

Alan B. Reiter

F-105 History

04-Nov-68

254

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

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

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

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

The graduates were:

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

* Pilots were assigned to the 34 TFS at Korat.

The class called themselves "The Thudbusters". The Outstanding Graduate was Capt Harald G. Hermes.

Lt Reiter received his wings at Williams AFB AZ. He along with Capt Lyle attended Jungle Survival School in the Philippines between 10 - 15 December. Capt Lyle arrived at Korat RTAFB, Thailand, on 17 December 1968, and Lt Reiter on 24 December when they were assigned to the 34 TFS, 388 TFW.

23 TFW History, Jul - Dec 68, USAF microfilm MO555 & Bane Lyle, e-mail 20 Aug 2010 & Al Reiter, e-mail 19 Feb 15 & AF Form 11.

30-Dec-68

7429

Six days after arriving at Korat and the 34 TFS, 1Lt Alan B. Reiter flew his theater orientation mission, the first of seven missions he needed to become combat capable in SEA. His flight lead was Capt Oral L. Bell.

Al Reiter Flying Training worksheet.

31-Dec-68

7430

1Lt Alan B. Reiter, 34 TFS, flew his first combat mission into Laos as #4 in a four-ship flight. His flight lead was Capt Oral L. Bell.

Al Reiter Flying Training worksheet.

03-Jan-69

7431

1Lt Alan B. Reiter, 34 TFS, flew his second combat mission into Laos as #2 in his flight led by Capt Oral L. Bell.

Al Reiter Flying Training worksheet.

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05-Jan-69

7432

1Lt Alan B. Reiter, 34 TFS, flew his third combat mission as #2 in his flight. It was a Combat Skyspot mission into Laos. The flight lead was Capt Douglas R. Young.

Al Reiter Flying Training worksheet.

07-Jan-69

7433

1Lt Alan B. Reiter, 34 TFS, flew his fourth combat mission as #4 in his flight on a mission into Laos. The flight lead was Maj Sheldon H. Cooper.

Al Reiter Flying Training worksheet.

08-Jan-69

7434

1Lt Alan B. Reiter, 34 TFS, flew his fifth combat mission as #4 in his flight on a mission into Laos. The flight lead was Maj Sheldon H. Cooper.

Al Reiter Flying Training worksheet.

09-Jan-69

7435

1Lt Alan B. Reiter, 34 TFS, flew his sixth combat mission as #4 in his flight on a mission into Laos. The flight lead was Maj Sheldon H. Cooper. This was Lt Reiter's last training flight as he "has successfully completed all new aircrew training." He was signed off as "Combat Capable".

Al Reiter Flying Training worksheet & New Aircrew Training log.

25-Jan-69

04-Mar-69

344

The runway at Korat RTAFB was closed for repairs. During the last months of 1968, "preliminary surveys showed [the need for] replacement for approximately 64 top slabs of the eight-inch overlay, replacement for some 50 bottom slabs, repair of 220 slabs with broken corners, repair of some 500 spalled (chipped) areas on the runway and probable repair to some of the foundation structure." Significant runway deterioration had been noticed since March 1966. Some of the runway concrete "was initially laid down during the Imperial Japanese forces occupation in World War II."

Fighter squadrons of the 388 TFW deployed to and operated from two other bases during the period. Forty-four F-105s and 1,068 personnel of the 34 TFS and 44 TFS operated from Takhli RTAFB, Thailand, while the F-4Es of the 469 TFS deployed to Ubon RTAFB, Thailand. The 388 TFW retained operational control over their deployed squadrons and maintained their level of combat sorties from the deployed locations. The 388 TFW's F-105s "enjoyed a higher mission effectiveness" while TDY to Takhli. The F-105s flew 901 sorties, of which 848 were combat missions with an operationally ready rate of 78.4 percent.

Lt Col Jack Sherrill was the commander of the 44 TFS when the squadron operated from Takhli. "Excellent flight line facilities but hooches and O Club were not nearly up to par as Korat. Such perks assumed more importance than justified when we were no longer 'at war' after the Nov 1 halt."

The 56 pilots and EWOs from the 44 TFS who flew from Takhli included Maj William H. Talley, Maj Ronald L. Shepard, Lt Col Richard A. "Dick" Haggren, Maj Richard P. Cisco, Capt Thomas P. Doubek.

