

Robert Allan Stewart

F-105 History

06-Jan-67

229

The seventh F-105 RTU Class 67ER graduated at McConnell AFB KS. The class started on 22 August 1966 with 16 pilots. It was named "The Orphans" since it was assigned to three different fighter squadrons in the 23 TFW. It consisted of 1 Lt Col, 6 Majors, and 9 Captains. The class deployed 16 F-105s for conventional weapons delivery training to George AFB CA between 2 - 17 December 1966 with the 563 TFS, which had been reformed on 3 November 1966. The squadron commander was Lt Col Joe Pickett. The class completed required training on 16 December 66 but delayed graduation until 6 January 1967 due to the holidays.

The class pilots and their SEA squadron assignments were:

Lt Col Obadiah A. Dugan - 357 TFS
Maj Donald F. Fryauf - 34 TFS
Maj Wray C. Lasswell - 13 TFS
Maj Albert J. Lenski - 333 TFS
Maj James N. McClelland - 34 TFS
Maj Dewey Lee Smith - 34 TFS
Maj John R. Whaley - 34 TFS
Capt James E. Chambers - 421 TFS
Capt David H. Coats - 13 TFS
Capt Tony A. Cox - ?
Capt David W. Forgan - 34 TFS via Ryan's Raider training at Yokota
Capt Jackie E. Moothart - 13 TFS
Capt David L. Nichols - 357 TFS
Capt Robert B. Piper - 421 TFS
Capt Robert Allan Stewart - 34 TFS via Ryan's Raider training at Yokota
Capt Thomas T. Walker - 34 TFS via Ryan's Raider training at Yokota

23 TFW History, Jul - Dec 66, USAF microfilm MO554.

04-Mar-67

924

In an attempt to meet the success of the Navy's A-6 aircraft with their superior radar, HQ PACAF "tasked the 41st Air Division [41 AD] at Yokota Air Base, Japan, to develop a training program for twenty-five F-105 pilots, which would qualify them to fly all-weather combat missions in North Vietnam."

The missions would be flown by the 388 TFW from Korat, RTAFB, Thailand. Upon their arrival at Korat on 24 April 1967, the planes and crews would be assigned to the 34 TFS and then, on 1 June 1967, to the 13 TFS. Once assigned to the 13 TFS, the Ryan's Raider dual-pilot crews were replaced by Wild Weasel crews and the Ryan's Raider pilots were released to fly strike missions in F-105Ds.

Under project "Northscope", technicians of the 441 Armament and Electronics (A&E) Maintenance Squadron at Yokota began modifying four F-105F aircraft. "Within a hectic three days, the unit planners at Yokota developed a plan and initiated ground training on 7 March. The first ten students were instructor pilots assigned to the 41st [Air Division] who had previously volunteered for SEA duty. These pilots completed the training on 17 March in time to serve as the front seat pilots for eight F-105 replacement strike pilots that had been diverted from their assignments to Korat and Takhli in Thailand." ("A Special Report on 'Ryan's Raiders', by Maj Albert L. Michael for Project Corona Harvest, Jan 1970, pgs 3 - 4.)

The first four Ryan's Raider crews, all pilots, were:
Capt Donald Lester Heiliger with Maj Benjamin Marksbury Pollard
Capt Nicholas J. Donelson with Capt David W. Forgan
Capt Peter Potter Pitman with Capt Robert Allan Stewart
Capt David Burney with Capt Aquilla Friend Britt

The program was originally called "Project Northscope", then "Operation Commando Probe" and finally "Commando Nail". Initial crews, however, referred to the program as "Ryan's Raiders".

Robert Allan Stewart

F-105 History

Capt Lawrence E. Huggins and Capt Paul W. Hanson from Yokota's 35 TFS were two of the instructor pilots picked to train the initial Ryan's Raider crews at Yokota. Other instructor pilots came from the 80 TFS. Larry Huggins recalled, "PACAF directed the program to be started at Yokota [which] made sense since the other [PACAF F-105] unit was at Kadena and could not fly local TA/CM [Terrain Avoidance/Contour Mapping] sorties of any length. Wing Intel was involved before the 35th and 80th squadrons ... Maj Ken Furth, Ops Officer from the 35th was ops OIC.

