

# Joseph S. Sechler

## F-105 History

22-Dec-67

4358

The last F-105 training class 68-C conducted by the 4520 CCTW at Nellis AFB, Nevada, graduated 18 pilots in course number 111506A. The class, assigned to the 4523 CCTS, the "Hornets", started in July 1967.

The students and their SEA assignments were:

Maj James Hardin Metz (Class Leader) - 34 TFS  
Capt Donnie M. Tribble - 333 TFS  
Capt Harold E. Murk - 44 TFS  
Capt John S. Murphy - 34 TFS  
Capt John H. Wambough, Jr. - 34 TFS  
Capt Joseph S. Sechler - 34 TFS  
Capt Anthony F. Germann - 34 TFS  
Capt Lawrence L. Bogemann - 34 TFS  
Capt William P. Shunney - 34 TFS  
Maj William S. Pachura - 357 TFS  
Capt Thomas T. Hensley - 469 TFS  
Capt Kenneth D. "Don" Harten - 354 TFS  
Capt Olin K. Everett - 34 TFS  
Capt Charles E. Metzger - 469 TFS  
Maj Donald J. Sisk - 469 TFS  
Capt John E. Hartman - 34 TFS  
Capt Mark B. Foxwell - 357 TFS  
Capt Robert J. Casey - 333 TFS

Joe Sechler described how he got into the F-105 program. "Following a mediocre academic & military performance in UPT, I was assigned to B-52s at Seymour Johnson. In 1967, I was on a Stan/Eval crew and checking out in the left seat, having the greatest fear that if I became an AC, I'd be stuck for life in SAC. Thank God, a buddy of mine knocked on my door one day in May of 1967 with a message from the squadron saying I was to report for F-105 training. (My buddy was later killed flying a B-58.) My wife cried and I jumped for joy. Despite my assignment to SAC, I truly believe I was destined to be a fighter pilot and especially a THUD pilot ... I was the only co-pilot from my wing (B-52 & KC-135) - who I know of - to be sent to F-105s." (Joe Sechler, e-mail 28 April 2010.)

"This [F-105 training] program has since been transferred to McConnell AFB, Kansas. More than 400 'top gun' pilots were trained here at Nellis in the 23rd squadron." The transfer was to allow Nellis to begin training for the F-111A.

The commander of the 4523 CCTS during the period of July to December 1967 was Lt Col Henry L. Parker and the Operations Officer was Maj Robert E. Green. "The two flight leaders of 'A' flight were Maj Julius Calloway and Maj Edward M. Dobson, and for 'B' flight during the same period was Maj Richard P. Cisco and Maj Doyal L. Wyrick."

During the last six months of F-105 training the squadron flew the following hours and sorties:

	Hours	Sorties
July	634:45	474
August	577:10	489
September	686:10	555
October	648:45	394

# Joseph S. Sechler

## F-105 History

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November	298:15	213
December	188:50	118

The 4524 CCTS was also involved in F-105 training at Nellis. This squadron "provided academic and flying support of the F-105 operational training courses and Military Assistance Program. They provided facilities and personnel to operate and assist instructor pilots in operation of training devices as necessary to accomplish the pilot training program. This included all training of student F-105 pilots in the proper use of the R-14A and the APN-131 Doppler Radars in the T-39B aircraft."

Capt Henry R. Hutson III was an Instructor pilot in the 4523 CCTS. "Maj Dean Elmer [Maj Dean A. Elmer] and I flew the last two F-105s of the 4520 CCTW to McConnell AFB, KS. That was the end of the THUD training program at Nellis."

*History of the Tactical Fighter Weapons Center, 1 July - 1 December 1967 & 15 Apr 86 letter from Col Henry R. Hutson III to Bauke Jan Douma & John Murphy, e-mail 5 May 2011 with class roster and photo.*

### 07-Feb-68

2279

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0462 on his 25th combat mission from Korat RTAFB, Thailand. It was his first time as mission commander to a target in RP-6A, North Vietnam. The F-105s encountered MiGs and diverted to a target in RP-5. Sortie length was 3 hours 20 minutes.

Capt Earl J. Henderson, 469 TFS, on his 83rd combat mission into North Vietnam, was also mission commander for a radar-controlled strike into RP-6.

"Target: Kim Lo Army Barracks NW of Hanoi.  
"Armament: 6x750.

"Mission Commander on fairly easy mission. Commando Club under Wager Control. Light SAM activity. MiGs tried to engage right at drop but they evidently thought we were going deeper. They did not catch up with us as we went out outbound."

Capt Joseph S. Sechler arrived at Korat and was assigned to the 34 TFS. During his 7-month combat tour he annotated each of his missions in a small pocket calendar that identified the mission date, pilots in his flight, the flight's call sign, and his mission number.