Thirty-four pilots from the 34 TFS deployed to Takhli. They were: Lt Col Harvey W. Prosser, Jr., Lt Col Isaac M. Glass, Maj David J. Carroll, Maj Paul F. Swanson, Maj Manford C. Holly, Jr, Maj Sheldon H. Cooper, Maj Harold Kahler, Maj William R. McDaniel, Maj Guy E. Pulliam, Capt Oral L. Bell, Capt James V. Barr, Capt Darrell J. Ahrens, Capt Robert M. Howard, Jr., Capt Richard E. Tracey, Capt Ralph E. Durnbaugh, Capt Douglas R. Young, Capt Kenneth G. Lindell, Capt Charles J. Ferrari, Capt Clayton B. Lyle III, Capt Eugene G. Lamothe, Capt John F. Schell, Capt

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Eben D. Jones, 1Lt David S. Hartman, Jr., 1Lt Ronald A. Hoffmeyer, 1Lt Marshall D. Tilley, 1Lt Ronald D. Stafford, 1Lt Robert E. Bryan, 1Lt Robert J. Zukowski, 1Lt David T. Dinan, 1Lt John W. Crotty, 1Lt Alan B. Reiter, 1Lt Daniel P. Seals, 1Lt Joseph W. Widhalm, and 1Lt Edward L. Sykes,

The runway repairs at Korat required 2,416 cubic meters of concrete and was done under contract to Gerson and Sons from Bangkok who employed 600 Thai workers. The work was completed on time despite a 100-percent increase in the amount of repair required.

388 TFW History, Oct - Dec 68, USAF microfilm NO585, frame 1106 and Jan - Mar 69 & Jack Sherril, e-mail, 14 May 2003 & Hq 388 Cmbt Spt Gp SO TA-375 dated 22 Jan 69 from Al Reiter, e-mail 19 Feb 15

10-Feb-69

01-Mar-69

7439

To support operating from Takhli, the 388 TFW directed 10 pilots from the 34 TFS "... to proceed from Korat RTAFB, Thailand to Takhli AB, Thailand, performing 5 round trips during the period 12 February 1969 to 1 March 1969, both dates inclusive, on TDY to comply with Operational Requirements." The pilots were:

Capt Darrell J. Ahrens
Capt Clayton B. Lyle III
Capt Eugene G. Lamothe
Capt John F. Schell
Capt James D. Cottingham
1Lt Ronald A. Hoffmeyer
1Lt John W. Crotty
1Lt Alan B. Reiter
1Lt Daniel P. Seals
1Lt Joseph W. Widhalm

Authority: AFM 36-11 and 388 OPLAN 69-1A & B.

388th Combat Support Group, Special Order TA-923 dated 10 Feb 1969 from Al Reiter, e-mail 21 Feb 15.

09-May-69

410

The 34 TFS flew its last F-105 mission before it converted to F-4Es at the 388 TFW, Korat RTAFB, Thailand.

The F-4Es were delivered on 11 May 1969 by the 40 TFS from Eglin AFB FL. The 40th changed its designation to the 34 TFS when it arrived at Korat. "...They were met with cold beer, a lei, a parade of smoke bombs, water hoses, and welcomed through most of the streets of Korat ...". The 40th designation returned to Eglin.

The final 34 TFS squadron commander with F-105s was Lt Col Harvey W. Prosser, Jr. When the squadron converted to F-4Es, he was replaced by Lt Col Joseph M. Potts. Col Prosser was reassigned to Kirtland AFB, NM where he flew the F-4 and F-104.

On 10 May 1969, Capt Clayton Bane Lyle III was one of the F-105 pilots who transferred from the 34th to the 44 TFS. (Bane Lyle, e-mail 20 Aug 2010.)

1Lt Joseph W. Widhalm, assigned to the 34 TFS in January 1969, also transferred to the 44 TFS. (Joe Widhalm, e-mail 7 May 2012)

Maj William R. McDaniel was another 34 TFS pilot who transferred to the 44th.

After flying 58 combat missions into Laos, the last one today 9 May 69, 1Lt Alan B. Reiter also transferred from the 34 TFS to the 44 TFS on 10 May. In the 44th, Lt Reiter was assigned F-105D

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59-1759, which he named "Summertime Blues". "The name came from a 1958 rock song by Eddie Cochran." (Alan Reiter's AF Form 11 & e-mails 19 and 22 Feb 15.)

