

# Jack R. Stresing

## F-105 History

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**23-Jan-64**

5223

F-105D Operational Training Course 111506E, Class 64-G, graduated from the 4520 CCTS, Nellis AFB, NV. The class began training on 6 November 1963 and was assigned to the 4526 CCTS commanded by Maj Warren Foss. The 25 student pilots in this class were:

Lt Col Aaron J. Bowman	Capt Bruce G. Seeber (Held over on 1 Dec)
Maj Joseph W. Brand	Capt Delbert F. Smith
Maj James L. Glessner, Jr.	Capt Harold Victor Smith
Maj William C. Redeen	Capt Jack R. Stresing
Capt James Q. Collins, Jr.	Capt Lester W. Sundt
Capt Homer D. Deavult	Capt David E. Weaver
Capt Kenneth D. Furth	1Lt James E. Foston, Jr.
Capt Glen H. Hales	1Lt Wayne D. Hauth
Capt John R. Layman	1Lt Douglas G. Lauck (Assgnd to 36 TFS, 8 TFW, Itazuke)
Capt Robert N. Middlebrooks	1Lt Larry C. Mahaffey
Capt Robert G. Moore	1Lt Robert H. Schuler, Jr.
Capt Elmer R. Olson	1Lt Benjamin D. Ulrich
Capt William W. Raitt	

*Special Orders AA-12 and AA-19 (Seeber) dated 6 Nov 63 in History of 4520th Combat Crew Training Wing, 1 July - 31 Dec 1963, AFHRA Call # K285.54-3, IRIS # 0488615.*

**13-May-64**

36

Under "Project Clearwater", the 35 TFS, 36 TFS and 80 TFS and their F-105s were transferred from Itazuke AB, Japan, to the 41 AD, Yokota AB, Japan. The 8 TFW was officially inactivated on 18 June 1964 and Itazuke became a Forward Operating Base.

The 8th wing commander was Col William E. Buck, Jr. Col Chester L. Van Etten was the wing deputy commander

Six of the officers from the 35 TFS transferred to Yokota were:

1Lt William G. Bailey  
1Lt Martin V. Case, Jr.  
Capt William P. Ketchum  
1Lt Wayne R. Kimmell  
Capt Carl L. Hamby  
Capt Jerry N. Hoblit

In June 1964, Capt Hamby "... was sent to Air force HQ in Saigon for 4 months." ("First Combat F-105s in SEA - Carl Hamby" in Thunder Falcon e-mail newsletter, Issue Number 27, May 2013.)

F-105 pilots in the 36 TFS moving to Yokota included:

Lt Col Robert A. Farnsworth, Jr., the squadron's Operations Officer  
Capt Wayne D. Hauth  
Capt Bernard C. Lyons  
Capt James W. Roby  
Capt Bruce G. Seeber  
Capt Jerry L. Stamps  
Capt Jack R. Stresing  
Capt Lester W. Sundt  
Capt Michael P. Cooper  
1Lt Douglas G. Lauck  
1Lt Benjamin D. Ulrich  
1Lt Robert H. Jones

1Lt Lauck had joined the squadron at Itazuke in February 1964 after completing eight weeks of F-105 upgrade training

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in January 1964 at Nellis AFB, Nevada.

1Lt Victor Vizcarra, Capt Murphy Neal Jones, Capt Ralph L. Detwiler, and Capt Robert D. Pielin were four of the pilots from the 80 TFS who moved from Itazuke to Yokota.

Their PCS orders were effective 24 May 1964.

*8 TFW Unit History, 1 Jan - 18 Jun 1964, USAF microfilm MO372 & HQ 348 CSG Special Order A-1019 dated 28 April 1964 authorizing PCS move of listed officers.*

**05-Aug-64**

**05-Oct-64**

3020

F-105s from the 36 TFS were ordered to deploy from Yokota AB, Japan, to Korat RTAFB, Thailand, in response to the Gulf of Tonkin episode. This deployment was three months after their transfer from the 8 TFW, Itazuke AB, Japan, and their arrival in the 41 Air Division at Yokota.

Under "Operation One Buck Two", the 357 TFS deployed from the 355 TFW, McConnell AFB, KS to replace the 36 TFS at Yokota, and to assume the 36th's nuclear alert duties at Osan AB, Korea.

In orders published by Yokota's 441st Combat Support Group, 12 pilots and 31 enlisted men were ordered to "Clark AB, Philippines" on 6 August 1964 for 179 days TDY "for the purpose of performing an operational mission in support of 5 AF OPLAN 37-65". Lt Col Donovan L. McCance, the squadron commander, was the ranking person on the deployment orders. As a captain assigned to Hq TAC in 1956, McCance had worked on the early F-105 program.