*Bill Harris, letter, 19 March 2001 & Earl Henderson, combat diary & Joe Sechler, e-mail 28 Apr 10.*

### 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

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# Joseph S. Sechler

## F-105 History

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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.*

### 17-Feb-68

4879

"Crossbow" flight from the 34 TFS dropped bombs using radar on a target in Laos. The flight took off at 0620. Its line up was:

- #1 - Maj Donald W. Hodge
- #2 - Maj Ivor K. Goodrich
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0167
- #4 - Maj William P. Shunney

It was Maj Armstrong's 69th combat mission. "This was a 1st alternate target divert to Laos for a radar drop. It was all real quick and simple. I'd take 31 more just like it." Their mission was 2 hours 20 minutes long.

Capt Joseph S. Sechler, also from the 34th, flew his second mission over North Vietnam. His flight lineup was:

- #1 - Maj Kenneth W. Mays
- #2 - Capt Joseph S. Sechler
- #3 - Maj William M. Blakeslee
- #4 - Capt John S. Murphy

Capt Sechler logged 2:30 flying hours.

*Maj Armstrong's 100-mission combat log, pp 27 - 28 & Joe Sechler flight log via e-mail 28 Apr 10.*

### 18-Feb-68

5871

In a repeat of his 6 and 12 February missions, Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 85th combat mission against Route 7 in RP-3.

Capt Joseph S. Sechler, also from the 34th, flew his third mission over North Vietnam. His flight lineup was:

- #1 - Maj Billy R. Givens
- #2 - Maj William P. Shunney
- #3 - Maj Donald W. Hodge
- #4 - Capt Joseph S. Sechler

Capt Sechler logged 2:25 flying hours.

*Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 18 Feb 68 & Joe Sechler flight log via e-mail 28 Apr 10.*

### 20-Feb-68

5872

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 87th combat mission against a

## Joseph S. Sechler

### F-105 History

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target near Dien Bien Phu, in RP-5, North Vietnam.

Capt Joseph S. Sechler, also from the 34th, flew his fourth mission over North Vietnam. His flight lineup was:

- #1 - Maj William M. Blakeslee
- #2 - Capt Joseph S. Sechler
- #3 - Maj James Hardin Metz
- #4 - Capt Anthony F. Germann

Capt Sechler logged 3:00 flying hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 4" to bomb Vinh airfield in RP-3. "... Fired at SAM ring." It was his 45th combat mission.

*Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 20 Feb 68 & Joe Sechler flight log via e-mail 28 Apr 10 & Rufus Dye Mission History log.*

#### 21-Feb-68

5873

"Gator" Flight from the 34 TFS flew a mission into Laos and North Vietnam. The lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 59-1760
- #2 - Capt John S. Murphy flying 60-0436 on his 3rd combat mission
- #3 - Maj Carl B. Light flying 61-0162
- #4 - Capt David C. Dickson flying 60-0435 on his 88th combat mission
- Spare - 60-5375

Each aircraft carried six 750-lb bombs, two AIM-9s on a dual-mount pylon on one outboard and an ECM pod on the other outboard. Each of the 20-mm cannons had a full load of ammo.

The flight left Korat at 15:30 for a 16:30 TOT. Inbound to the target, they refueled at 16:00 from White Anchor 44 at 16,000 feet, the same tanker they used for post-strike refueling. Their fragged target was the Ban Van NE military complex in Laos but they ended up in North Vietnam strafing trucks in RP-1 near Quang Khe.

John Murphy recalled the mission. "The target area was, as was most of Southeast Asia on that day, completely obscured by clouds. We most likely dropped our ordnance via "COMBAT SKY SPOT" (ground controlled/directed radar-guided release), straight and level above the cloud deck, all four aircraft in route formation, and all at the same time. I am sure we did drop while over Laos.

"Following the drop, Lead asked the airborne command post for permission to enter N. Vietnam for armed road recce. Permission was granted, though cloud cover might prevent access. Again, I don't remember who came up on the same radio freq. though most likely it was a "Misty FAC" (F-100 Forward Air Controller), and he told us there were trucks on a road north of Dong Hoi. We continued on in an easterly direction. Cloud cover prevented us from seeing anything below; the terrain was completely blocked from view.

"Maj. Falls told the flight he was going to lead us down through the cloud deck and hopefully get under the cloud cover while we were out over the South China Sea. We tucked our aircraft in tight and flew on his wing in close fingertip formation, and started down through the clouds. We finally broke-out, over the sea at ... an altitude of 2000 to 3000 feet above the water, perhaps lower. We turned back to the west and proceeded to cross the NVN shore line. The cloud base was ragged, varying in height above the ground. Lead found the trucks and we all started to take separation on Lead in order to establish our individual gun runs. To me, it seemed as though we were in a very

# Joseph S. Sechler

## F-105 History

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tight opening, almost like being inside an enclosed football field, low clouds with very limited horizontal visibility. The fact that we were traveling at 450 - 500 kts inside a 'mixing bowl' did not help me to acquire the target(s). I was busy keeping Lead and the other flight members in sight, and staying within the limits of the 'bowl'.

