

# John T. Stadler

## F-105 History

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**18-Dec-64**

6523

F-105D Operational Training Course (F-105) 111506E graduated six pilots in Class 65-D at the 4520 CCTW, Nellis AFB, NV. The course was six months long, starting on 1 July 1964, and the class was assigned to the 4526 CCTS. "Officers have acquired three years active dy svc commitment from date of crs completion."

The student pilots, their home bases, and home towns were:

Capt Rex L. Dull - 36 TFS Yokota AB, Japan - from Gary, IN  
Capt John J. King - 80 TFS Yokota AB, Japan - from Los Angeles, CA  
Capt Edward D. Nowokunski - 67 TFS Kadena AB, Okinawa - from Boston, MA  
Capt John T. Stadler - 44 TFS Kadena AB, Okinawa - from Guthrie, OK  
Capt Edwin L. Stanford - 67 TFS Kadena AB, Okinawa - from Arkadelphia, OH  
1Lt Richard L. Pack - 80 TFS Yokota AB, Japan - from Los Angeles, CA

The class's Instructor Pilots were:

Capt Darwin E. Hammersley  
Capt George W. Beran  
Capt Paul Truman McClellan  
Capt Hugh M. Milton III  
Flight Lt Anthony "Bugs" Bendell - RAF exchange pilot  
Don Riggs - US Navy exchange pilot

In November 1965, instructor pilot ... "Captain Paul McClellan was a member of the 1st Air Commando Squadron flying A-1E Skyraiders out of Bien Hoa and Pleiku Air Bases, RVN. While in support of the 1st Cavalry Division (Airmobile) his aircraft serial number 52-132898 was shot down by heavy ground fire while on his 8th strafing pass against North Vietnamese Troops." He was KIA on 14 Nov 1965 and his remains have not been returned. His name is on the Vietnam Wall at Panel 03E - Line 50.

(Posting on 14 Nov 2006 by Dennis Lewis on web site <http://www.thewall-usa.com>)

*Hq 4520th Combat Support Group Special Order P-170, dated 24 May 1965 provided by Jim Hannam via e-mail, 5 April 2010 & photo caption by Rex Dull via Bauke Jan Douma.*

**30-Jun-65**

4580

The following is a list of 10 key personnel in the 67 TFS, 18 TFW, Kadena AB, Okinawa, as of 30 June 1965:

Lt Col Robinson Risner - Commander  
Lt Col Lawrence D. Damewood - Operations Officer  
Maj James W. Mathews - Asst Operations Officer  
Capt Paul E. Dillon - Administrative Officer  
Maj Ronald E. Byrne, Jr. - Alert Task Force (ATF) Echo Commander  
Maj Raymond J. Merritt - AFT Foxtrot Commander  
Capt Glen Ward - ATF Golf Commander  
Capt William H. Bollinger - ATF Hotel Commander  
Capt Wesley D. Schierman - Flying Safety Officer  
1Lt Duane H. Zieg - Personal Equipment Officer.

"The Alert Task Force Commander is responsible for assignment and performance of the duties by the line pilots in accomplishing the 67th TFS's mission." During the period 1 Jan - 30 Jun 65, "Captain John T. Stadler, Capt Edward Nowokunski and 1Lt Dean Albert Klenda were assigned to the squadron directly from the F-105D operational fighter course at Nellis AFB, Nevada. This was the 'long' course (approximately 150 flying hours) and the pilots arrived at Kadena requiring only a few missions to bring them to combat ready status. Captain Edgar Lee Hawkins and Capt James Goode were assigned to the squadron from the Direct Air Support Flight here at Kadena. The officers possess a broad background in the fighter field primarily in the F-100s. They received a local checkout in the F-105 and are

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rapidly approaching combat ready status."

Officers departing the squadron during this period were: Capt Edward L. Carron, Capt Gene Goodwin, Capt Robert G. Moore, and Capt Carroll Noell Rather.

*67 TFS history, 1 Jan - 30 Jun 65, pp 3 - 4, USAF microfilm KO492.*

### 03-Jul-65

387

The 67 TFS, 18 TFW, deployed six attrition-replacement F-105s from Kadena AB, Okinawa, to Korat RTAFB, Thailand, under "Blue Mood I" in support of PACAF Op Ord 131-65. Four of the pilots were:

Maj William H. Bollinger

Capt William H. Meyerholt

Capt Edward D. Nowokunski

Capt John T. Stadler

On 9 July, the squadron deployed six more F-105s to Korat under PACAF OPORDs 131-65 and 134-65.

*18 TFW History, Jul - Dec 65, USAF microfilm MO497 & 67 TFS history 1 Jul - 31 Dec 65 pg 7.*

### 26-Jul-65

F-105D 624237 67 TFS 18 TFW Kadena AB Operational loss due to pilot landing short on the runway. Landed short on the overrun on Runway 20 at Clark AB, Phillipines. Capt John T. Stadler 67 TFS pilot survived without injury. Call sign: "Rich 76". "The aircraft, F-105D, SN 62-4237, departed Da Nang AB at 1536 Local, 26 July 1965, for Clark AB, PI, as number two aircraft in Rich flight, which consisted of two F-105Ds. Rich 75, SN 61-0215, the lead aircraft, was piloted by Capt William H. Meyerholt, 67 Tactical Fighter Squadron, 18th Tactical Fighter Wing, Kadena AB. The purpose of the flight was to ferry the aircraft to Kadena AB.

"The flight leader gave a flight sequence briefing, without benefit of a written checklist, for an IFR formation flight to Clark AB at FL 250, with a formation IFR approach for landing to be executed upon arrival at destination. ETE was 1+42. Route of flight was airway Red 6 Lubang, direct Clark."

"The flight departed Dan Nang at 1536 Local, proceeded as planned, and was uneventful until the final phase of the terminal approach for landing on Runway 20 at Clark AB.

"At 0857Z, Rich 75 contacted Clark Approach Control when approximately 45 miles out, and was given en route clearance and Clark weather information. The latter indicated 400' scattered, estimated 2000' broken, 8000' overcast, 10 miles visibility, wind calm, altimeter 29.36. At approximately 9859Z, Rich 75 informed Clark Approach Control that a formation penetration would be executed and was given further clearance information and informed to expect a TACAN 2 penetration with precision approach to Runway 20. An RCR 20 was reported by Clark Approach Control to Rich 75 at approximately 0900:30.

"Radar contact was made by Clark Approach Control with Rich 75, 22 miles southwest at 0901Z and a radar letdown from that point was suggested and accepted by Rich 75. Subsequently, the radar penetration, handoff to the feeder, and final controllers was accomplished routinely and smoothly. At 0909Z, the feeder controller advised Rich 75 that visibility was four miles in very light rain and fog. The GCA final approach was flown with minor heading and altitude corrections until a point approximately 1 1/2 miles from normal GCA touchdown point which is 750' from the approach end of the runway. At approximately 1 1/2 miles out, the flight started to go above the glide path and at 1/2 to 3/4 mile from GCA touchdown point were reported to be 50' high. A rapid correction toward the glide slope was noted by the final controller and at PAR minimum altitude the flight was again on and then passed through and below the glide slope. Immediately thereafter, at 0914Z, both aircraft touched down short of the runway on the overrun. Rich 76 touched down tail first in an extremely nose high attitude 274.8 feet short of the runway and Rich 75's touchdown point was 110 feet short of the runway.