"I was one of [the] pilots selected to 'set up and teach a night bombing program for SEA in the F-105F'. ... Don Heliger (80th), Nick Donelson (35th), Pete Pitman (35th), and Dave Burney (80th) were the other IPs. ... We were all IPs and were the guys with the best radar bomb scores. Our primary mission at the time was SIOP. Three or four F-105Fs from the 80th and 35th were locally modified with what became known as the Yokota Mod, and we flew them using the TA/CM mods through the local mountains ending up on our bombing target in Tokyo Bay (R-112). ... The Yokota mod birds were restricted from nuc alert since the radar mods had been done at Yokota by our radar techs. These F's were transferred to Korat right after the program ended at Yokota and still had the no nuc restriction carried in their 781s when we flew them at Korat a year later."

The aircraft were modified "... specifically for a night/all-weather radar bombing mission. ... The aircraft chosen for the mission ... had [already] been modified for ... Wild Weasel III ... with ER-142 and APR25/26 RHAW equipment. In addition ... the ... aircraft had their R-14A radars modified to allow an expanded scope picture and a faster sector sweep, ... (giving) a much greater duration to the radar return, resulting in a finer target definition on the scope. Additionally, the ... pilot's weapons release switch was wired in parallel to a rear cockpit weapons release switch" The ER-142 radar warning receiver was located in the rear cockpit in the space normally used by the vertical tape altimeter and the airspeed indicator.

At Korat, the aircraft were repainted in an all-around camouflage scheme with tan and green replacing the gray on the bottom of the planes. The colors were applied to the wings and fuel tanks as well.

"The training program was designed to give the rear seat pilot maximum exposure to radar bombing techniques. After a ten-hour refresher course on the R-14A radar, the toss bomb computer (TBC), and radar interpretation techniques, the crews were given twelve flights within a short twenty hours flying time. Each sortie was planned as a radar navigation exercise with simulated bomb runs along the route. The missions were planned at medium altitudes between 10,000 to 15,000 feet above the terrain. The simulated targets were industrial complexes and other prominent cultural radar returns used by Yokota based pilots training for nuclear delivery. The program was indorsed by PACAF with one significant exception -- training missions at the medium altitudes were to be changed to low profiles at 500 to 2,000 feet." (Ryan's Raiders Corona Harvest Report, pgs 4 - 5.)

Major Ben M. Pollard was the senior officer appointed to the program. He had completed F-105 pilot training at McConnell AFB, Kansas, on 13 February 1967 in RTU Class 67FR, followed by jungle survival school at Clark AB in the Philippines. He was told to report to Yokota instead of Korat. "In the first briefing [I] was told, 'The Navy is over North Vietnam in the deep packages ... V and VI at night with the A-6, and the Air Force had no airplane that could do it. Politically, the Air Force was looking bad, and therefore, three-fingered Jack Ryan, (the PACAF) commander, ... said that he wanted us to do the job. He had looked into the B-58s and said we couldn't afford to lose a B-58; we couldn't afford to lose a B-52, and so we were going to have the F-105 do it at night against Package V and VI, single-ship, night, low-level, terrain-avoidance bombing"

The group began calling themselves Ryan's Raiders. "We started practicing these missions all over Japan We couldn't hit the broad side of a barn; the terrain avoidance wouldn't work, we weren't trained for this; nobody, even in the States, would ... fly this mission, ... and we were going to go over and check it out the first time in combat!"

The first training class consisted of five crews who initially operated as a provisional squadron under Maj Pollard as the senior officer. Capt Larry Huggins and Capt Paul Hanson were initially classroom instructors at Yokota. "Paul and I did not fly with any of these first class guys; we were making strip maps and teaching academics. We started flying after these guys left for Korat."

Robert Allan Stewart

F-105 History

Maj Pollard continued, "We flew down to Kadena, Okinawa, to check out on bombing accuracy. I was flying [in the rear seat] with Don Heiliger. ... We got there, and they wanted us to immediately go out on this bombing range and check the accuracy of this new radar. ... We got a briefing, and we took off ... in a four-ship, ... two from Ryan's Raiders and two from Okinawa to lead us around the range and area. ... We dropped about three bombs, and then the weather just went to nothing. ... Lightning, pouring down rain We floundered around, broke up into singles and finally got on the ground.