"I set up my first firing pass, trying to gain separation from Lead and pick out my target, but not very successfully. I saw Lead get off his first firing pass while I was still fighting to get into a firing position. At that point I made the decision to abandon my pass, stay out of the way of the flight members behind me, and to join on Lead in a fighting wing position. I did not want to screw up this opportunity for the flight, I did not want to get forced back up in to the cloud deck, I did not want to become separated from the flight and become an issue for Lead, so I decided to jump on his wing and hang on. And, to complicate matters, I really didn't know exactly where we were.

"Over the next few minutes, I was not able to look at anything but to keep my Lead's 'light in the star' and say 'Two.' I don't remember how many passes the flight made on the trucks, but I would guess two or three. We were flying in a very tight 'circle' and pulling lots of G's. Lead finally called it off and we headed west, climbing back up through the clouds, and all joining up on top. We proceeded back to the Tanker for a post-strike refuel and then on back to Korat. Maj. Falls complemented me for staying out of the way."

Capt Joseph S. Sechler, also from the 34th, flew his fifth mission over North Vietnam. His flight lineup was:

- #1 - Lt Col Nevin G. Christensen
- #2 - Capt Anthony F. Germann
- #3 - Maj James Hardin Metz
- #4 - Capt Joseph S. Sechler

Capt Sechler logged 3:05 flying hours.

*John C. Murphy's mission card and narrative via e-mail 22 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 21 Feb 68 & Joe Sechler flight log via e-mail 28 Apr 10.*

### 23-Feb-68

6546

A flight with pilots from the 34 TFS flew a mission over North Vietnam. The lineup was:

- #1 - Lt Col Robert A. "Red" Evans commander of the 44 TFS.
- #2 - Capt Joseph S. Sechler flying his sixth mission
- #3 - Lt Col Kenneth M. Hiltz
- #4 - Maj Douglas A. Roysdon

Capt Sechler logged 2:55 flying hours.

*Joe Sechler flight log via e-mail 28 Apr 10.*

### 25-Feb-68

6547

A flight with pilots from the 34 TFS flew a mission over North Vietnam. The lineup was:

- #1 - Lt Col Robert A. "Red" Evans commander of the 44 TFS.
- #2 - Capt Joseph S. Sechler flying his seventh mission
- #3 - Capt Harry Guy Paddon III
- #4 - Capt John S. Murphy

Capt Sechler logged 2:40 flying hours. The squadron held a party in the evening.

# Joseph S. Sechler

## F-105 History

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*Joe Sechler flight log via e-mail 28 Apr 10.*

**27-Feb-68**

5874

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 91st combat mission. He struck five trucks in Mu Gia Pass, in RP-1, North Vietnam.

Another flight of 34th pilots also flew a mission over North Vietnam. The lineup was:

- #1 - Maj Donald W. Hodge
- #2 - Capt Joseph S. Sechler flying his eighth mission
- #3 - Maj Melvin L. Irwin
- #4 - Maj Douglas A. Roysdon

Capt Sechler logged 2:35 flying hours.

*Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 27 Feb 68.*

**28-Feb-68**

4885

Two pilots from the 34 TFS flew a mission into RP-1 as "Goose" flight and destroyed trucks and supplies. They took off at 0740 and returned after 2 hours 20 minutes. The flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4387.
- #2 - Capt Joseph S. Sechler flying his 9th mission.

It was Maj Armstrong's 76th combat mission. "L/C Smith was supposed to be "Goose" today but he couldn't fly so I took the spare slot. Strangely enough, they launched the spares as a flight and we went over to Pack I. We were working with an F-100 FAC in the southern end of Mu Gia Pass. He spotted a trench 125' long with supplies in it and we bombed and strafed it. We set the truck on fire and he estimated we destroyed 75% of the supplies and the fire was still burning when we left. The weather was pretty bad around the target and it made it difficult to acquire and strike this truck. I made 3 strafing passes and fired 770 rounds. Joe made one and fired 170.

"Later got a letter of appreciation from the F-100 FAC pilot and endorsed by his commander for the work we did."

Lt Gen Armstrong also described this mission in his memoirs. "A funny thing happened on mission # 76. I was a spare but got launched as a two-ship flight. An F-100 FAC in Pack I at the Southern end of Mu Gia Pass had a target for us. It was a trench about 125 feet long into which supplies and ammo were stored. We bombed and strafed it setting the trench on fire. It was still burning when we left. Later I got a Letter of Appreciation from the F-100 FAC and endorsed by his commander. It was one of those rare occasions where one clearly did a good job and was properly recognized for doing it."

Joe Sechler recalled "... that I did not have a sight on the combining glass and had to bomb and shoot blind. ... According to the Misty FAC, I hit the target with my bombs (pure luck). Sam put me in for an Air Medal for that and it got approved." He logged 2:20 flying hours. (Joe Sechler, flight log and e-mail 28 April 2010.)

*Maj Armstrong's 100-mission combat log, pp 29 - 30 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 41.*

**29-Feb-68**

5164

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

# Joseph S. Sechler

## F-105 History

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Capt Irving E. LeVine - Flown 5 Feb 68 on his birthday.  
Capt Vernon D. Ellis  
Maj Kenneth W. Mays - 23 Feb 68  
Capt Harry Guy Paddon III - Flew his 100th on 29 Feb 1968. "Good old leap year."