"Following the tail section contact with the overrun surface by Rich 76 aircraft, the nose gear slammed violently down,

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causing the nose gear assembly to fail. The aircraft continued forward on its nose and main gear across the MA-1A arresting barrier, engaged the BAK-9 arresting barrier cable with the nose landing gear lower drag brace attaching lug, severing the cable. It veered slightly to the right, leaving the runway as approximately 500 feet from the approach end, began rotating to the right 180 degrees at 970 feet, proceeded over a field drainage system concrete culvert tail first and came to rest 2320 feet from the runway approach end and 425 feet from the right edge of the runway. At some point during the ground travel the left main landing gear assembly failed and fuel became ignited engulfing the left side of the aircraft in flames. Just prior to the aircraft coming to a stop, the pilot jettisoned the canopy using the auxiliary canopy jettison system. He evacuated the aircraft, making his exit from the right side where, at the time, the fire hazard was minimal. He was not injured."

*Louie Alley, AF Safety Center, E-mail 11 Apr 00 & USAF Accident/Incident Report dated 31 July 1965.*

**17-Aug-65      23-Oct-65**

726

Starting their second combat deployment to Korat RTAFB, Thailand, the first group of pilots from the 67 TFS from the 18 TFW, Kadena AB, Okinawa, replaced the 12 TFS at Korat, allowing half of the 12 TFS pilots to return to Kadena by 15 August and the remainder on 25 August 1965. "Integrated missions were flown through the 25th when the remaining 12th pilots returned to Kadena AB, Okinawa." Maj Ralph H. Bowersox was one of the 12 TFS pilots who returned to Kadena.

Lt Col Robinson Risner, commander of the 67 TFS who arrived with four other 67 TFS pilots on 16 August, replaced the 12 TFS commander, Lt Col Charles W. Reed.

Nine more 67 TFS pilots arrived at Korat. "Captains Maier, Mesenbourg, Nowokunski, "Boris" Baird, Stadler, and Schierman and Lt Dotson, Zieg, and Paul J. Sheehy arrived via KC-135 and C-130."

On 25 August, Capt Eddward L. Jones from the 67 TFS joined his squadron. He traveled via C-130.

Capt Roger P. Scheer, who had just arrived PCS to the 67th from Seymour Johnson also joined the squadron at Korat. (Scheer USAF Bio)

"During their second deployment, the 12th had improved its own combat operations by lessons learned, especially in the Toss Bomb Computer utilization and target area techniques. Refueling became daily occurrences, and two to three hour missions became the normal routine. Our maintenance effort was outstanding, due to the squadron commander having full control over specialists and crew chiefs. Only in the weapons loading area did we encounter difficulty and this was due to lack of administrative control."

During their second combat tour between 17 August - 23 October 1965, the 67 TFS lost eight F-105s. Two pilots were rescued, two were killed in action, and four, including Lt Col Risner, became POWs.

*12 TFS History, 1 July - 31 December 1965, pg 8 & 67 TFS history, 1 Jul - 31 Dec 1965, pg 8 (frame 1894).*

**21-Aug-65**

4648

Capt William H. Bollinger, flying F-105D 61-0189, led Willow flight from the 67 TFS, 18 TFW, at Korat with Capts Edward D. Nowokunski in 62-4224, Wesley Duane Schierman in 62-4328, and John T. Stadler in 62-4221, against the Bai Van Xom staging area in the southern portion of North Vietnam on a mission designated RT-28-C-2. "Nos. 1 and 2 aircraft dropped eight 750-lb bombs each and 3 and 4 six 750 bombs. All bombs impacted in target with no secondary explosions observed. 37-mm anti-aircraft fire was observed with no damage to any of the attacking aircraft. ... 1- Cut across area. 2-Short. 3- Long spread & on target. 4- On cave in the tgt area."

Lt Col Robinson Risner, flying F-105D 61-0212, led Apple Flight on Left Hook alternate against the Lang Bun Bridge (JCS 18.27), all carrying six 750-pound bombs. Capt Robert V. "Boris" Baird flying 61-0208, Maj James W. Mathews in 61-0185, and Capt Robert N. McCoy in 62-4227 completed Apple Flight. "Toss bomb computer was used on this target and extensive damage was done to the bridge with Capt McCoy having a direct hit. Light flak was observed with no aircraft damaged. ... L/C Risner TBC - long. Baird Manual - right 50'. Maj Matt TBC - long. R. McCoy TBC - hit

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on bridge moderate damage."

Teak Flight, led by Maj Sherrell W. Wylie flying F-105D 61-0189, with 1Lt Duane H. Zieg in 62-4244, Capt Jerome H. Maier in 62-4328, and Capt John L. Mesenbourg in 62-4221 flew against the Vinh airfield (JCS 5). All aircraft dropped eight 750 lb G.P. bombs on target, and all bombs detonated on or near the runway, cratering it beyond use. Moderate flak was encountered, but no aircraft were damaged. ... All aircraft cratered the runway."

*67 TFS history, 1 Jul - 31 Dec 1965, pp 19 - 20 (frames 1905 - 1906).*

### 23-Aug-65

4650

"Elm flight, led by Col Risner with Cpts Nowokunski, "Boris" Baird, and Stadler, attacked the Lang Bun railroad bridge (JCS 18.27) 30 N.M. from the Chinese border on the Red River. The Lang Bun Bridge was a key point on the railroad running to Hanoi from China, and all aircraft released two 3,000-lb bombs each on the bridge and completely demolished the approaches with moderate damage to the bridge.

"In the afternoon, Elm Flight, this time led by Maj Mathews with Captains Nowokunski, Schierman, and Stadler, attacked the Ban Thaoh Locks and power plant. Eight 3,000-lb bombs were detonated on target, destroying the generator building and the dam. No flak was observed in the area, although thickly settled and many gun emplacements were visible.

"Capt Baird and Lt Dotson were scrambled on a Whiplash and were directed to a target on bunkers and trenches in Laos by FAC. Four pods of rockets were fired against the buildup with direct hits confirmed by the T-28.

"Capt McCoy led Apple Flight as an Iron Hand alternate. Captains Mesenbourg, Maier, and Bollinger completed the four-ship flight. All aircraft dropped six 750-lb G.P. bombs each on the Xom Bang Barracks (JCS 39.32) in a devastating pattern, destroying many of the barracks and severely damaging many others. Toss bomb computer was used by all aircraft with outstanding results."

*67 TFS history, 1 Jul - 31 Dec 1965, pp 21 - 22 (frames 1907 - 1908).*

### 24-Aug-65

949

Capt John T. Clark, Jr. arrived from Kadena to Korat via C-130 to fly combat missions on TDY with the 67 TFS, 18 TFW.

Flying from Korat RTAFB, Thailand, two flights of F-105s from the 67 TFS bombed targets in North Vietnam during Rolling Thunder 28-C-5.

"Cap" flight consisted of four F-105Ds that destroyed eight buildings as their primary target, and a bridge and four buildings during armed reconnaissance along routes 6 and 13A. Capt Robert V. "Boris" Baird was flight lead in F-105D 62-4316. Number 2 was 1Lt Zieg in F-105D 62-4335. Both pilots dropped eight 750-pound bombs. Capt Baird's plane was hit in the radome by 37-mm flak, the first combat damage received during the 67th's current tour. Lt Col Robinson Risner was Cap 3 flying F-105D 58-1165 and Capt John T. Stadler was Cap 4 in F-105D 61-0189. They each dropped six 750-pound bombs and fired LAU-3 rockets.

In the afternoon, three F-105Ds in "Elm" flight flew armed reconnaissance along Route 7 and bombed a bridge. Capt Jerome H. Maier was flight lead in F-105D 62-4316. He dropped six 750-pound bombs on the target and fired two LAU-3 rockets. 1Lt Duane H. Zieg was number 2 in F-105D 62-4335 and Capt McCoy was Elm 3 flying F-105D 61-0206. They each dropped six 750-pound bombs on the target. The bridge was not destroyed by the 18 bombs.

