olds, who received the Air Force Cross for the successful attack on Hanoi's Paul Doumer Bridge on 11 August 1967.

Capt Bruce J. Lotzbire, an F-105 instructor pilot at McConnell, was among those who received Republic Aviation's 100-mission certificates. He had flown 100 missions while assigned to the 357 TFS at Takhli between April and October 1967. He remained as an instructor pilot at McConnell until December 1971. After 33 years in the Air Force, he retired as a Major General on 1 June 1995.

Capt Howard L. Bodenhamer, also assigned to McConnell, was one of the pilots who received a certificate. He had completed 100 missions in August 1967 while flying with the 354 TFS at Takhli.

Maj William C. Campfield, Jr. was one who received his certificate. He had flown 100 missions with

John F. Rehm

F-105 History

the 354 TFS between March and September 1967.

Lt Col Gerald F. "Jerry" Fitzgerald, was one of the 55 pilots who received his 100-mission certificate. Previously he had commanded the 13 TFS at Korat, RTAFB, Thailand.

Capt Donald O. Austin was one of the pilots who received a 100-mission certificate. He was a former 34 TFS pilot who had flown from Korat but was now assigned to the 561 TFS as an F-105 RTU instructor pilot.

Maj Edward C. Jones, who had flown with the 34 TFS, received a 100-mission certificate.

Capt Steven J. Savonen, an instructor pilot in the 562 TFS, also received his 100-mission certificate. He had been assigned to the 469 TFS at Korat.

Capt Richard L. O'Connor was one of the pilots receiving a 100-mission certificate.

Capt Winfield Scott Harpe, and IP in the 23 TFW who had flown with the 469 TFS, received a Republic 100-mission Certificate.

Lt Col William E. Augsburger was a former 34 TFS pilot who received a 100-mission certificate.

Maj Bobby L. Martin, the first Wild Weasel pilot to have flown 100 missions, received a 100-mission certificate. He had been assigned to the 354 TFS at Takhli but had flown missions with the 13 TFS from Korat.

Capt Jack A. Phillips, an IP with the 560 TFS, flew his 100th mission with the 34 TFS on 2 August 1967.

Capt Robert L. Martin, who flew his 100th with the 34 TFS, received his Republic 100-mission Certificate at McConnell.

Maj Earl L. Thornton had flown his missions with the 469 TFS. He last flew the F-105 on 8 Aug 1968, accumulating 1183.9 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

Maj Paul F. Koeltzow received his 100-mission certificate.

Capt Jackie R. Youngblood, Capt Stanley S. Gunnerson in the 562 TFS and Capt Robert M. Crane were former 34 TFS pilots who received their Republic 100-mission Certificates at McConnell.

Capt John F. Rehm was one of the pilots receiving his 100-mission certificate. He had flown as a Ryan's Raider pilot with the 34 TFS and 13 TFS.

Capt Guy H. Morgan, Jr. was an F-105 pilot who flew 100 missions as a strike pilot with the 13 TFS at Korat.

Capt Rowland F. "Frank" Smith, Jr. and Capt Richard W. Arnold received 100-mission certificates. They had been Wild Weasel pilots in the 13 TFS and 44 TFS.

1Lt Paul J. Sheehy who flew his 100 missions with the 354 TFS in July 1967 received a certificate.

*Thunderchief World Wide Report, Vol III, No 7, March, 1968 & Gen Lotzbire's biography on
www.af.mil/news/biographies/lotzbire_bj.html.*

John F. Rehm

F-105 History

19-Feb-21

8266

John Rehm passed away on Friday, February 19th, 2021. "John and I were compatriots here at Blue Skies and were best friends, and Thud Jocks.... We have only two more F-105 Jocks left here."

Rehm's son Bill wrote this tribute. It was forwarded by JC Jones from the F-105 Facebook group.

Old fighter pilots never die, they just fly away.

My dad, John F. Rehm, died last night in his sleep. He was 85 years old and lived at Blue Skies of Texas in San Antonio. His life was filled with adventures and experiences most people only dream of. He was a great pilot, father, and friend.

Dad learned to fly in an open cockpit biplane in France when he was 16, and he didn't stop flying for the next 60 years. He spent 33 years in the USAF, and being a Thud driver was a highlight of his long career. He graduated from F-105 class 65-G at the 4520 CCTW, Nellis AFB, Nevada. After that he was assigned to the 12 TFS at Kadena AB in June 1965.

He did two combat tours during the Vietnam War from February to April 1966 and May to August 1967. On Jun 16, 1967 my dad flew a mission for which he and his navigator Cal Markwood received the Silver Star.

On August 3, he became the first Ryan's Raider pilot to complete 100 missions that included those he had flown as a strike pilot. Not only that, he got to go back to Kadena and see his wife! The night they got married, at the reception the squadron commander told him he was leaving for combat the next morning.

My dad went on to fly F-105s for many years, helping with their transition to the National Guard. During his time as an instructor pilot, I was born in January 1969 on McConnell AFB, Wichita, KS. I like to think I have a little of mom, dad, and the Thunderchief in my blood.

Thanks for everything, dad. You always made sure I knew you loved me and were proud of me. I was proud of you too, and really just wanted to be like you. Love you.

John Revak, e-mail 21 Feb 21 & JC Jones e-mail 21 Feb 21.