Other pilots from the 36 TFS were: Capt John R. Layman, Capt Michael P. Cooper, Capt Michael F. McNamara, 1Lt Robert A. Jones, 1Lt William A. Becker, 1Lt Jerry L. Stamps, Capt Thomas W. Sima, Capt Paul H. Stoment, Capt James I. Miholick, and Capt Roderick G. Beckett.

Capt Douglas G. Lauck was another 36 TFS pilot on this deployment. (Doug Lauck, e-mail 27 Sep 2006.)

Another pilot deploying with the 36 TFS was Capt Jack R. Stresing.

1Lt Martin V. Case, Jr. from the 35 TFS also deployed with the 36 TFS. "I was at the morning briefing at the 35th and Maj. Fred Cherry (either Ops Officer or Asst. Ops, I can't remember which) asked for a volunteer for a classified TDY. He said he couldn't say where it was but it might involve some combat. How's that for understatement? He said the 36th needed one person as they were one volunteer short. Since I was a bachelor at that time (due to get married on 3 Oct.), I and a few others raised our hands. I was sitting in the front row and was closest to Fred so I guess that was why he picked me? I was told to go pack for a 30 day TDY and was to talk to NO ONE. They sent someone with me to make sure I didn't talk to anyone. I think it was Bob Tidwell [Capt Robert Leland Tidwell]. I left that afternoon on a C-130 (in the) IST (Initial Support Team). We flew direct to Korat with a refueling stop (I think) at Clark AB. We arrived early the next day (6 Aug)."

F-105 pilot Capt Edward T. Rock was an Ops Planner in the 41 Air Division at Yokota and helped plan the deployment. "Not much to it except it was all very secret at the time. Not even my wife knew what was going on and there were lots of secret meetings. It was kind of unreal. ... The deployments were frequently made up of folks from more than one squadron and not just the designated squadron. For example, I know that when the 36th deployed they had at least a few pilots from the 35 TFS."

The squadron returned to Yokota after they were relieved by the 35 TFS on 5 October 1964.

*441 CSG Special Order TB-1418, 5 Aug 1964 & e-mail, Marty Case, 10 Aug 2003 & Ed Rock, e-mail, 17 July 2005.*

**05-Aug-64**

395

"... Personnel and equipment [of the 36 TFS, 41 AD] started to arrive (at Korat RTAFB, Thailand) to support a tactical fighter operation. The initial buildup was to approximately 500 personnel who were housed and subsisted at Camp Friendship until facilities could be expanded in the USAF area."

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"The operational mission of the TDY fighter unit commenced on 15 August 1964."

"The base consisted of a runway and a few dilapidated wooden shacks with rusty tin roofs. The cluster of huts, with unpainted wooden slat walls and floorboards that barely touched, was soon dubbed 'Camp Nasty' by the men of the 36 TFS."

The first four pilots to arrive were Capt Jack R. Stresing, Capt Roderick G. Beckett, Capt Martin V. Case, Jr., and 1Lt David S. Graben.

*388 TFW history, Jan - Dec 67, USAF microfilm NO583, frame 1153 & "The Vietnam Experience, Thunder from Above" by John Morrocco, pgs 27, 28 & Jim O'Neal, former F-105 Doppler tech, e-mail to Korat Web site, 6 Oct 00.*

**14-Aug-64**

707

During the 36 TFS's second mission from Korat, an F-105D received severe combat damage. The pilots on the mission were Capt Jack R. Stresing, 1Lt David Graben, Capt Rod Beckett, all from the 36 TFS, and 1Lt Martin V. Case, Jr. from the 35 TFS who had deployed with the 36th. When the flight attacked a AAA site in Laos, Lt Graben's aircraft, F-105D 62-4371, was damaged in the aft section by 37-mm fire.