"Apple Flight of four aircraft was led by Capt Bollinger in Iron Hand alternate against the Ba Na Peu barracks area. Each aircraft was armed with six 750 G.P. bombs. Due to weather, the target area was not struck, but a military barracks area was deeply cut into on the ensuing recce. Maj Mathews, Capt Schierman, and Lt Dotson constituted the remainder of the flight."

*67 TFS History 1 July 1965 - 31 December 1965, pp 22 - 23 (frames 1907 - 1908)*

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**28-Aug-65**

4654

The lineup of "Elm" flight from the 67 TFS was:

- #1 - Capt Wesley Duane Schierman flying F-105F 63-8282 with the rear cockpit empty.
- #2 - Capt John T. Stadler flying F-105D 62-4286
- #3 - Capt Eddward L. Jones flying F-105D 61-0193
- #4 - 1Lt Patrick S. "Rick" Dotson flying F-105D 62-4224

Each plane carried four MK-81 Snake Eye bombs.

The flight was " ... sent against the Ban Non Luc barracks. Mission was a test of a new weapon, the MK-81 Snake Eye. Each aircraft carried four MK-81s and two AIM-9 missiles for air defense. After striking the target with excellent results, Capt Schierman attacked the flak sites menacing the remainder of his flight and was struck by a large caliber weapon, disabling his plane, thus forcing him to eject. All rescue attempts were fruitless and continued the following days. Radio contact was made with the downed pilot, but rescue attempts were in vain. Lt Dotson was struck by a quick detonating bomb and forced to land at Udorn."

Capt Schierman became a POW. He was released 12 Feb 1973.

"Pine flight, led by Lt Col Robinson Risner, launched against a railroad bridge with four AGM-12Cs. However, flight was diverted to rescap for Capt Schierman. No contact was made."

"Whiplash Alpha Flight, with Capt Glen C. Ward, and Capt John T. Clark, Jr., was scrambled for rescap of Capt Schierman. Radio beacon was picked up and located but proved to be an anti-aircraft trap. A-1E from Udorn was shot down and pilot killed." (Note: CNA Loss/Damage database does not list a USAF A-1E lost on this date.)

"Whiplash Bravo Flight, with Maj Mathews and 1Lt Vipond, launched as rescap for Capt Schierman; however, attempts were in vain for no contact was made." The flight lineup was:

- #1 - Maj James W. Mathews flying F-105D 61-0185
- #2 - 1Lt George H. Vipond flying 62-4227

Both pilots logged 4+40 flying time. "Directed to RESCAP Capt Schierman. Refueled 3 times. Second trip into area, lead expended 2 pods of rockets and strafed damaging 2 bldgs and 1 57-mm bunker. Light flak encountered."

"Maj Raymond James Merritt led Elm Flight on RT diverted to rescap for Capt Schierman. No contact was made."

*67 TFS history, 1 Jul - 31 Dec 1965, pp 25 - 26 (frames 1911 - 1912) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.*

**29-Aug-65**

951

The 67 TFS, 18 TFW, flew seven flights of F-105s to targets in North Vietnam and Laos.

In the morning, "Oak" flight with Capt Ivy McCoy, Jr. and Capt Burton C. Spurlock, Jr., flew a weather reconnaissance mission.

"Pine" flight, led by Lt Col Robinson Risner, struck the Yen Bai ammo dump (JCS 44), northwest of Hanoi. Eighteen 750-pound bombs were dropped, heavily damaging five buildings and moderately damaging two others."

The four F-105s of "Spruce" flight were also targeted against the Yen Bai arsenal. Their lineup was:

- #1 - Maj James W. Mathews flying 62-4286
- #2 - Maj Jordan flying 62-4283. He was on TDY to the 67 TFS from Nellis.
- #3 - Maj Sherrell W. Wylie, Jr. flying 58-1165
- #4 - Maj Ronald Edward Byrne, Jr. flying 61-0193

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Each pilot dropped six 750-lb bombs on the target. Maj Byrne was shot down on this mission and became a POW. After flying RESCAP, the other three pilots recovered at Udorn. Each of the three pilots logged 2+30 for the mission.

The three F-105Ds in "Willow" flight also hit Yen Bai arsenal. The flight lineup was:

#1 - Capt Jerome H. Maier flying 61-0208

#2 - 1Lt Duane H. Zieg flying 61-0206

#3 - 1Lt George H. Vipond flying 62-4328.

"Followup dive bomb on [target] with Spruce Flight. Spruce 4 down in tgt area. Spent 10 minutes looking for pilot before leaving with bingo fuel. All bombs impacted target area. Damage unknown. No flak."

In Laos, "Lemon" flight, led by Col William D. Ritchie, 6234 Wing Commander, flew BR-57 on Route 6, dropping 15,000 lb of bombs. Route was successfully cut and 36-hour delayed bombs were planted on route as well."

Whiplash Alpha Flight led by Capt Robert N. McCoy flying F-105D 62-4227 with Maj Merritt flying 61-0187, launched into Laos and was directed to a target by a FAC. The target was a troop concentration. Two pods of LAU-3 rockets and 800 rounds of 20-mm impacted on the target the FAC had marked with a white phosphorous rocket.

"Guilt" flight of four F-105Ds (Guilt 11, 12, 13, 14) led by Capt William H. Bollinger with Capt John T. Stadler, Capt Eddward L. Jones, and 1Lt Patrick S. Dotson, were directed to RESCAP for Capt Wesley D. Schierman who had been shot down the previous day. They heard a parachute beeper "... but it apparently was a trap".

*67 TFS History, 1 Jul 65 - 31 Dec 65, pp 26 - 28 (Frames 1912- 1914) & hand written squadron mission log  
18 Aug - 21 Oct 65 in 67 TFS history.*

### 10-Sep-65

4661

The 67 TFS, flying from Korat, launched five flights of F-105Ds to attack targets in North Vietnam.

Maj Raymond James Merritt from the 67 TFS, flying F-105D 62-4221, led "Walnut" flight against a bridge. Number 2 was Capt Paul E. Dillon in 62-4286, number 3 was Capt Jack L. Francisco in 62-4335 and number 4 was 1Lt Dean Albert Klenda in 61-0188. Each plane carried 4 750-pound bombs. In addition, Walnut 4 carried 2 LAU pods of rockets. "Wx low in target area - dropped ordinance from 16M on radar vector."

The 67 TFS squadron commander, Lt Col Robinson Risner, led the four-ship "Lemon" flight to attack a supply area on the north side of the river coming out of Vinh in RP-1. Each plane carried four 750-pound bombs while Lemon 1 and 2 also carried two pods of LAU rockets. The flight lineup was: Lt Col Risner flying F-105D 61-0206, Capt Edgar Lee Hawkins flying 62-4278, Capt Ivy J. McCoy, Jr. flying 62-4265, and Capt Benjamin D. Stanton flying 62-4227.

"Primary tgt was weathered - road recce of Rt 7 & tgt of opportunity hit. All bombs save one wrought destruction in a group of 8 - 10 buildings & misc war materials at a point NE of Vinh. Lead & 2 expended rockets on Vinh Son radar site (JCS 67.2)."

Maj James W. Mathews, flying 61-0195, led "Redwood" flight that consisted of Capt Michael C. Stevens in 62-4268, Capt Robert G. Lanning in 61-0208 and 1Lt George H. Vipond in 62-4265. Each plane carried six 750-pound bombs and struck the Pha Khe barracks area. "Flight dive bombed area A-2. All bombs scored well (area air scored by following flight (Maple) as obliterated). Lead and 2 strafed areas A-1 and A-3 leaving 6 - 8 buildings aflame."