On 11 May 1969, the 34th distributed its F-105s to the 355 TFW at Takhli, RTAFB and to the 44 TFS, the only unit still flying F-105s at Korat. The 44 TFS possessed 23 F-105s. Its squadron commander was Lt Col Herbert L. Sherrill who had replaced Lt Col Guy J. Sherrill on 12 March 1969.

F-4E pilots of the 388 TFW called the F-105 "Thud" ("... cause that's the sound it makes when it crashes!") while Korat F-105 pilots referred to the F-4E as the "Thumb" (Two-Hole-Ugly-Mini-Bug). (388 TFW history)

Harvey Prosser commented on the attitude of the F-4 pilots. "They were not a happy bunch. I could have as many F-4 guys switch to 105s as I wanted. All the 34th young guys and the old F-4 pilot Gibs much preferred the Thud. We put up a big sign at the entrance to the O Club stating 'Tiny Tim flies F-4s'. The new F-4 guys refused to take it down and it stayed up for at least a month when the Wing Commander commanded the 34th pilots to remove it because it hurt the F-4 pilots' feelings. Also, the nickname for the F-4 at Korat at that time was Mini-Buff. Again, at the Wing Commander's order, we desisted." (Harvey Prosser, e-mail 2 Feb 10)

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

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

Date	F-105	Last Name	Fate
1. 03 Jun 66	58-1171	Pielin	Rescued
2. 15 Jun 66	62-4377	Kelley	Rescued
3. 21 Jun 66	62-4358	Sullivan	KIA
4. 30 Jun 66	62-4224	Nierste	Rescued
5. 15 Jul 66	59-1761	Hamby	Rescued
6. 20 Jul 66	62-4308	Lewis	KIA
7. 21 Jul 66	62-4227	Tiffin	KIA
8. 06 Aug 66	62-4315	Rutherford	Rescued
9. 17 Sep 66	61-0191	Rutherford	Rescued
10. 10 Oct 66	62-4300	Bullock	Died
11. 10 Jan 67	62-4265	Gauley	KIA
12. 19 Mar 67	61-0123	Austin	KIA
13. 05 Apr 67	62-4395	Youngblood	Survived
14. 12 May 67	63-8269 (F)	Stewart	KIA
		Pitman	KIA
15. 15 May 67	62-4429 (F)	Heiliger	POW
		Pollard	POW
16. 02 Jun 67	61-0190	Smith	POW
17. 04 Jun 67	61-0148	Kough	Rescued

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18.	15 Jun 67	61-0213	Swanson	KIA
19.	17 Oct 67	61-0205	Andrews	POW
20.	17 Oct 67	62-4326	Odell	POW
21.	17 Oct 67	60-0425	Sullivan	POW
22.	27 Oct 67	62-4231	Flynn	POW
23.	28 Oct 67	62-4356	Waldrop	Survived
24.	19 Nov 67	58-1170	Vissotzky	POW
25.	04 Feb 68	60-5384	Lasiter	POW
26.	14 Feb 68	60-0418	Elliot	KIA
27.	15 Apr 68	61-0206	Metz	POW Died
28.	25 Apr 68	60-0436	Givens	Died
29.	14 May 68	61-0132	Bass	Died
30.	28 May 68	61-0194	Ingvalson	POW
31.	31 May 68	60-0409	Beresik	KIA
32.	08 Jun 68	61-0055	Light	Rescued
33.	13 Jul 68	60-0453	Confer	Survived
34.	01 Sep 68	60-0512	Thaete	Rescued
35.	17 Nov 68	61-0092	Dinan	Survived
36.	11 Feb 69	62-4256	Zukowski	KIA
37.	17 Mar 69	61-0104	Dinan	KIA
38.	29 Mar 69	62-4270	Stafford	Rescued
39.	03 Apr 69	62-4269	Christianson	KIA

388 TFW History, Apr - Jun 69, USAF microfilm NO586 .

11-May-69

7440

After transferring from the 34 TFS on 10 May 1969, 1Lt Alan B. Reiter flew his first combat mission into Laos with the 44 TFS.

Al Reiter, e-mail 22 Feb 15.

23-Jul-69

7427

1Lt Alan B. Reiter from the 44 TFS, flying 62-4361 from Korat, received the Distinguished Flying Cross for today's mission. "... Lieutenant Reiter served as wingman in a flight of four F-105s tasked to strike a heavily defended storage complex. Despite adverse weather conditions, darkness and antiaircraft artillery fire, Lieutenant Reiter made repeated attacks against this vital area placing ordnance precisely on target, silencing two hostile gun positions and completely devastating the logistics complex. The professional competence, aerial skill and devotion to duty displayed by Lieutenant Reiter reflect great credit upon himself and the United States Air Force."