Lt Case recalled, "We took off and headed for the Plains de Jars region of Laos. We were handed off to a C-123 in that area and he asked us to shut down a AAA site that was 'annoying' him. We had 2X450 gallon fuel tanks on the wings with a 650-gallon fuel tank on the centerline as no tankers had been set up at that time. We each had rocket pods (19 X 2.75 per pod) on the outboard stations and a full load of 20-mm for the gun. The C-123 pilot briefed Jack on where the AAA site was and Jack thought he had it in sight but said he would roll in and give it some 20-mm to see if that would wake them up and start shooting so we could be sure where they were. Remember we had no combat time so we didn't know just how stupid we were! Well, Jack rolled in and fired off some 20-mm and sure enough they started firing back (DUH !). Even though we were in a 'box' pattern just like on the range at home and were only using 400 knots IAS, they still missed Jack and hit Dave Graben who was right behind Jack ... . As soon as Dave said he was hit he told #3 to take over the lead and he (Jack) would fly Dave's wing back to Korat. Unfortunately, unknown to the rest of the flight, Rod ( #3 ) had lost his radio and had no idea what was going on but was just following # 2 around so as not to get lost. I rolled in on the site and let him have some 20-mm to keep his head down, fired my rockets and let him have some more 20-mm just for good measure. It seemed to work as he never fired again. I joined up on # 3 and he gave me the radio out hand signals so I took the lead and flew us back to Korat. My FORM 5 shows 2 hrs 25 min of O-7. They would not let us log O-1 as we were still a classified mission. Orders were later cut to change it to O-1. So that is the story of how I got to be # 4 in the first flight of F-105s to fire a shot in SEA."

Dave Graben described his experiences to author Philip Chinnery. "When we arrived in the target area an Air America T-28 was there, acting as a Forward Air Controller. We had some trouble finding the exact target position because of scattered cloud and the lush green jungle all looking the same from 15,000 feet. Jack finally pinpointed the target area where a 37-mm gun site had been causing problems for the T-28s."

"Jack put us in trail and rolled in with a 'Let's see if we can wake them up.' I was about 1,500 to 2,000 feet behind Jack and watched as he opened up with his M-61 Gatling gun. As I came into gun range the 37-mm gun site opened up and red 'golf balls' began to float up at me. I broke right and simultaneously felt a thump as a 37-mm shell struck home. I called 'Two's off and I'm hit,' jettisoned my fuel tanks and ordnance and lit the afterburner. As I started a left climbing turn a fire warning light came on. It was well known at the time that a fire in the aft fuselage would almost always end up in a catastrophic explosion. My selecting the afterburner aspirated the tail area and kept the fire from going forward under the aft fuel cell and causing an explosion. ... Jack searched for me and started a rejoin as I climbed out to 39,000 feet. When I leveled off and assessed my situation, the engine ... was running fine and the fire warning light was out. I had lost my utility hydraulic system but P1 and P2, the flight control hydraulic systems, were in the green. I had no speed brakes, the in-flight refueling probe had extended without my command and I would have no flaps or hydraulic brakes on landing."

"I could extend the landing gear via the emergency system, so I concluded that a landing could be pulled off at Korat with a high degree of success. Controllability was checked after Jack 'came aboard' and described the damage to my tail section. A large, two-foot-square hole had been blown in the leading edge of the left stabilator, and the aft fuselage

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had been riddled with shrapnel holes. There also appeared to be a large hole in the bottom of the aircraft near the exhaust pipe. However, I touched down slightly fast at Korat and deployed the drag chute, coasting to a halt with room to spare. Afterwards I was recommended for a Distinguished Flying Cross (DFC), but could not receive it because we were not at war at the time!"

He was, however, awarded an Air Medal for successfully recovering his damaged aircraft. To repair the aircraft, Yokota sent a replacement F-105 aft section to Korat.

*Marty Case, e-mail 10 Aug 03 & "Full Throttle" by Philip D. Chinnery, pages 21 and 22.*

**26-Aug-65**      **28-Oct-65**

309

In a continuing series of TDY combat rotations by the three squadrons of the 6441 TFW at Yokota AB, Japan, the 36 TFS deployed for their third combat tour. Their first was to Korat in August 1964. This was their second deployment to Takhli RTAFB, Thailand, to replace the 80 TFS. The 36 TFS commander was Lt Col Howard F. "Red Dog" Hendricks.

Capt Douglas G. Lauck was one of the 36 TFS pilots on this deployment. This was his third 60-day TDY deployment with the 36th to Thailand and his second one to Takhli. During this deployment, he raised his total North Vietnam combat missions to about 48.

Other pilots on the deployment were:

Col Chester L. Van Etten, the 6441 TFW Commander  
Maj Dean A. Pogreba, the 36 TFS Operations Officer

Capt John O. Rollins II  
Maj Richard P. Fitzgerald

Capt Lester W. Sundt

Capt John R. Layman

Capt Rex L. Dull

Capt Clarence E. Fox

Capt Jerry L. Stamps

Capt William A. Becker

Maj Wayne N. Whatley

Capt Fredrick William Shattuck, Jr.

Capt David L. Hatten

Capt Bernard G. Lyons

Capt James I. Miholick

Lt Col William L. Janssen from the 6441 TFW Staff

Capt Michael F. McNamara from the 6441 TFW Staff

Capt Jack R. Stresing from the 41 AD Staff

Capt Robert H. Jones

Capt Vernon D. Hesterman

Capt Thomas W. Sima

Capt Onofiro J. Andrews

Capt Roderick G. Beckett

Capt Donnie R. Duplissey

Capt Robert H. Schuler, Jr.