Col William D. Ritchie, Jr. was Maple 1 while flying 61-0211. His flight consisted of Capt Burton C. Spurlock, Jr. #2 in 61-0187, Capt Glen C. Ward #3 in 62-4335 and Capt James L. Goode #4 in 61-0188. They each dropped six 750-pound bombs on a barracks area. "Tgt was approx 30 miles north of Pak Sane. Light flak encountered."

Maj William H. Bollinger led a Whiplash Alpha flight for a rescap of a downed Navy pilot. He flew 61-0189. Capt Merwin Lamphrey Morrill was #2 in 62-4231, Capt Eddward L. Jones #3 in 61-0194, and Capt John T. Stadler #4 in 62-4283. Each plane carried 2 pods of LAU rockets. "Flt was scrambled from Whiplash alert for rescap of Navy pilot

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down S. of Vinh. Went as flt of two elements. Flt was not requested to suppress ground fire, so expended pods on Hon Matt Isl."

The downed Navy pilot was Lt Cmdr Wendell Burke Rivers from VA-155 on the USS Coral Sea. He was shot down in A-4E 149991 and became a POW. (Vietnam Air Losses pg 31.)

*67 TFS History, 1 July 65 - 31 December 1965*

### 11-Sep-65

7161

In a Rolling Thunder 31A bombing mission, the four F-105Ds in "Oak" flight from the 67 TFS were fragged against an ammunition dump in North Vietnam. Each plane carried eight 750-lb bombs. Their flight lineup was:

- #1 - Maj James W. Mathews flying 62-4278. 2+20
- #2 - 1Lt George H. Vipond flying 62-4283. 2+30.
- #3 - Capt Robert G. Lanning flying 61-0194. 1+45
- #4 - Capt Edward D. Nowokunski flying 61-0189. 2+30

"#3 air abort due to stab-aug malfunction. Unable to locate ammo dump due to undercast. However, located large factory & barracks and all bombs impacted in target area. Extensive smoke observed obscuring target. 37-mm flak and auto weapons encountered."

The four F-105Ds in "Pine" flight each dropped eight 750-lb bombs on a barracks and ammunition dump in North Vietnam. The lineup was:

- #1 - Capt William H. Bollinger flying 61-0217. 2+20
- #2 - Capt Merwin Lamphrey Morrill flying 61-0191. 2+15
- #3 - Capt Eddward L. Jones flying 62-4244. 2+15
- #4 - Capt John T. Stadler flying 62-4286. 2+10

"Weather obscured target area. Bombed military area close to designated target. Good hits on target."

*Hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.*

### 12-Sep-65

540

During the third combat mission against Yen Khoai barracks (JCS 47.1) in North Vietnam, Lt Col Robinson Risner, call sign "Elm 01", flying F-105D 61-0191, was hit in the canopy. Other members of the flight were: Captains Edward Nowokunski in 62-4221, Jack L. Francisco in 61-0188, and John T. Stadler in 62-4335, all TDY with the 67 TFS from Kadena AB, Okinawa, to Korat RTAFB, Thailand. "Elm Lead got no release on target, but 2, 3, and 4 had all bombs on target. Elm lead attacked flak site in target area on re-attack, and at that time received hit in canopy shattering it."

He was able to return to Korat at "low altitude and slow speed after refueling." Elm 3 was hit in the radome, and Elm 4 was hit in the stabilizer. For his courage and professionalism in leading these three days of strikes against this JCS target, Lt Col Risner was awarded the Silver Star. His citation read, "The President of the United States of America ... takes pleasure in presenting a Bronze Oak Leaf Cluster in lieu of a Second Award of the Silver Star to Lieutenant Colonel James Robinson Risner, United States Air Force, for gallantry in connection with military operations against an opposing armed force over North Vietnam on 9, 11 and 12 September 1965. On these dates, Colonel Risner led a strike force of F-105 aircraft against a highly important and heavily defended target deep in enemy territory. His courage and aggressiveness were continually evident as he faced multiple enemy threats in the successful accomplishment of each assigned mission. By his gallantry and devotion to duty Colonel Risner has reflected great credit upon himself and the United States Air Force." (PACAF Special Order No. G-184, October 26, 1965, on-line at <http://militarytimes.com/citations-medals-awards/recipient.php?recipientid=3441>)

"Pine" and "Spruce" flights from the 67 TFS also struck JCS 47.1. Each plane dropped six 750-lb bombs. The lineup for "Pine" flight was:

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- #1 - Capt William H. Bollinger flying 62-4231. 2+30
- #2 - 1Lt Patrick S. "Rick" Dotson flying 61-0208. 2+25
- #3 - Capt Eddward L. Jones flying 62-4244. 2+20
- #4 - Capt Merwin Lamphrey Morrill flying 61-0189. 2+20

"Partially destroyed Area C."

The lineup for "Spruce" flight was:

- #1 - Capt Robert N. McCoy flying 62-4247. 2+10
- #2 - Capt Michael C. Stevens flying 61-0191. 2+15
- #3 - Capt John L. Mesenbourg flying 61-0187. 2+05
- #4 - Capt Burton C. Spurlock, Jr. flying 62-4271. 2+10

"Target barracks area C & F."

"The three day effort (against this target) left about 100 barracks and other buildings destroyed or damaged."

Also today, the Navy continued to search for SAM sites. " ... From September 12 to 14 Navy pilots launched another intensive effort to locate and destroy sites, flying 338 Iron Hand sorties without success."

*67 TFS History, 1 July - 31 December 1965 & "Gradual Failure: The Air War Over North Vietnam; 1965 - 1966", pgs 170 and 181.*

### 17-Sep-65

5506

The day after Lt Col Risner and Maj Merritt were lost, the 67 TFS sent two four-ship flights back to the area to search for the downed flyers.

Pepper flight. #1 Capt Ivy J. McCoy, Jr. in 62-4244 3:30. #2 Capt Edgar Lee Hawkins in 61-0197 3:30. #3 Capt John T. Clark, Jr. in 62-4265 3:40. #4 Capt Glen C. Ward in 62-4238 3:25. Each carried 2 LAU rocket pods. "RESCAP for Col Risner/Maj Merritt. No contacts, recycled once into area." (Note: Three days later, on Sep 20, Hawkins died while flying 62-4238 when he ran into a mountain top while pulling up from a 30-degree dive after firing rockets at a bridge in RP-5.)

Oak flight. #1 Maj William Henry Bollinger in 61-0194 4:00. #2 Capt John T. Stadler in 62-4231 4:00. #3 Capt Eddward L. Jones in 61-0195 4:00. #4 Capt Edward D. Nowokunski in 62-4278 4:30. "RESCAP for L/C Risner/Maj Merritt. Unsuccessful. Expended rockets on Hon Mat [radar site]. #4 recovered Udorn."

On this date, Capt Jones was awarded an Air Medal (2nd OLC) for the period 28 June - 17 Sept 1965.

*67 TFS History, 1 July - 31 Dec 65 flight line up records & Hq 7th Air Force Special Order G-433 dated 28 May 1966 provided by Capt Jones' son Dave Jones via e-mail 4 Jan 2013.*

### 19-Sep-65

7221

"Redwood" flight from the 67 TFS destroyed a military rest area in the Barrel Roll region of northern Laos. The lineup was:

- #1 - Capt William H. Bollinger flying 61-0194. 6 x 750, 1 LAU-3. 2+30.
- #2 - Capt Merwin Lamphrey Morrill flying 61-0197. 6 x 750. 2+30
- #3 - Capt Eddward L. Jones flying 61-0195. 2 LAU-3. 2+30
- #4 - Capt John T. Stadler flying 61-0188. 6 x 750, 2 LAU-3. 2+35

"6x750 slashed into NW corner of area, leaving nothing but scorched earth. 2 x 2.75" slashed into 8-building complex in SW corner of area C.