Capt Paddon left Korat in March 1968 and was next assigned to Moody AFB, GA as a T-38 IP.

Capt LeVine had flown 99 missions in December 1967, "... and could have gone home when my 100 were done but Ray Vissotzky [Maj Raymond Walter Vissotzky], a real, trained LSO, had been shot down [and had become a POW on 19 November 1967] and they needed someone to fill his shoes as Life Support Officer. I had 120+ parachute [jumps] but as Ray had 'penciled me in' as his assistant, the Powers That Be thought that was good enough. I said I'd stay if they let me fly my 100th Mission on my [34th] birthday ... Feb 5th 1968 and the deal was sealed."

Capt LeVine left Korat in May 1968 and was assigned to the F-111 program at Nellis AFB, NV. He remained at Nellis until he retired on 1 October 1972.

Also on this day, a flight of 34th pilots flew a mission over North Vietnam. The lineup was:

#1 - Maj Melvin L. Irwin  
#2 - Capt John S. Murphy  
#3 - Maj Donald W. Hodge  
#4 - Capt Joseph S. Sechler flying his tenth mission.

Capt Sechler logged 2:55 flying hours. (Joe Sechler flight log via e-mail 28 Apr 10)

*34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Harry Paddon, e-mail 31 March 2010 & Irv LeVine, letter received 16 Apr 10 & Irv LeVine, e-mail 17 Apr 10.*

### 02-Mar-68

6548

"Gator" flight from the 34 TFS flew a mission over North Vietnam. The lineup was:

#1 - Capt Gary G. Durkee  
#2 - Capt John S. Murphy  
#3 - Maj David D. Igelman  
#4 - Capt Joseph S. Sechler flying his 11th mission

Capt Sechler logged 2:30 flying hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 2" to bomb two storage areas in the Steel Tiger region of southern Laos. "... Light 37 mm.." He then flew armed recce in RP-1. "No significant sightings." It was his 46th combat mission.

*Joe Sechler flight log via e-mail 28 Apr 10 & Rufus Dye Mission History log.*

### 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.

This was Maj Armstrong's 78th combat mission. "We were 1st alt yesterday so I let Monty lead to

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# Joseph S. Sechler

## F-105 History

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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.*

### 05-Mar-68

5876

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 94th combat mission against Route 7 in RP-3.

"Pistol" flight from the 34th flew a mission over North Vietnam. The lineup was:

- #1 - Bob Moore
- #2 - Capt Joseph S. Sechler flying his 13th mission
- #3 - Lt Col Nevin G. Christensen
- #4 - Capt John S. Murphy

Capt Sechler logged 2:20 flying hours.

*Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 5 Mar 68 & Joe Sechler, e-mail 28 Apr 10.*

### 06-Mar-68

4889

The four pilots in "Pistol" flight from the 34 TFS bombed a target in northern Laos. They took off at 0610 and returned after 2 hours 15 minutes. Their line up was:

- #1 - Maj Eugene Paul Beresik (KIA, 31 May 68)
- #2 - Capt Anthony F. Germann
- #3 - Maj Almer L. "Buddy" Barner, Jr.
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 60-5375

This was Maj Armstrong's 80th combat mission. "I was Mission Commander again today and got all of the way through the briefing. We finally executed 1st alt and had a radar drop in northern Laos near Sam Neua. I let Gene Beresik pinch hit for me and lead. It was an uneventful drop. We then made an armed recce of Rte #7 and didn't spot anything though it was partially clear."

"Crossbow" was another 34th squadron flight that went to North Vietnam. Their lineup was:

- #1 - Lt Col Rufus Dye, Jr. flying his 49th mission.
- #2 - Capt Joseph S. Sechler flying his 14th mission. He logged 2:35 flying hours.
- #3 - Maj Donald W. Hodge
- #4 - Capt Lawrence L. Bogemann

Col Dye recorded his call sign as "Crossbow 02". In his mission log, the flight was fragged for a strike in the Steel Tiger (SL) region of Laos. Due to weather, the flight dropped their bombs using Sky Spot radar on the Ba Nam Highway segment in RP-1.

*Maj Armstrong's 100-mission combat log, pg 31 & Joe Sechler, flight log via e-mail 28 Apr 10 & Rufus Dye, Mission History log.*

### 07-Mar-68

### 12-Mar-68

6549

After flying his 14th mission since his arrival in the 34 TFS on 7 February 1968, Capt Joseph S. Sechler went to Bangkok on his first R&R.



# Joseph S. Sechler

## F-105 History

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*Joe Sechler, flight log via e-mail 28 Apr 10.*

**15-Mar-68**

2249

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0092 on his 43rd combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission in RP-1, North Vietnam. The F-105s dropped CBUs on trucks and encountered heavy 37-mm AAA. Sortie length was 3 hours 10 minutes.

