

William P. Shunney

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 |

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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.

13-Feb-68

4875

The 34 TFS flew a mission into Laos that lasted for 3 hours 30 minutes. "Scuba" flight took off at 1405. Its flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4269
- #2 - Capt Gary G. Durkee
- #3 - Maj Almer L. "Buddy" Barner, Jr.
- #4 - Capt Harry Guy Paddon III

This was Maj Armstrong's 65th combat mission. "The reason this mission was so long was that the assigned #2 man (Bill Shunney) [Maj William P. Shunney] had a speed brake problem after take off and I had to take him up to Udorn to drop his bombs and escorted him back to the field since this was his first mission. I went up to the tanker, refueled and we went to a target in Laos. An O-2 FAC put us in on a storage area and we hit it fairly well although the presence of scattered clouds obscured the target at times. We then went up to Dong Hoi and made an armed recce although we couldn't see the ground."

Maj Armstrong's 100-mission combat log, pg 26.

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

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#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.

07-Mar-68

4890

The four pilots in "Hatchet" flight from the 34 TFS bombed a target in southern Laos. They took off at 0540 and returned after 2 hours 25 minutes. Their line up was:

- #1 - Capt Gary G. Durkee
- #2 - Maj William P. Shunney
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0505
- #4 - Maj Billy R. Givens (Killed in accident 25 Apr 68)

This was Maj Armstrong's 81st combat mission. "We were carrying CBUs today. Bill Shunney was a spare so he had 500# bombs. We went to Steel Tiger, Laos, south of Mu Gia Pass about 30 miles and worked with a FAC. The visibility was really bad in the haze and we had a hard time seeing the ground. Our target was some suspected AAA sites along the road. We put all of our ordnance on the target but didn't get any secondary explosions. Afterwards, we crossed Pack I all the way over to the coast and back but the undercast was solid."

Maj Armstrong's 100-mission combat log, pg 31.

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

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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. Ingvanson

#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.

26-Aug-68

762

"388 TFW F-105 pilots used 20-mm cannon fire to uncover 100 yards of bunkers and a tunnel complex, 21 miles northeast of Mu Gia Pass Other pilots damaged five sampans, 26 miles northeast of Dong Hoi, (North Vietnam). Four of the pilots on the strikes were Lt Col Mike Monts [469 TFS], Maj William P. Shunney [34 TFS], and Captains Jack S. Houser [469 TFS], and Oral L. Bell 34 TFS]."

Sawadee Flyer, Saturday, September 7, 1968, pg 1.

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 |

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| Capt Brooks | 80 | 66 |
| Capt Bogemann | 115 | 97 |
| Capt Fuhrman | 118 | 99 |
| Lt Col Shaver | 80 | 66 |
| 1Lt Confer | 33 | 28 |
| Capt Pharmer | 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 |
| 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.

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.

Capt Fuhrman flew his 100th on 3 September 1968 with Larry Bogemann and Ivor Goodrich. (Ben Fuhrman, e-mail 19 Feb 2011.) When he retired as a Lt Col he had accumulated 456.5 hours in the F-105.

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Capt Bogemann flew his 100th mission on 3 September 1968. It was his last flight in the F-105. He had accumulated 416.8 hours in the plane. He was reassigned to the California Institute of Technology at Pasadena CA under AFIT, where he received an MS in Aeronautical Engineering. (Larry Bogemann, e-mail 27 Apr 10)

Capt Hartman flew his 100th on 2 September 1968. It was his last flight in the F-105. He had accumulated 416.1 flying hours in the airplane.

During this period, the 34 TFS commander was Lt Col Robert J. Klingensmith, Jr. and the Operations Officer was Lt Col Earl F. Bancroft.