*67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.*



# John T. Stadler

## F-105 History

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**21-Sep-65**

7164

The four F-105Ds in "Pine" flight from the 67 TFS attacked a truck park in North Vietnam under mission RT 32C-5. Each plane carried four 750-lb bombs and two LAU-3 rocket pods. The flight lineup was:

- #1 - Capt Robert N. McCoy flying 62-4328. 1+50.
- #2 - 1Lt Patrick S. "Rick" Dotson flying 61-0188. 1+45
- #3 - Capt Jerome H. Maier flying 62-4271. 1+45
- #4 - 1Lt George H. Vipond flying 62-4278. 1+45.

"Struck truck park and cratered adjoining Route 7. Lead fired one pod of rockets at same area but flak was called and leader said no more passes. Moderate flak."

Two flights of F-105Ds from the 67 TFS provided MiG CAP for strikes in North Vietnam. The lineup of "Pecan" flight was:

- #1 - Capt William H. Bollinger flying 62-4328. 2+45
- #2 - 1Lt Patrick S. "Rick" Dotson flying 61-0208 on his 2nd mission of the day. 2+30
- #3 - Capt Eddward L. Jones flying 62-4271. 2+40
- #4 - Capt John T. Stadler flying 62-4287. 2+40

"Hi-cover mission north & west of Hanoi. MiGs came up when we departed area."

The lineup of "Spruce" flight was:

- #1 - Capt Glen C. Ward flying 62-4255.
- #2 - Capt Burton C. Spurlock, Jr. flying 62-4271.
- #3 - Capt Jack L. Francisco flying 61-0194.
- #4 - Capt Michael C. Stevens flying 61-0197.

Each pilot logged 3+20 flying time. "Hi-cover mission north & west of Hanoi. MiGs went back down after we arrived."

Also today, the 67 TFS launched "Beak" flight for a RESCAP -- probably for Capt Frederick R. Greenwood, 562 TFS from Takhli who was downed by AAA and rescued in Laos. The flight's lineup was:

- #11 - Capt Robert N. McCoy flying 61-0194. 2+00.
- #12 - Capt Michael C. Stevens flying 62-4255. 2+00.
- #13 - Capt John L. Mesenbourg flying 62-4221. 1+30
- #14 - 1Lt George H. Vipond flying 62-4278. 1+30.

"RESCAP was completed when flight was @ 80 NM out. 3 & 4 recovered at Korat. 1 & 2 recovered at Udorn."

*67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.*

**22-Sep-65**

822

"Four USAF F-105 Thunderchiefs attacked a string of railroad box cars approximately 95 miles northwest of Hanoi, destroying at least 12 box cars and disrupting 600 feet of rail."

The four F-105Ds in "Pine" flight from the 67 TFS attacked a bridge in North Vietnam under mission RT 32-C-6. Each plane carried four 750-lb bombs and two LAU-3 rocket pods. The flight lineup was:

- #1 - Capt James L. Goode flying 61-0195. 2+05.
- #2 - Capt Burton C. Spurlock, Jr. flying 62-4231. 2+10

# John T. Stadler

## F-105 History

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#3 - Capt Glen C. Ward flying 62-4278. 2+10.  
#4 - 1Lt George H. Vipond flying 62-4221. 2+15.

"Primary target was a small bridge on a secondary road. This target could not be found. Alternate target of a large bridge on a main road was attacked. Rockets were expended on a small bridge along road recce route."

The four planes in "Redwood" flight each dropped one tank of propaganda leaflets over North Vietnam. Their lineup was:

#1 - Capt William H. Bollinger flying 62-4328. 2+15  
#2 - Capt Merwin Lamphrey Morrill flying 62-4255. 2+15  
#3 - Capt Eddward L. Jones flying 62-4271. 2+15  
#4 - 1Lt Patrick S. "Rick" Dotson flying 61-0187. 2+20

"Flutter, flutter, flutter all the way down. 50% expended."

"Spruce" flight also attacked a bridge. Each of the four planes dropped four 750-lb bombs. Lineup:

#1 - Capt Robert N. McCoy flying 61-0195. He fired one pod of 2.75" rockets. 2+15.  
#2 - Capt Michael C. Stevens. 2+20  
#3 - Capt Jerome H. Maier flying 6-4278. 2+15  
#4 - Capt John L. Mesenbourg flying 62-4221. 2+20

"Expended on highway bridge. All bombs close. One observed direct hit. #1 fired rockets at target. #4 reported light AW fire."

"Aspen" flight cut a road in North Vietnam. Each plane dropped four 750-lb bombs and fired two LAU-3 rocket pods. Lineup:

#1 - Maj James W. Mathews flying 62-4265. 2+05  
#2 - Capt Edward D. Nowokunski flying 61-0194. 2+05  
#3 - Capt John E. Cozine flying 61-0206. 2+05  
#4 - Capt John T. Stadler flying 61-0197. 2+00

"Flight cratered both sides of road with possibility of delays on road. LAUs expended on barracks area with bright yellow flames billowing from buildings."

*Republic Aviation Thunderchief Report, Vol. 1 No 6, February 1, 1966 & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.*

### 23-Sep-65

7165

The 67 TFS, on TDY to Korat from the 18 TFW, launched three flights of F-105Ds into North Vietnam under mission RT 32C-7.

"Elm" flight from the 67 TFS attacked bridges and barges in North Vietnam. Each plane dropped four 750-lb bombs and fired two pods of LAU-3 2.75" rockets. Lineup:

#1 - Capt William H. Bollinger flying 61-0194. 1+45  
#2 - Capt Edward D. Nowokunski flying 62-4231. 1+40  
#3 - Capt Eddward L. Jones flying 61-0195. 1+40  
#4 - Capt John T. Stadler flying 61-0188. 1+40

"All bombs hit on target wiping out two parallel bridges. Rockets expended on barges with excellent results."

# John T. Stadler

## F-105 History

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The four F-105Ds in "Oak" flight attacked a highway bridge. Each plane carried four 750-lb bombs. The flight lineup was:

- #1 - Capt Robert N. McCoy flying 62-4221. 1+40.
- #2 - Capt Michael C. Stevens flying 62-4278. 1+45.
- #3 - Capt Jerome H. Maier flying 62-4335. 1+45
- #4 - 1Lt George H. Vipond flying 61-0197. 1+45.

"Devoured highway bridge at coordinates 18-06N and 106-18E."

The four F-105Ds in "Aspin" flight attacked a concrete bridge. The flight lineup was:

- #1 - Capt Glen C. Ward flying 62-4221. 1+40.
- #2 - Capt Burton C. Spurlock, Jr. in 62-4278. Ground aborted due to a hydraulic leak.
- #3 - Capt James L. Goode flying 62-4335. 1+40
- #4 - 1Lt Patrick S. "Rick" Dotson flying 62-4255. 1+50.

"Fraid we missed."

*67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.*

### 30-Sep-65

804

The 67 TFS, on TDY to Korat, flew four combat missions into Laos and one into North Vietnam.

On a SL 320 mission in southern Laos, "Redwood" flight dropped eight 750-lb bombs on the Pak Phuong military supply area. The lineup was:

- #1 - Maj James W. Mathews flying 62-4255. 2:00
- #2 - Capt Michael C. Stevens flying 62-4335. 2:00
- #3 - Capt Glen C. Ward flying 62-4278. 1:50
- #4 - Capt Burton C. Spurlock, Jr. flying 61-0208. 2:00

"Flight dropped ordnance on target. Unable to recce due to low clouds.