"... We flew three missions the next day. We were doing a little bit better. We were dropping ... 700-foot bombs. We had more ... right to left accuracy than with the normal bombing system, but all of our worst fears in terms of the terrain avoidance system ... we were still having.

"Then we flew back to Yokota and continued our training."

"The initial reliability of the radars was so poor on the heretofore unused systems that very little actual low level radar navigation or bombing was accomplished. In fact, some of the training had to be completed in Korea when bad weather over Japan prevented VFR flying. However, the first four crews were certified to have achieved sufficient radar bombing proficiency to deploy, on schedule, in late April." (Ryan's Raiders Corona Harvest Report, pgs 5 - 6.)

WarbirdTECH Vol 18 Republic F-105 Thunderchief, pg 46 & 388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1617 & Air Force Academy Oral Interview with Col Ben M. Pollard, 5 Nov 92, pgs 13 -15 & Larry Huggins, e-mails 13 and 15 Dec 2004.

22-Apr-67

926

The Ryan's Raiders crews, led by Maj Ben Pollard, in F-105F training at Yokota AB, Japan, were alerted for deployment to Korat RTAFB, Thailand. Ben Pollard recalled, "... in late April, ... we got the word that we were going south. ... We were going to go to war and there was no warning."

"We flew down to Kadena that next morning ... before we jumped off to Thailand." The crews remained at Kadena overnight.

"The next morning (24 April 1967) we had four flyable airplanes. We had eight Ryan's Raiders aircraft, but only four of them were ready to go, and so four aircraft leaped out the next morning to fly with a tanker across from Okinawa to Korat. ... We were out about ... an hour or two. Number three or number four airplane got a hydraulic leak in their flight control system -- you always flew as pairs over the water -- so ... both of those airplanes turned back, and the other two of us pressed on. We flew on in, flew just south of the DMZ over Da Nang and let down and landed in Korat. We got there about dark."

The four dual-pilot crews were:

Capt Donald Lester Heiliger with Maj Benjamin Marksbury Pollard

Capt Nicholas J. Donelson with Capt David W. Forgan

Capt Peter Potter Pitman with Capt Robert Allan Stewart

Capt David Burney with Capt Aquilla Friend Britt

Air Force Academy Oral Interview with Col Ben M. Pollard, 5 Nov 92, pg 18.

24-Apr-67

1276

The first four Ryan's Raiders crews arrived at the 388 TFW, Korat RTAFB, Thailand. They had been training on radar bombing at Yokota since March. These first crews, all F-105 pilots, were:

Capt Donald Heiliger with Maj Ben Pollard,

Capt Nicholas J. Donelson with Capt David W. Forgan,

Capt Peter P. Pitman with Capt Robert A. Stewart,

Capt Dave Burney with Capt Aquilla Friend Britt.

The four modified F-105Fs that they flew from Yokota were: 63-8269, 63-8312, 63-8345, and 63-8269.

The front seat pilots had been instructor pilots from the 35 TFS and 80 TFS at Yokota. Two of the IPs from the 35th,

Robert Allan Stewart

F-105 History

Capt Paul W. Hansen and Capt Lawrence E. Huggins, remained at Yokota. Larry Huggins explained why. "Paul Hansen did not deploy since he had already flown 100 missions over the north. I was not allowed to deploy because I had just finished revising the 5th AF SIOP target set and had a 'special' TS clearance." (Larry Huggins, e-mail 15 Dec 04.)

The rear seat pilots were recent graduates from McConnell's F-105 RTU. Captains Stewart and Forgan had graduated from F-105 RTU class 67ER on 6 January 1967. Maj Pollard and Capt Britt had graduated from F-105 RTU class 67FR on 13 February 1967.

Eleven other Ryan's Raider aircrew members arrived in May 1967. Four of these crews were:

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

The group was initially assigned to the 34 TFS under the command of Lt Col Alan G. Nelson, but later operated as a provisional unit within the 13 TFS commanded by Lt Col Gerald F. "Jerry" Fitzgerald. On 1 June 1967, it was integrated as a separate operation of the 13 TFS when Lt Col Jim McInerney took over the squadron. The Ryan's Raiders were guided by Maj Ralph Kuster from the 469 TFS. Jim McInerney explained Maj Kuster's role: "... He was [388 TFW Commander] Colonel Chairsell's 'helper' having served under him at Spang."