"During August and September the 34 TFS received eight new pilot inputs from the replacement training unit (RTU) at McConnell AFB, Kansas. All eight pilots fall under the one year tour criterion which began on 1 July 1968, rather than the 100 mission criterion which affects pilots with arrival dates prior to July 1968. After receiving three days of procedural briefings, the new pilots are given one local area training flight prior to flying combat. On this flight, pilots are shown the emergency landing fields available, jettison ranges and range procedures, and local landing pattern procedures. Pilots are also given practice refueling and several practice bombing runs at the Chandy RTAF bombing range located twenty miles west of Korat. The Chandy Range facility has proven itself valuable for checking out pilots in the use of the continuous solution sight modifications which is now installed on all but one aircraft possessed by the 34 TFS."

Fourteen pilots from the 34 TFS received medals approved by 7 AF during September 1968. They were:

Lt Col Robert J. Klingensmith, Jr. DFC SO G-2978 26 Sep 1968 (10 Jun 68)
Maj William P. Shunney AM (1 - 9 OLC) SO G-2910 21 Sep 68 (1 Mar - 5 Sep 68)
Capt Lawrence L. Bogemann AM (3 - 11 OLC) SO G-2913 21 Sep 68 (1 Mar - 3 Sep 68)
Capt Ben J. Fuhrman AM (1 - 9 OLC) SO G-2913 21 Sep 68 (27 Feb - 3 Sep 68)
Capt Joseph S. Sechler DFC (1 OLC) SO G-2809 11 Sep 68 (9 Jun 68)
Capt Lamont H. Pharmer DFC (1 OLC) SO G-2809 11 Sep 68 (25 May 68)
Capt John E. Hartman DFC SO G-2799 11 Sep 68 (25 May 68)
Capt Edward C. Jones DFC SO G-2799 11 Sep 68 (7 Nov 66)
Capt James V. Barr DFC SO G-2798 11 Sep 68 (9 Jun 68)
Maj Clarence E. Langford DFC SO G-2797 11 Sep 68 (25 May 68)
Lt Col James B. Ross AM (14 OLC) SO 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.

01-Apr-69

2611

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

Also on this day, F-105 Wild Weasel EWO, Maj Roger R. Elmer, flew in the F-105 for the last time. He had accumulated 337.4 hours in the airplane.

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*Thunderchief Worldwide Report, Vol. IV, No. 7, April 1969 & F-105 Flying Hour Report, dated 18 Nov 1985
provided by USAF Safety Center to Bauke Jan Douma.*

18-Aug-16

7718

William P. "Bill" Shunney, 86, of Las Vegas, passed away, Thursday, Aug 18, 2016. He was born May 29, 1930 to Sophie and Thomas Shunney in Marlboro, MA and was a 48 year resident of Las Vegas. Bill graduated cum laude from Worcester State College in Massachusetts. Shortly after graduation he entered the U.S. Air Force as a pilot where he served for over 20 years flying the B-47, B-58, F-105, and F-111A aircraft. Following his retirement from the Air Force, Bill did graduate work in Business Administration at UNLV and became a certified financial planner. He was an owner and manager of his own commodities firm and was associated with Rausher, Pierce, Refsnes, Inc and New York Life Insurance Company. Bill served as a Lector/Eucharistic Minister at Holy Redeemer Church for many years. Bill was a wonderful and devoted husband to his wife Jane Shunney (nee San Hamel) for more than 50 years and has many friends throughout the valley. Visitation will be 5-7 pm, Thursday, Aug 25 at Palm Southwest Mortuary, 7979 W. Warm Springs Rd. Las Vegas. Funeral services will be held at 11:00 am at Palm Southwest Mortuary followed by interment at the Southern Nevada Veterans Memorial Cemetery, Boulder City, NV at 1:20 pm. In lieu of flowers, you are encouraged to make a donation to a charity of your choice.

[http://obits.dignitymemorial.com/dignity-memorial/obituary.aspx?n=William-Shunney%2c+U.S.+Air+Force+\(ret.\)&lc=5260&pid=181115715&mid=7053916&Affiliate=lvjr&PersonID=181115715&FHID=32295&view=3](http://obits.dignitymemorial.com/dignity-memorial/obituary.aspx?n=William-Shunney%2c+U.S.+Air+Force+(ret.)&lc=5260&pid=181115715&mid=7053916&Affiliate=lvjr&PersonID=181115715&FHID=32295&view=3)