On a second SL 320 mission today, three of the four F-105Ds in "Ebony" flight each dropped eight 750-lb bombs on a ferry in southern Laos. The lineup was:

- #1 - Capt John T. Clark, Jr. flying 62-4236. 2+00
- #2 - Capt Cowan Glenn Nix flying 61-0188. 1+35
- #3 - Capt Jack L. Francisco flying 62-4284. 2+10
- #4 - Capt Edward D. Nowokunski flying 62-4328. 2+00

"#2 aborted after takeoff for fluctuating utility & thumping rudder. 1, 3, & 4 delivered ordnance on target as advertised. Moderate AW. Aircraft forced to low altitude entry due to low ceiling."

In the third SL 320 01.1 mission, "Walnut" flight's original target was a military supply area in Steel Tiger. The lineup was:

- #1 - Capt William H. Bollinger flying 61-0187. 2+10
- #2 - Capt John T. Stadler flying 62-4264. 2+15
- #3 - Capt James L. Goode flying 61-0197. 2+10
- #4 - 1Lt Patrick S. "Rick" Dotson flying 62-4221. 2+15.

# John T. Stadler

## F-105 History

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Each of the four dropped eight 750-lb bombs. "Target was obscure by weather. Diverted to Ebony target (Techepone Bridge). Did not drop because Ebony still on target. Dropped on Mu Gia Pass.

On an 01.3 afternoon mission, "Elm" flight dropped six MK 126 leaflet bombs north of Vinh in RP-1, North Vietnam. The lineup was:

- #1 - Capt Jerome H. Maier flying 62-4255. 2+10
- #2 - Capt Merwin Lamphrey Morrill flying 62-4278. 2+00
- #3 - Capt William H. Bollinger flying 61-0187. 2+10
- #4 - Capt Roger P. Scheer flying 62-4335. 2+10

Also in the afternoon, "Bamboo" flight targeted a bridge and ferry supply on Route 9 on this SL 320 mission. Their lineup was:

- #1 - Col William D. Ritchie, Jr. flying F-105D 62-4254. 2+10.
- #2 - Capt James H. Caldwell flying 62-4271. 1+55.
- #3 - Capt Jack L. Francisco flying 61-0195. 1+50.
- #4 - Capt Benjamin D. Stanton flying 62-4221. 1+50.

They each dropped eight M-117 bombs.

During an armed reconnaissance mission in the Steel Tiger region of Laos, "... four F-105 Thunderchief [pilots], mistaking fish traps across a river for a pontoon bridge, strafed a prohibited area near the South Vietnamese border, wounding two [friendly] villagers and some buffalo." A USAF investigation ascribed the mistake to "human error".

*Hand written 67 TFS flight summary pp 240 - 242 & "Interdiction in Southern Laos 1960 - 1968", pg 89.*

### 07-Oct-65

2658

Air Force planes hit and destroyed the Vu Chua railroad bridge (JCS18.74) at location 21-26-35N and 106-21-28E 33 NM northeast of Hanoi.

The four planes in "Elm" flight from the 67 TFS on TDY at Korat from Kadena attacked a railroad bridge west of Yen Bay. Each dropped four 750-lb bombs. The lineup was:

- #1 - Maj James W. Mathews flying 62-4265. 2+30
- #2 - Capt Roger P. Scheer flying 62-4284. 2+30
- #3 - Capt Ivy J. McCoy, Jr. flying 62-4255. 2+30
- #4 - Capt Burton C. Spurlock, Jr. flying 61-0197. 2+35

"1 & 2 bombed primary tgt & destroyed same. 3 & 4 bombed concrete culvert type bridge 5 miles east of primary. Damaged same (too damn strong to lay down).

"Whiplash Bravo" flight, also from the 67 TFS, attacked troops in woods in Laos. Each pilot dropped four 750-lb bombs, fired two LAU-3 pods, and strafed with the 20-mm gun. Each logged 1+40 flying time. Lineup:

- #1 - Capt William H. Bollinger flying 62-4341.
- #2 - Capt Willard Selleck Gideon flying 62-4264.
- #3 - Capt Eddward L. Jones flying 62-4271.
- #4 - Capt John T. Stadler flying 62-4248.

"Troop concentration south side of small dirt runway."

Capt Donald L. Totten from the 334 TFS, on TDY to Takhli from Seymour Johnson, flew two F-105D combat

# John T. Stadler

## F-105 History

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missions today, his 35th and 36th counters. For his 35th, he flew for 2 hours 15 minutes and for his 36th, he logged 2 hours 35 minutes, 30 minutes of which were on instruments in weather with 1 hour 15 minutes at night.

*"Gradual Failure: The Air War over North Vietnam: 1965 - 1966", pg 200 & 67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI & Don Totten's flight log.*

**08-Oct-65**

7170

The 67 TFS, on TDY at Korat from the 18 TFW at Kadena launched six flights of F-105Ds into North Vietnam and Laos.

Each of the four planes in "Spruce" flight dropped four 750-lb bombs and fired two LAU-3 pods of rockets while attacking a bridge in North Vietnam. The flight lineup was:

- #1 - Capt William H. Bollinger flying 61-0195. 2+25
- #2 - Capt John T. Stadler flying 62-4271. 2+20
- #3 - Capt Eddward L. Jones flying 62-4278. 2+20
- #4 - Capt Willard Selleck Gideon flying 62-4221. 2+20

"It's still there."

"Whiplash Alpha" flight supported a ground battle in Laos. Each pilot dropped four 750-lb bombs, fired rockets, and strafed. Lineup:

- #1 - Capt Jack L. Francisco flying 61-0197. 2+20
- #2 - Capt Cowan Glenn Nix flying 62-4265. 2+20
- #3 - Capt Jerome H. Maier flying 62-4231. 2+30
- #4 - 1Lt Patrick S. "Rick" Dotson flying 62-4236. 2+20

"Destroyed enemy concentration on hilltop 3 NM East of L-36."

"Redwood" flight dropped six canisters of propaganda leaflets in the Red River Valley of North Vietnam. Lineup:

- #1 - Capt Ivy J. McCoy, Jr. flying 62-4254. 2+00
- #2 - Capt Roger P. Scheer flying 62-4335. 2+10
- #3 - Capt Jerome H. Maier flying 62-4328. 2+00
- #4 - Capt Burton C. Spurlock, Jr. flying 62-4284. 1+30

"#4 had a wing tank that wouldn't feed. He air aborted, dropped his tank, and landed with the leaflet bombs."

The four pilots in "Whiplash Bravo" attacked ground troops in Laos dropping four 750-lb bombs and firing two LAU-3 pods of rockets. Lineup:

- #1 - Maj James W. Mathews flying 62-4271. 1+50
- #2 - Capt Willard Selleck Gideon flying 62-4278. 1+45
- #3 - Capt Eddward L. Jones flying 62-4264. 1+45
- #4 - Capt Merwin Lamphrey Morrill (Acft not identified). 1+50

"Troops in a wooded area."

"Whiplash Charlie" flight flew a FAC-controlled mission in Laos. Lineup:

- #1 - Capt William H. Bollinger flying 62-4231. 1+45
- #2 - Capt Michael C. Stevens flying 62-4236. 1+50
- #3 - Capt Robert G. Lanning flying 61-0197. 2+00

# John T. Stadler

## F-105 History

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#4 - Capt Edward D. Nowokunski flying 62-4265. 1+50

"Rendezvoused with FAC expended ordnance as directed."