Maj Frank L. Yow, Jr., the 388 TFW Weapons Officer, also helped the Raiders. "Maj Ralph Kuster and I worked with them and helped plan the missions although I disagreed with the way they were doing it."

"Because of changes in mission and compromise, the name of the project was changed from the original Project Northscope to Operation Commando Probe to Operation Commando Nail."

Before they had left Yokota, Capt Donelson recalled, "The crews called it Ryan's Raiders and created a special patch showing an F-105F with a golden screw through the rear cockpit. This represented the dissatisfaction of the pilots that had to occupy the rear cockpit." (Nicholas J. Donelson in *River Rats Vol III*, pgs 52 - 53.)

The 388 TFW history for the period October - December 1967 described the technical and operational problems encountered by the Raiders. "Several difficulties, some of which are not yet resolved, have complicated the operation of the Raiders. Chief among these was the challenge of electronics. Modifications were made to the R-14 radar. An expanded scope now provides an improved presentation. A fast sweep in the center of the scope allows the operation to have a fast constant paint of the target. New test equipment obtained from Yokota AFB have greatly improved the terrain avoidance and contour mapping capabilities. Still to come are replacement of the rear seat scope by a Cathode Ray Tube and the addition of a radar absolute altimeter. Daily improvements reflect the success of the efforts of our Armament and Electronics Squadron and our maintenance in general. Other difficulties encountered include incomplete maps and charts of North Vietnam, (a problem partly resolved by radar photography of these areas), and lack of experience in Raider operations and techniques, which necessitated exchange of information with the A-6 Intruder pilots of the Bonhomme Richard. Daily crew meetings under the inspiring leadership of Major Ralph L. Kuster, his knowledge and experience in the airplane, and devotion to duty, have been most successful in advancing the Raider program." (13 TFS history, 1 Apr - 31 July 1967, USAF microfilm NO584, frames 0038 - 0040.)

388 TFW history, Jan - Dec 67, USAF microfilm NO583, frames 1449 and 1582 & Corona Harvest Chronology of Significant Airpower Events in Southeast Asia, 1954 - 1967, pg 133 & Frank Yow letter dated Sept 1, 1986 to Bauke Jan Douma.

12-May-67

4814

Today's Air Force strikes were against targets approved on 4 May 1967 for Rolling Thunder 56. The flights encountered MiGs and AAA. Two U.S. aircraft were lost and one MiG-17 was shot down.

The 355 TFW launched 12 sorties against the Nguyen Khe storage area (JCS 51) at location 21-10-11N and 105-51-34E. During this strike, AAA downed one F-105D as it pulled off the target. Maj Earl W. Grenzabach the leader of

Robert Allan Stewart

F-105 History

"Advent" flight from the 357 TFS was MIA.

The 388 TFW's target was the Ha Dong Army Barracks (JCS 31) at 20-58-51N and 105-47-42E. Twelve F-105s in the attack encountered MiG-17s and a MiG-17 shot down an F-4C that had provided MIGCAP for the strike force.

"Dagger 04", the F-4C from the 366 TFW at Da Nang flown by Col Norman C. Gaddis and his WSO 1Lt James M. Jefferson, had returned from post-strike refueling to fly rescap for Maj Grenzebach. The plane's left afterburner was not working and Col Gaddis had become separated from his element lead. A MiG-17 fired 37-mm cannon fire into the F-4C from less than 1000 feet and "the entire aft section of the airplane burst into flames." (RB I Vol III pg 248) Both crewmen ejected. Col Gaddis was captured and Lt Jefferson was killed.

A large strike force from the 355 TFW also attacked "... a target near Phuc Yen airfield." (RB III pg 251) "Crossbow 01", Capt Jacques A. Suzanne one of the strike pilots from the 333 TFS, shot down one of the four MiG-17s that his flight encountered. (Phuc Yen airfield's location is 21-13-15N and 105-48-32E.)

That night, an F-105F Ryan's Raider from the 388 TFW was lost on a strike against the Ron Ferry in RP-1. This was the first loss by this special radar-bombing group assigned to the 34 TFS. The dual-pilot crew of "Crow 01", Capt Peter P. Pitman and Capt Robert A. Stewart, were both KIA.