Other F-105s from the 388 TFW dropped 24 750-pound bombs on the Pou Nam Kong interdiction point along Route 191 in northwestern North Vietnam. This route "... links China with Dien Bien Phu near the Laotian border, and can be used to transfer troops and supplies into Laos through North Vietnam. While egressing, the flight observed approximately 10 trucks along the highway and reportedly damaged or destroyed four with 20-mm cannon fire."

The F-105s strafing the trucks were in "Scuba" flight from the 34 TFS that left Korat at 1410 for their 3-hour mission. The flight line up was:

- #1 - Maj Roger Dean Ingvalson (POW, 28 May 68)
- #2 - Capt Joseph S. Sechler flying his 15th combat mission
- #3 - Capt William A. Thomas, Jr.
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 60-5381

This was Maj Armstrong's 87th combat mission. "We went as a flight of 4 to our first alternate target which was a road up in Pack V. As a matter of fact, it was in the northwestern part of Pack V, north of Dien Bien Phu. We found the road segment and dropped on it causing land slides in a few places. We then made a reconnaissance of the road and I spotted a vehicle. We went back and made 2 strafing passes apiece. We estimated that we saw 10 - 15 trucks and damaged/destroyed 4 - 5."

In his memoirs, Lt Gen Armstrong elaborated on this mission. "On the 15th of March, we went to an alternate target up In Pack V near the Chinese border. We were to drop our bombs above a road segment and create a slide that would close the road to re-supply from China. On the way up we passed close to Dien Bien Phu where the French had made an unsuccessful stand against the Vietnamese communists in 1954. It was a position surrounded by mountains that seemed to me on first glance that it was a poor place to make a defensive stand. History proved that so I wasn't all that clairvoyant.

"We dropped our bombs above the road for the desired effect. There was no defensive fire that we saw. I was the #4 man and as I pulled off the target, I noticed a couple of trucks just off the road in the lower valley. I called that I was turning around to strafe them and I did and set two of them on fire. The rest of the flight returned and took up the battle. The visibility was so poor that I was worried that we would run into each other as we were starting to make opposite strafing runs down the valley. So I called to knock it off and we headed home. We estimated that there were 10-15 trucks down there and that we had destroyed 4-5.

"When the Intelligence types reviewed our film, they discovered that there were closer to 75 trucks of all sorts either on that road or under the trees. It was obviously a road building crew that we had happened upon. We hadn't bombed up there in my experience so we had apparently caught them unawares. When we reported this on debriefing, the next day's alternate target was back to the same place. This flight didn't see any trucks but did see quite a bit of defensive fire and one aircraft was hit but was able to recover to Korat." (Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 42.)

# Joseph S. Sechler

## F-105 History

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Capt Sechler, "Scuba 02", logged 2:55 flight time. "Took a small hit in water injection tank."

*Bill Harris, letter 19 March 2001 & 388 TFW history, Jan - Mar 68, USAF microfilm NO 584 frame 0506 & Maj Armstrong's 100-mission combat log, pg 33 & Joe Sechler mission log via e-mail 28 Apr 10.*

**20-Mar-68**

4906

The four pilots in "Scuba" flight from the 34 TFS bombed a road in RP-1. They took off at 1355 and returned after 4 hours 10 minutes. Their line up was:

- #1 - Lt Col James B. Ross
- #2 - Maj Eugene Paul Beresik (KIA, 31 May 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0409
- #4 - Capt Anthony F. Germann

This was Maj Armstrong's 89th combat mission. "We got words at the last minute today to go primary. It looked pretty good for awhile but we started running into clouds right at Tanker drop-off. It was undercast there just short of the coast and we had to weather abort about 25 miles from the target (just abeam Gia Lam Airfield) 2 miles from the heart of Hanoi. We took our bombs out and finally got to the tankers after being given the run-around for 15 minutes by the radar agency. We took our bombs over into Pack I and dropped them on a road and recovered with very little fuel after hitting a tanker in White Anchor."

Lt Gen Armstrong mentioned this mission in his memoirs. "My last Pack VIA mission was my 89th. This was a target close to Gia Lam Airfield in Hanoi and we found the weather completely undercast dropping off the tankers in the Gulf. Lt. Col. Ross was the mission commander and I was his deputy. I concurred when he called the abort and we dropped our bombs in Pack I on our own recognizance."

"Pancho" was another 34th flight on a mission to RP-6 but was diverted due to weather. Its lineup was:

- #1 - Maj Roger D. Ingvalson
- #2 - Maj Billy R. Givens
- #3 - Maj William P. Shunney
- #4 - Capt Joseph S. Sechler flying his 19th mission. He logged 3:50 flying time. "RP 6 (Wx abort 10 mi N of Hung Yen)"

*Maj Armstrong's 100-mission combat log, pg 34 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 42 & Joe Sechler, mission log via e-mail 28 Apr 10.*

**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

# Joseph S. Sechler

## F-105 History

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#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 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Dave Igelman, e-mail 4 Apr 10 & Joe Sechler's flight log spreadsheet.*

### 06-Apr-68

4911

"Waco" flight from the 34 TFS hit a truck park in Laos. The flight took off at 0640 and returned after flying for 3 hours. The line up was:

- #1 - Lt Col Robert W. Smith, 34 TFS Commander
- #2 - Capt Anthony F. Germann
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0167
- #4 - Capt Joseph S. Sechler flying his 28th combat mission. He logged 3:00 hours flying time.