In their RT-35C mission, each of the four planes in "Oak" flight bombed a bridge in North Vietnam. Numbers 1, 2 & 3 each carried four 750-lb bombs and two LAU-3 rocket pods. Number four carried four 750-lb bombs, one LAU-3 rocket pod, and a camera pod. The flight lineup was:

#1 - Capt Robert N. McCoy flying 62-4248. 2+20  
#2 - 1Lt George H. Vipond flying 62-4341. 2+25  
#3 - Capt John L. Mesenbourg flying 61-0195. 2+30  
#4 - 1Lt Duane H. Zieg flying 62-4255. 2+30

"Bombs cratered approaches. Bridge still standing. Rockets on a suspected truck park."

*67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.*

### 09-Oct-65

7223

Three flights of F-105Ds from the 67 TFS struck a JCS target, the Chuc Army Barracks & Supply Area (JCS 63.13) in RP-2, North Vietnam, at location 18-05-55N and 105-41-35E. Each pilot dropped six 750-lb bombs and strafed his target.

"Oak" flight:

#1 - Maj James W. Mathews flying 61-0197. 2+30  
#2 - Capt John T. Stadler flying 62-4265. 2+25  
#3 - Capt Jack L. Francisco flying 62-4221. 2+25  
#4 - Capt Willard Selleck Gideon flying 62-4335. 2+25

"Destroyed assigned area. One building 'guttled', one totally destroyed. Two buildings strafed."

"Elm" flight:

#1 - Capt Jerome H. Maier flying 62-4278. 2+20  
#2 - Capt Michael C. Stevens flying 62-4284. 2+25  
#3 - Capt Robert N. McCoy flying 62-4328. 2+15  
#4 - 1Lt George H. Vipond flying 62-4341. 2+25

"95% target destruction. Piece of cake. No flak and pretty good visibility. Elm lead set a tough act by flattening his assigned building. #2 smothered his building. #3 also smothered his and Dirty Dick #4 didn't do too bad either. God save the queen. P.S. Wish you were there!"

"Spruce" flight:

#1 - Capt William H. Bollinger flying 62-4271. 1+50  
#2 - Capt Merwin Lamphrey Morrill flying 62-4254. 1+45  
#3 - Capt Eddward L. Jones flying 62-4263. 1+50  
#4 - 1Lt Patrick S. "Rick" Dotson flying 62-4335. 2+00

"Complete destruction of target Area E. Strafing everyone else's targets."

*67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.*

### 16-Oct-65

7224

Two flights from the 67 TFS, 18 TFW, at Korat, attacked a bridge in North Vietnam. Each of the eight planes dropped six 750-lb bombs. Their lineups were:

# John T. Stadler

## F-105 History

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### "Pecan" flight

- #1 - Capt Eddward L. Jones flying 62-4231. 1+40
- #2 - Capt Michael C. Stevens flying 62-4271. 1+45
- #3 - Capt John E. Cozine flying 62-4248. 1+40
- #4 - Capt John T. Stadler flying 61-0195. 1+35

"Weather was bad in area. No damage to bridge. Heavy AAA."

### "Aspen" flight

- #1 - Maj James W. Mathews flying 62-4265. 1+45
- #2 - 1Lt Duane H. Zieg flying 62-4255. 1+35
- #3 - Capt Jack L. Francisco flying 62-4221. 1+35
- #4 - Capt Cowan Glenn Nix flying 62-4236. 1+30

"Bad weather in target area. Moderate AAA & AW fire. #3 hit at release and jettisoned tanks. Started for Danang but after evaluating damage returned to Korat." The plane was hit in the radome and nose.

*67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.*

### 17-Oct-65

7156

A photograph taken on 17 October 1965 showed the officers assigned to the 67 TFS who were on TDY to Korat. The officers were:

Back row (L to R): Capt Robert Lanning, Capt Glenn C. Ward, Capt Jimmy L. Goode, Capt John Clark, Jr., Major James W. Matthews, Commander, Major William H. Bollinger, Capt Williard S. Gideon, Capt. Robert N. McCoy, Capt Robert V. Baird, Capt Michael Kulcyk, Maintenance Officer.

Center row (L to R): 1st Lt George H. Vipond, Capt Merwin L. Morrill, Capt Roger Scheer, Capt John E. Cozine Jr., Capt Jerome Maier, Capt Ivy J. McCoy, Jr., Capt Jack L. Francisco, Capt John L. Mesenbourg, 1st Lt Patrick S. Dotson Jr.

Front Row (L to R): Capt Edward D. Nowokunski, Capt Michael C. Stevens, Capt John T. Stadler, Capt Burton C. Spurlock, Capt Cowan G. Nix, Capt Eddward L. Jones, 1st Lt Duane H. Zeig, and Capt John Morgan, Flight Surgeon.

<http://67tfs.org/Vietnam65.html>

### 13-Nov-65

### 19-Nov-65

385

The 67 TFS, 18 TFW, deployed six F-105s from Kadena AB, Okinawa, to Osan AB, Korea, for "Nightmare Kilo", an exercise to practice close-air support with the Army. During the deployment, the aircraft flew a total of 46 sorties and 83 hours. The nine pilots were:

Lt Col Gerald F. "Jerry" Fitzgerald, squadron commander.  
Maj William H. Bollinger  
Capt Willard Selleck Gideon  
Capt Wayne E. Fullam  
Capt Eddward L. Jones  
Capt Merwin Lamphrey Morrill  
Capt Edward D. Nowokunski  
Capt John T. Stadler  
1Lt Patrick S. "Rick" Dotson

*18 TFW History, Jul - Dec 65, USAF microfilm MO497 & 67 TFS history, 1 Jul - 31 Dec 1965, pg 9 (frame 1895).*

### 22-Feb-66

7297

# John T. Stadler

## F-105 History

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The 67 TFS sent four F-105 pilots on TDY to Korat AB, Thailand, "in support of PACAF OPLAN 131-65." The pilots were:

Capt Benjamin D. Stanton, the 18 TFW Flying Safety Officer  
Capt Eddward L. Jones  
Capt John T. Stadler  
Capt Wayne E. Fullam

Capt Stanton flew two combat missions during his week at Korat. On 22 Feb he logged 4+00 flying hours and on 25 Feb he flew for 2+25.

*67 TFS Special Order T-16 dated 18 Feb 1966 via e-mail from Ben Stanton, 3 Jul 13.*

**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 fragged sortie load on many occasions. Their experience and leadership have been appreciated by our pilots, many of whom are recent 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.*



# John T. Stadler

## F-105 History

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**28-Feb-67**

5155

Four pilots assigned to the 34 TFS at Korat completed flying 100 missions during February 1967. They were:

Capt Phillip A. Goodwin  
Capt John T. Stadler on TDY to the 34th from the 67 TFS at Kadena.  
Capt David E. Weaver  
1Lt Gary G. Catren

This was the last time Capt Goodwin flew the F-105. He had accumulated 340 hours in the airplane.

This was also the last time Capt Weaver flew the F-105. He had accumulated 651.5 hours in the airplane.

Lieutenant Cartren flew his 100th mission as #2 in a two-ship flight led by Lt Col Richard M. "Dick" Heyman, Jr., the 34th squadron commander. He flew the mission "... somewhere toward the first of the month as I was able to get home and married by the 26th of Feb 66. ... We were working in Laos and I begged a weather recce into Pac 1 so I could finish. We got shot at, we shot back and I took a 37/85 (?) mm through one of the fins of my left wing tank while I was inverted pulling into the dive. Without that lucky shot, I would have finished 100 still cherry."