Red Baron I events III-220 through III-225, pp 244 - 253 & CNA Loss/Damage Database, pg F22, loss 588 and pg G22, losses 589 and 590.

12-May-67

F-105F 638269 34 TFS 388 TFW Korat Lost during a night Ryan's Raider mission from unknown causes near the Ron Ferry complex in RP-1. Fireball seen at possible crash site in RP-1, North Vietnam. 17-46N 106-35E Capt Peter Potter Pitman 34 TFS Ryan's Raider pilot was KIA. Capt Robert Allan Stewart 34 TFS rear seat Ryan's Raider pilot was MIA then KIA. Call sign: "Crow 01". This was the first loss of a Ryan's Raiders aircraft. "Crow, an F-105F, was flying a Northscope mission on Art 1594, the Ron Ferry Complex. The last known radar position was 18-20N and 105-25E. The estimated TOT for CROW was 2030H with an ETA at Korat RTAFB of 2150H. At 2025H, a flight of F-4Cs observed a large fireball type explosion in the vicinity of 17-46N and 106-35E. This is the only available information that could possibly correlate to CROW flight." (7 AF WAIS for period 5 - 11 May 67, K740.3072, IRIS 1015458, pg 30.)

Capt Peter P. Pitman and Maj Robert A. Stewart, call sign Crow 01, were on a radar strike mission to Ron Ferry Complex ... in North Vietnam. The flight took off from Korat at 18:30 and was declared missing at 20:50.

"Major Stewart and Captain Pitman were on a single plane, North Scope Strike mission over North Vietnam when they failed to return to home base (Korat RTAFB) at ETA, 12/2050L May 67. Their aircraft rendezvoused with a tanker and was not experiencing any mechanical trouble at that time. The last radio contact with them was just after tanker rendezvous at approximately 1856 hours. Radar contact at that point and time was normal, however, due to terrain and planned altitude. Since no other flights were in the area at that time, electronic search was not conducted. On 13 May 67, flights passing over the area en route to other targets conducted both electronic and visual search without success. An organized search and rescue operation could not be conducted due to location. The area at the point and time of last known position of the aircraft was mountainous and sparsely populated." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pp 3-072 and 3-073, AFHRA Call # K717.6031-3.)

The leader of the Ryan's Raiders group, Maj Ben M. Pollard, described the loss. "About ... 10 days after we started flying, I lost my first airplane. They were attacking Ron Ferry, and someone up that night ... saw a flash (in the) Ron Ferry area. We never knew for sure what happened. I think most people felt that their terrain avoidance failed them. Anyway, something happened; they probably flew into a mountain, or they could have been shot down. We just didn't know."

1Lt Don Henry was another Ryan's Raider pilot from the 34 TFS who had arrived at Korat on 4 May. "On 12 May, 1967, I was on my 5th Raiders mission going to roughly the same area as Captains Pitman and Stewart. After they were lost, I flew a second time that night, right down their route and over their target, but we didn't see or hear anything. Don't think we will ever know what happened." (Don Henry, E-mail, 16 Oct 2004.)

Robert Allan Stewart

F-105 History

"Crow 01 departed Korat at 1830 on a single ship North Scope mission; last radio contact was at 1856 after refueling; last radar contact was at 1908; ETA to Korat was 2050. ... A visual and electronic search was conducted the morning of May 13, with negative results. A subsequent search of declassified records in 2001 revealed that about the time Crow 01 should have been in the target area, a Navy aircrew reported a "fireball" in the air. In 1975, two N. Vietnamese men were interviewed. They saw a "fireball" in the air, and watched the aircraft explode upon ground impact. A ground search was conducted, but only a few aircraft parts were recovered. The official result was "Inconclusive". (Colonel Bill Carey (USAF, Ret) e-mail to CASBAR@HOME.EASE.LSOFT.COM, Friday, October 15, 2004 11:48 AM)

Capt Pitman was born 15 February 1938 in Atlanta, Georgia. He was declared dead on 9 January 1975. His body was not recovered. He was a 1960 graduate of Georgia Tech with a degree in industrial management. "The Georgia Tech community joined Atlanta veterans and businessmen May 25, 1995, to dedicate a memorial in honor of Maj. Peter P. Pittman [sic], an Air Force pilot who was killed in action over North Vietnam on May 12, 1967" He left a wife, an infant son, and an unborn daughter. His name appears on the Vietnam Memorial Wall on panel 19E line 99. (<http://gtalumni.org/Publications/magazine/sum95/vets.html>.) He had accumulated 551.2 flying hours in the F-105.