This was Maj Armstrong's 92nd combat mission. "I logged 2 hours of weather on this one. I was by myself in the weather from take-off to just prior to reaching the tanker. We were fragged into Pack I but were diverted by Cricket to a Nail FAC in middle Laos. We hit a suspect truck park but didn't get anything out of it. L/C Smith asked for permission into the Package but it was denied. We started to head home with a non-counter when I suggested we contact 'Hillsboro' for clearance into the DMZ so I switched over to their frequency and they approved the request so we turned around and went in for a weather recce. Then it was back through the weather to here where it was raining."

*Maj Armstrong's 100-mission combat log, pg 35.*

### 07-Apr-68

### 12-Apr-68

6550

After flying his 28th mission since his arrival in the 34 TFS on 7 February 1968, Capt Joseph S. Sechler went to Bangkok on his second R&R.

*Joe Sechler, mission log via e-mail 28 Apr 10.*

### 14-Apr-68

6801

Also, on 14 April 1968, the 34 TFS launched "Bass" flight. The lineup was:

- #1 - Capt William A. Thomas, Jr.
- #2 - Capt Darrell J. Ahrens
- #3 - Lt Col Rufus Dye, Jr. flying his 60th combat mission.
- #4 - Capt Joseph S. Sechler flying his 29th combat mission two days after he returned from R&R in Bangkok. He logged 2:40 flying time.

Col Dye recorded the mission in his Mission History where he listed his call sign as "Bass 1". They dropped through weather using Sky Spot on a troop concentration in Steel Tiger. They then did armed recce in RP-1. "No significant sightings."

# Joseph S. Sechler

## F-105 History

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*Joe Sechler, mission log via e-mail 28 Apr 10 & Rufus Dye Mission History log*

**15-Apr-68**

2288

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0505 on his 54th combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission followed by armed reconnaissance in RP-1, North Vietnam. Sortie length was 3 hours 10 minutes.

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

- #1 - Maj Clarence E. Langford
- #2 - Capt James V. Barr
- #3 - Bob Moore
- #4 - Capt Joseph S. Sechler flying his 30th combat mission. He logged 2:55 flying time.

As part of an Iron Hand flight, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Ozark 4" to attack a SAM site in RP-1. "100%. One secondary. Light 37-mm." It was his 61st combat mission.

*Bill Harris, letter, 19 March 2001 & Joe Sechler mission log via e-mail 298 Apr 10 & Rufus Dye Mission History log.*

**16-Apr-68**

6567

The 34 TFS, 388 TFW, launched "Waco" flight from Korat. The lineup was:

- #1 - Maj Eugene Paul Beresik
- #2 - Capt Anthony F. Germann
- #3 - Capt William A. Thomas, Jr.
- #4 - Capt Joseph S. Sechler flying his 31st combat mission. He logged 2:50 flying time.

*Joe Sechler, mission log via e-mail 28 Apr 10.*

**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

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, Mission History log.*

**23-Apr-68**

6568

The 34 TFS, 388 TFW, launched "Crossbow" flight from Korat. The lineup was:

- #1 - Capt William A. Thomas, Jr.
- #2 - Capt Joseph S. Sechler flying his 35th combat mission. He logged 2:50 flying time.
- #3 - Lt Col Rufus Dye, Jr. flying his 67th mission. (NOTE: His Mission History date was 22 Apr 68.)
- #4 - Lt Col Dorwyn D. Shaver

# Joseph S. Sechler

## F-105 History

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They attacked a storage area in northern Laos. "100 %. Road cut. 37 MM." They then flew armed recce in RP-1. "No significant sightings."

*Joe Sechler, mission log via e-mail 28 Apr 10 & Rufus Dye Mission History log.*

**25-Apr-68**

5097

The Wild Weasel crew of Maj Harrison W. Matthews and EWO Maj David Brog from the 44 TFS flew a Commando Nail combat mission into RP-1, North Vietnam. They flew F-105F 63-8274 with call sign "Packard" and landed back at Korat after 1 hour 35 minutes flying time. It was Maj Brog's 6th combat mission.

"Pancho" was a two-ship flight from the 34 TFS from Korat. The lineup was:

#1 - Capt William A. "Bill" Thomas, Jr.

#2 - Capt Joseph S. Sechler flying his 36th combat mission. He logged 1:45 flying time.

*Dave Brog's F-105 Mission Log & Joe Sechler mission log via e-mail 28 Apr 10.*

**07-May-68      12-May-68**

6551

After flying his 41st mission since his arrival in the 34 TFS on 7 February 1968, Capt Joseph S. Sechler went to Kadena AB, Okinawa, on his third R&R.