His 100th mission was the last time 1Lt Catren flew the F-105. In six months of training at Nellis and six months of combat, he had accumulated 374.1 hours in the airplane. "That was the end of my relationship, but not my love affair, with the Thud." His subsequent assignments were:

Mar 67 - July 67 - McChord - Base Ops - T-33 - (TDY Randolph - IPIS - T-39 - May 67)  
Aug 67 - Sep 67 - Tyndall - F-106 conversion  
Sep 67 - Jul 68 - Paine Field - 498th FIS - F-106  
Jul 68 - Jan 70 - F-106 - Hamilton - 84th FIS  
Jan 70 - July 73 - RAF Exchange Program - RAF Coltishall - British Electric Lightning conversion/intercept instructor  
Sep 73 - Dec 74 - Clark - Nuclear Release Officer (T-33)  
Jan 75 - Mar 75 - TDY Tyndall F-106 Requal  
Mar 75 - Jul 77 - McChord - 318th FIS - F-106  
Aug 77 - Jun 78 - Newport News - Navy Staff College  
July 78 - Jun 81 - Vicenza, Italy - 5 ATAF Conventional Attack Officer  
Jun 81 - Jan 84 - Davis Monthan - AGS Squadron Commander  
Jan 84 - Jul 85 - Langley - TAC Hq - ADTAC IG Aircraft Maintenance  
Jul 85 - Jul 86 - Langley - TAC Hq - Asst. DCM Fighter Maintenance  
Aug 86 - Jul 89 - RAF Alconbury - DCM (RF-4, A-10, Aggressor Sq)  
Jul 89 - Dec 90 - Bergstrom - 12th AF HQ - Asst. DCM

He retired as a colonel in December 1990.

*34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us/34tfs/scarf.htm> & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma & Gary Catren, e-mails 1 & 2 Apr 11.*

**01-Aug-67**

6938

(Estimated date) A roster from the 67 TFS, 18 TFW, included the officers assigned to the squadron at Kadena AB, Okinawa.

Maj John C. Wright - Commander  
Maj Charles E. Bishop - Ops Officer  
Maj Wayne E. Fullam - Asst Ops Officer  
Maj Michael C. Stevens - Alert Pad Commander  
Capt William O. Harris III - Wing Stan Eval

# John T. Stadler

## F-105 History

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Capt Albert T. Borovich - Maintenance Officer  
1Lt William D. Sheldon III - Intel Officer  
1Lt Harry T. Kubota - Flightline Maintenance Officer  
2Lt Dale W. Porter - Munitions Officer

### Red Flight

Maj William W. Raitt - Flight Commander  
Capt Edward D. Nowokunski - Asst Flt CO  
Capt Robert W. Ferrel - Pilot  
1Lt Jeffrey G. Cliver - Pilot  
1Lt Kenneth W. Mathews - Pilot

### White Flight

Maj Willard H. Snell - Flight Commander  
Capt Edgar W. Michie, Jr. - Asst Flt CO  
Capt John P. Schoeppner - Pilot  
1Lt Edwin L. Harvey - Pilot

### Blue Flight

Maj Robert G. Lanning - Flight Commander  
Capt John T. Stadler - Asst Flt CO  
1Lt James M. Kroyer - Pilot  
1Lt Henry L. Sherard - Pilot

### Attached

Col John D. Rosenbaum - 18 TFW DCO  
Maj Roger D. Ingvalson - Chief O&T  
Maj Charles C. Vasiliadis - 6002 SEG  
Maj Richard E. Smith - Chief Plans  
Capt Roger P. Scheer - Ops & Tng  
Capt Malcolm M. Thompson - Flying Safety  
Capt Jerry L. Garner - Wing Plans  
Capt Thomas H. Platt - Command Center

*67 TFS roster provided by Rick Versteeg, e-mail 5 July 2011.*

### 04-Jun-77

F-105F 638315 149 TFS 192 TFG VA ANG Richmond VA Operational loss due to an engine fire. Crashed at 11:04 EDT near Nicklesville, Georgia. Lt Col William O. Harris III 192 TFG pilot ejected successfully. Lt Col John T. Stadler HQ TAC rear seat pilot died.

### Factual Summary of Circumstances

"F-105F 63-8315 was scheduled and flown on 4 Jun 77 as the lead aircraft of a two-ship navigational proficiency flight. The aircraft was configured with two full 450-gallon external wing tanks and a 650-gallon travel pod mounted on the centerline pylon. The flight profile was planned and briefed as a high altitude cruise from Savannah MAP, Georgia, to Ellington AFB, Texas. All ground operations were normal. At 1446Z, the accident aircraft departed as the lead of a formation takeoff. The climb-out was normal until passing FL 260, when the pilots heard a loud 'bang', observed the engine instruments unwinding, and noted the fire warning light illuminated and the loss of the primary instruments. At approximately the same time, the wingman, flying in left route formation, observed fuel streaming from the left side of the aft fuselage in the vicinity of the leading edge of the horizontal stabilizer. Shortly thereafter, this streaming fuel was observed to ignite as it passed the afterburner nozzle, and the flames extended to approximately 75 feet behind the aircraft. Meanwhile, the pilots had deployed the Ram Air Turbine, placed the throttle to 'OFF', and

# John T. Stadler

## F-105 History

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commenced a controlled descent while decelerating to the optimum glide airspeed of 270 KCAS. During the glide, the pilots made a series of clearing turns to check for trailing smoke. Shortly thereafter, the flight controls began to stiffen and the aircraft began to depart controlled flight with a slow roll to the right. The rear seat pilot initiated his own ejection at this time at approximately 14,000 feet MSL. About 10 seconds later the front seat pilot ejected. The aircraft was then observed to enter a flat spin. It was destroyed by impact and subsequent explosions and fire. Two good parachutes were observed by the wingmen. The rear seat pilot was fatally injured during the ejection sequence. The front seat pilot sustained minor injuries."

The accident happened while the VA ANG operated their F-105s from Travis Field, Savanna, GA, during the period that the runway at Byrd International Airport, their home field, was being resurfaced. WR-ALC/SE submitted the accident report. (USAF Accident Report)

"Lt. Col. John T. Stadler died of injuries he received when he ejected from a disabled F-105F. Assigned to Headquarters, Tactical Air Command, he was on temporary duty with the 192 TFG at the time of his death. ... Stadler was in the back seat (of an "F" model) that was being flown by Maj. Bill Harris, Air Force Advisor to the 192nd Tactical Fighter Group. Harris ... and Stadler had been buddies in Vietnam and were on a cross-country flight when they experienced engine flames. Harris bailed out safely, but the canopy seal (in the rear cockpit) came loose upon ejection and caught Stadler by the neck as he was ejecting. He was killed instantly. " (Ed Kelleher e-mail)

"JT" Stadler flew F-105s as a Captain with the 67 TFS at Kadena AB, Okinawa, beginning in 1965. He flew many of the early Rolling Thunder missions during deployments of his squadron to Korat, led by the 67th squadron commander, Lt Col Robinson Risner. On 26 July 1965, he ejected without injury from F-105D 62-4237 at Kadena. After flying 120 F-105 combat missions, he was assigned in 1968 to the 419 TFTS as an F-105 instructor pilot at McConnell then served six months beginning in January 1971 as the Air Force Advisor for the Kansas Air National Guard. After Command and Staff school, he was assigned, in December 1972, to the 13 TFS at Udorn and flew 72 combat missions in F-4s. He went to TAC Headquarters in August 1975, and, when he died, was Chief Fighter/FAC Branch, Weapons System Project Officer for F-104, F-105 and F-16 SEFE. (MiG Sweep)

Lt Col Stadler's records show his last F-105 flight on 12 May 1997. Since his first flight on 1 July 1964, he had accumulated 2130.9 hours in the Thunderchief. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

*AF Form 711 USAF Accident/ Incident Report 77-6-4-1, dated 30 Jun 77, signed by Col Robert E. Darlington, President, AIB & TSgt Ed Kelleher, 149 FW Historian in e-mail, 10 & 16 August 1997 & MiG Sweep, Winter 1978, pg 5.*