Capt Stewart was born 14 November 1931. He was born in and entered the service from Washington DC. He graduated first in his class of 479 cadets at West Point in June 1956 and chose the Air Force as his career. After flying F-102s, he taught Mechanical Engineering at the Air Force Academy. He was declared dead on 3 April 1978. His body was not recovered. His name appears on the Vietnam Memorial Wall on panel 19E line 101. He had accumulated 164 flying hours in the F-105.

U.S. Navy CNA Loss/Damage Data Base & U.S. Air Force Academy Oral History Interview with Col Ben M. Pollard, 5 Nov 92.

09-May-69

410

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

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

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

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

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

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

After flying 58 combat missions into Laos, the last one today 9 May 69, 1Lt Alan B. Reiter also transferred from the 34 TFS to the 44 TFS on 10 May. In the 44th, Lt Reiter was assigned F-105D 59-1759, which he named "Summertime Blues". "The name came from a 1958 rock song by Eddie Cochran." (Alan Reiter's AF Form 11 & e-mails 19 and 22 Feb 15.)

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

F-4E pilots of the 388 TFW called the F-105 "Thud" ("... cause that's the sound it makes when it crashes!") while Korat

Robert Allan Stewart

F-105 History

F-105 pilots referred to the F-4E as the "Thumb" (Two-Hole-Ugly-Mini-Bug). (388 TFW history)

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

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

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

	Date	F-105	Last Name	Fate
1.	03 Jun 66	58-1171	Pielin	Rescued
2.	15 Jun 66	62-4377	Kelley	Rescued
3.	21 Jun 66	62-4358	Sullivan	KIA
4.	30 Jun 66	62-4224	Nierste	Rescued
5.	15 Jul 66	59-1761	Hamby	Rescued
6.	20 Jul 66	62-4308	Lewis	KIA
7.	21 Jul 66	62-4227	Tiffin	KIA
8.	06 Aug 66	62-4315	Rutherford	Rescued
9.	17 Sep 66	61-0191	Rutherford	Rescued
10.	10 Oct 66	62-4300	Bullock	Died
11.	10 Jan 67	62-4265	Gauley	KIA
12.	19 Mar 67	61-0123	Austin	KIA
13.	05 Apr 67	62-4395	Youngblood	Survived
14.	12 May 67	63-8269 (F)	Pitman	KIA
			Stewart	KIA
15.	15 May 67	62-4429 (F)	Heiliger	POW
			Pollard	POW
16.	02 Jun 67	61-0190	Smith	POW
17.	04 Jun 67	61-0148	Kough	Rescued
18.	15 Jun 67	61-0213	Swanson	KIA
19.	17 Oct 67	61-0205	Andrews	POW
20.	17 Oct 67	62-4326	Odell	POW
21.	17 Oct 67	60-0425	Sullivan	POW
22.	27 Oct 67	62-4231	Flynn	POW
23.	28 Oct 67	62-4356	Waldrop	Survived
24.	19 Nov 67	58-1170	Vissotzky	POW
25.	04 Feb 68	60-5384	Lasiter	POW
26.	14 Feb 68	60-0418	Elliot	KIA
27.	15 Apr 68	61-0206	Metz	POW Died
28.	25 Apr 68	60-0436	Givens	Died
29.	14 May 68	61-0132	Bass	Died
30.	28 May 68	61-0194	Ingvolson	POW

Robert Allan Stewart F-105 History

31.	31 May 68	60-0409	Beresik	KIA
32.	08 Jun 68	61-0055	Light	Rescued
33.	13 Jul 68	60-0453	Confer	Survived
34.	01 Sep 68	60-0512	Thaete	Rescued
35.	17 Nov 68	61-0092	Dinan	Survived
36.	11 Feb 69	62-4256	Zukowski	KIA
37.	17 Mar 69	61-0104	Dinan	KIA
38.	29 Mar 69	62-4270	Stafford	Rescued
39.	03 Apr 69	62-4269	Christianson	KIA

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