*Joe Sechler, mission log via e-mail 28 Apr 10.*

**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 one of the flights 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 - Capt 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

# Joseph S. Sechler

## F-105 History

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southern Laos. "100% in target area. Two trucks stopped." It was his 76th combat mission.

Capt Donald W. Kilgus was Misty 31 the FAC who led the F-105s in attacking the SAM site. He wrote a thank you statement to the 388 TFW describing the mission.

"1. On 25 May 1968, I was the pilot of Misty 31 performing forward air controller duties in Route Package I. Shortly after arriving in the area, we pinpointed the location of an operational SAM site with four missiles in launch position. Our request for fighters brought Speedo, Bobbin, Detroit, Master, Hayfire, Kaiser, and Locust flights from the 388th Tactical Fighter Wing under our control.

"2. This heavily defended target was well camouflaged and extremely difficult to detect from altitude. Fifteen knot winds threatened to degrade bombing accuracy and high surface winds quickly displaced and dispersed our marking rocket smoke. Finally the presence of two or more flights overhead much of the time put a premium on good radio discipline and air alertness.

"3. In spite of the above factors, 388th Tactical Fighter Wing crews located the threat in minimum time, and in the face of intense 37-mm and 57-mm fire, achieved exceptional accuracy contributing to the destruction of all missiles and the destruction or damage of a large percentage of the support equipment. From Misty 31, thanks and WELL DONE for a truly professional performance." (Don Kilgus statement (undated) from Joe Sechler, 15 Feb 15.)

*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.*

### 30-May-68

2320

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0204 on his 76th combat mission from Korat RTAFB, Thailand. It was an armed reconnaissance in RP-1, North Vietnam. A SAM was fired at the flight and the F-105s strafed the site. Sortie length was 2 hours 40 minutes.

The two F-105s in "Pistol" flight from the 34 TFS were diverted to RESCAP of the 388 TFW vice commander, Col Norman P. Phillips flying with the 469 TFS, who was shot down by AAA near Tchepone, Laos. Col Phillips was rescued. "Pistol's" lineup was:

#1 - Capt Joseph S. Sechler flying his 10th non-counter (48 counters) and logging 2:40 hours of flight time.

#2 - Capt James V. Barr

*Bill Harris, letter 19 March 2001 & Joe Sechler mission log via e-mail 28 Apr 10.*

### 31-May-68

6552

"Detroit" flight from the 34 TFS consisted of:

#1 - Capt Joseph S. Sechler, flying his 50th mission.

#2 - Capt Lawrence L. Bogemann

After completing their mission, the flight joined with the two-ship "No Trump" flight led by Maj Eugene Paul Beresik and witnessed Beresik's shoot down near Tiger Island. Capt Sechler logged 3:10 flying hours.

*Joe Sechler, mission log via e-mail 28 Apr 10.*

### 03-Jun-68

### 07-Jun-68

6553

After flying missions for 13 days in a row and his 50th counter since his arrival in the 34 TFS on 7 February 1968, Capt Joseph S. Sechler went to Bangkok, on his fourth R&R. "Much needed."

*Joe Sechler, mission log via e-mail 28 Apr 10.*

# Joseph S. Sechler

## F-105 History

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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.

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

*355 TFW history Apr - Jun 68, USAF microfilm NO464, frames 0629 - 0631 & "Vietnam Air Losses", pgs 151 - 152.*

03-Jul-68

2317

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0167 on his 99th combat mission from Korat RTAFB, Thailand. It was an armed reconnaissance mission in RP-1, North Vietnam. He was called by a FAC to knock out a SAM site. "SH bombs!" Sortie length was 2 hours.

The 34 TFS launched "Scuba" flight. The lineup was:

- #1 - Capt Joseph S. Sechler flying his 67th combat mission. He logged 2.35 flying time.
- #2 - 1Lt Ronald D. Stafford
- #3 - Lt Col Robert J. Klingensmith, Jr., the 34 TFS commander
- #4 - Capt William A. Thomas, Jr.

*Bill Harris, letter 19 March 2001 & Joe Sechler, mission log via e-mail 28 Apr 2010.*

# Joseph S. Sechler

## F-105 History

15-Jul-68

17-Jul-68

4078

Between 15 - 17 July 1968, three pilots from the 34 TFS from the 388 TFW visited the MISTY FACs of the 37 TFW at Phu Cat AB, South Vietnam. The visit was to "... exchange ...ideas and techniques to further a better working relationship between the two Wings." The pilots were: Capt Anthony F. Germann, Capt Joseph Sechler, and 1Lt David Harsman. Capt Germann wrote a report summarizing the lessons learned from the trip.

"Each of the three pilots got to fly with and participate in an actual combat mission in Pack I of NVN. This flight was an important part of the trip because it allowed the strike pilots to see the Misty operations first hand."

"The three 34 TFS pilots were instructed on improved techniques of spotting enemy supply/storage caches, truck parks, AAA sites and were shown the areas of RP-1 that were most significant in enemy supply movement. At the same time, the Misty pilots were briefed on the ordnance delivering characteristics of the F-105, including capabilities and limitations. ... Because of the interest and cooperation generated, two Misty pilots were allowed to visit Korat RTAFB to view the F-105 strike operations."