Al Reiter, e-mail 19 Feb 15 with DFC citation as attachment.

06-Sep-69

7436

The 44 TFS published an order designating squadron individuals for specific positions.

a. Force Commander (Includes flight and element lead).

Lt Col Herbert L. Sherrill
Lt Col Harley N. Wills
Maj Larry W. Crotts
Maj Gordon E. Lewis

b. Flight Leader (Includes element lead). (*Flight leader for strike flights only.)

Col John A. Nelson

Maj William W. Rowley, Jr.

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Lt Col Edward D. Moriarty
Maj Kirby Collins, Jr.
Maj Thomas J. Dodd
Maj Billy G. Dornberger
Maj Fred S. Hudson
Maj Edwin C. Johnson
*Maj William R. McDaniel
*Maj Guy E. Pulliam

Maj Raymond G. Schwartz
Maj William H. Stockton
Maj William H. Talley
Maj Joseph Reynes
Capt Thomas J. Doubek
*Capt Charles J. Ferrari
*Capt Eben D. Jones
Capt Robert L. Nesbitt

c. Element Leader (Strike flights only).

Capt Clayton B. Lyle III
1Lt Alan B. Reiter
1Lt Edward L. Sykes
1Lt Joseph W. Widhalm

d. Standardization Flight Examiner (AFM 60-1 & PACAFM 60-2) (Includes IP)

Maj William H. Talley
Capt Eben D. Jones
Maj Larry W. Crotts

e. Stan/Eval Flight Examiner, EWO.

Maj Jerry W. Hargis
Capt William M. Chynoweth
Capt Troice G. Cline

f. Instructor Pilot, F-105D & F-105F (PACAFM 60-5)

Lt Col Herbert L. Sherrill
Lt Col Harley N. Wills
Maj Kirby Collins, Jr.
Maj Billy G. Dornberger
Maj Fred S. Hudson
Maj Richard E. Kennedy
Maj Gordon E. Lewis

g. F-105 EWO Instructor

Maj Richard C. Carver
Maj John W. Sims, Jr.
Capt Donald L. Brown
Capt George A. LaFrance
Capt Gerald J. Stiles

h. FCF Pilot, F-105D/F

Lt Col Herbert L. Sherrill
Lt Col Harley N. Wills
Maj Kirby Collins, Jr.
Maj Larry W. Crotts
Maj Gordon E. Lewis

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Capt Charles J. Ferrari

i. FCF EWO, F-105F

Capt Donald L. Brown
Maj William M. Chynoweth
Capt Troice G. Cline
Capt George W. Mickey
Capt Henry C. Robert

j. AGM-12 Pilots

Maj Gordon E. Lewis
Maj Thomas J. Dodd
Maj William H. Stockton
Capt Eben D. Jones

44 TFS Special Order No. 48, dated 6 September 1969, signed by Lt Col Harley N. Wills, Operations Officer.

08-Oct-69

7437

1Lt Alan B. Reiter, 44 TFS, flew the F-105 for the last time. He flew 67 missions over Laos with the 44 TFS. With his 58 earlier missions while assigned to the 34 TFS he had accumulated 295 combat hours in 125 "out of country" combat missions.

He flew F-105D 62-4242 on his last mission from Korat. Since his first flight in the F-105 on 1 June 1968, he accumulated 431 hours in the airplane.

"My assignment after leaving Korat was as a T-38 instructor at Vance AFB. I left the Air Force in December 1972. I then flew for the Flying Tiger Line and later FedEx after it bought Tigers. I retired from FedEx.

"One anecdote I always chuckle over is that I only had Thud drivers as IPs in Air Force Pilot Training. Maj. Edwin Johnson (in 44th with me later) soloed me in T-37s, Capt. Davey Weaver (100 missions with 34th) was my T-37 IP, and Maj. William T. 'Willie' May was my T-38 IP (finished 100 at Korat in January 1966). Needless to say a Thud assignment was my only choice upon graduation. Later, when I went to Tyndall for T-38 instructor training after Korat, Capt. Fred Wilson (100 at Takhli) was my instructor."

Al Reiter, e-mail 19 Feb 15 & AF Form 11 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.