"Some of the suggestions and recommendations that evolved from the experience are:

"a. Strike pilots should familiarize themselves with typical truck park areas and 57, 37-mm sites. Some pictures have been obtained to facilitate this.

"b. Strike pilots should be familiar with the most common routes in Pack I by number as well as by color code. The Misty's refer to the main routes by number such as 15, 137, 110, 101, 1A and 1036 (Bat Lake Road). It has been recommended to the Intelligence Section of the 388 TFW to set up a 1:50,000 scale map for better crew familiarization of those routes and the entire Pack I area. A through knowledge of this area, including such geographical points as 'Disappearing River' and others of prominence is imperative to expediting the rendezvous with the FAC.

"c. The Misty's make use of the following Delta points in Pack I and it is important that each strike pilot be familiar with them. They are the following: 10, 15, 17, 21, 25, 26, 27, 29, 50, 55, 56, 60, 62, 65, 70, 74, 76, 80, 81, 83, and 85.

"d. Two main requests came from the FACs in that they don't feel F-105 pilots are taking enough tactical evasive maneuvers in the Pack such as jinks. The other is that when a strike pilot calls in on a target he should call direction he is in from rather than to and always call off the target.

"e. Other points of tactics brought out were that pilots should talk more than the FAC, by this I mean when trying to make target acquisition tell the Misty what you see as well as what he is trying to point out to you. Never drop hot on a target unless you have positively identified it. Don't be hesitant in telling the FAC not to mark if you are not in good position. You, as the strike pilot, can direct the Misty when to mark.

"f. The final point brought up during this exchange with Misty was that when rolling in on a firing gun position each pilot should roll in varying headings of 60 to 90 degrees and make the interval as close as possible so as not to allow the guns time to reposition themselves for each member of the flight."

*388 TFW history, Apr - Jun 68, Vol II, USAF microfilm NO584, frames 1261 - 1262 & 388 TFW history, July - Sep 68, microfilm NO585, frames 0058 - 0060.*

19-Jul-68

03-Aug-68

6554



## Joseph S. Sechler F-105 History

One day after flying his 73rd counter since his arrival in the 34 TFS on 7 February 1968, Capt Joseph S. Sechler went to Hawaii on his fifth R&R. "The big R&R. - Hawaii - how sweet it was."

*Joe Sechler, mission log via e-mail 28 Apr 10.*

**24-Aug-68      04-Sep-68**

6555

One day after flying his 87th mission over North Vietnam, Capt Joseph S. Sechler from the 34 TFS delivered an F-105D from Korat to the depot at Tainan, Taiwan, and returned with another F-105 that had completed IRAN. His itinerary and flight times were:

24 Aug 68 - Flew to Clark AB, Philippines - 2:35. "Got stuck with typhoon for 6 days."

31 Aug 68 - Flew from Clark to Tainan - 1:40.

2 Sep 68 - Picked up F-105 at Air Asia depot and flew back to Clark - 1:20.

4 Sep 68 - Flew from Clark to Cam Ranh Bay AB, South Vietnam - 2:05.

4 Sep 68 - Flew from Cam Ranh Bay to Korat RTAFB, Thailand - 1:40.

*Joe Sechler, mission log via e-mail 28 Apr 10.*

**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 Pharmed	114	99 (Had flown 100 missions by the end of Aug)
Capt Durkee	111	99 (Had flown 100 missions by the end of Aug)
Capt Everett	69	56
Lt Col Ross	122	108
Col Stewart	118	110
Capt Bell	70	57
Maj White	75	58
1Lt Venturi	36	29

## Joseph S. Sechler F-105 History

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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.*

### 28-Sep-68

6556

Capt Joseph S. Sechler from the 34 TFS led "Ozark" flight on his 100th mission to North Vietnam. The flight lineup was:

- #1 - Capt Sechler
- #2 - 1Lt Richard R. Venturi
- #3 - Lt Col Robert J. Klingensmith, Jr., the 34th squadron commander
- #4 - 1Lt Ronald A. Hoffmeyer

Lieutenants Venturi and Hoffmeyer had completed F-105 RTU at McConnell AFB on Class 68 IR on 7 June 1968.

"I was so excited or drunk, I forgot to log the time. My mom's birthday. Little did I know that the 100-mission program was coming to a screeching halt. That Misty exchange trip and the typhoon about cost me my 100 mission patch." The 100-mission program was halted on 30 October 1968 when the U.S government stopped the Rolling Thunder bombing of North Vietnam.

*Joe Sechler, mission log via e-mail 28 Apr 10.*

### 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.

Maj Shunney's 100th on 5 September was his last F-105 flight. He had accumulated 383.8 hours in the airplane.

## Joseph S. Sechler

### F-105 History

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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.

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 (1Mar - 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 (9Jun 68)  
Maj Clarence E. Langford DFC SO G-2797 11 Sep 68 (25 May 68)  
Lt Col James B. Ross AM (14 OLC) SO G2732 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.*