1Lt Delbert F. Miller

Capt Bruce G. Seeber

Capt Paul H. Storment

Capt Wayne D. Hauth

Capt David S. Graben

Capt Stanley S. Rynear

1Lt Benjamin D. Ulrich

1Lt Denis D. O'Donoghue

*6441 TFW History, Jul - Dec 65, USAF microfilm PO232 & Doug Lauck, e-mail 25 Sep 2006 & 441 Cmbt Spt Gp Special Order TA-424 dated 5 Aug 65.*

**15-Oct-65**

F-105D 624333 36 TFS 6441 TFW Takhli Hit by heavy 37-mm AAA during armed recce. Crashed in RP-5, North Vietnam. 21-48N 104-47E Capt Thomas William Sima 36 TFS pilot ejected. POW. Released 12 Feb 73. Call sign: "Olds 01". Other members of his flight were Capt Robert H. Schuler, Capt Onofiro J. Andrews, and Capt Jack R. Stresing. Their Rolling Thunder 36C-1 target was a barracks and storage area at location 21-48N and 104-47E near Ha Tiang, North Vietnam. The flight took off from Takhli at 04:55 and Capt Sima was shot down at 06:25. "The following is an extract from the statement by Capt Onofiro J. Andrews, Olds 3: '... We found a hole to let down through and located the target complex. We made one 360-degree turn to identify the target and Captain Sima called rolling in. Due to the heavy weight (8x750# GP) and the 360 for ID, the flight was rather spread out and Lead ended up on the bombing pass alone. Just as he approached bomb release point, a small hill erupted with about 20 guns of the 37-57 variety. Shortly after, Lead called off with 'no release' and began an afterburner climb. He called that he was hit at the start of the climb and as he reached about 6000' MSL (1000' below clouds) he called, 'getting out.' His canopy was observed to jettison followed shortly by the seat. He got a chute and I watched him descend to about 500' where I lost sight due to clouds. His URT-21 beacon came on and stayed on for 2 1/2 hours. Rescue was alerted, but as it turned

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out, helicopters could not reach the target area due to clouds topping the mountains to the South ...' Rescue operations were not effected, but RESCAP was established and electronic contact was made. Fall of night suspended operations; when rescue resumed the following day, no visual or electronic contact was achieved. Search was suspended at close of day, 16 Oct 65." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 1-055, AFHRA Call # K717.6031-3, IRIS # 1028640.)

"Capt Sima had been shot down and successfully bailed out. His wing man Capt Robert H. Schuler (in F-105D 62-4305), was left to fly rescap on him while the element flew to a KC-135 tanker to take on fuel so there could be a continuous rescap on the downed pilot and a pickup could be made by a rescue helicopter. When the two F-105s in the element returned to the area of the downed pilot, the other pilot who had been left covering the downed pilot had disappeared. Rescue efforts proved fruitless with an ever increasing bad weather condition and the search was cancelled after two days." Both pilots were listed as missing-in-action.

*355 TFW History, Jul - Dec 65, USAF microfilm NO461*

### 15-Oct-65

F-105D 624305 36 TFS 6441 TFW Takhli Hit after being diverted to rescap for downed wingman, Capt Thomas W. Sima. Crashed in RP-5, North Vietnam. 21-48N 104-46E Capt Robert Harry Schuler, Jr. 36 TFS pilot was KIA. Call Sign: "Olds 02". The Rolling Thunder 36C-1 target was a barracks and storage area at location 21-48N and 104-47E near Ha Tiang, North Vietnam. The flight took off from Takhli at 04:55 and flight lead Capt Sima was shot down at 06:25.

On the same date that "Capt Thomas W. Sima (in F-105D 62-4333) had been shot down and successfully bailed out, Capt Robert H. Schuler, his wing man, was left to fly rescap on him while the element (Capt Onofrio J. Andrews, and Capt Jack R. Stresing) flew to a KC-135 tanker to take on fuel so there could be a continuous rescap on the downed pilot and a pickup could be made by a rescue helicopter. When the two F-105s in the element returned to the area of the downed pilot, Capt Schuler had disappeared. Rescue efforts proved fruitless with an ever increasing bad weather condition and the search was cancelled after two days." Both pilots were listed as missing-in-action.

"Capt Schuler was Number 2 of Olds Flight attacking the Barracks and Storage Area on 15 Oct 65. When the Flight Leader (Capt Thomas William Sima) was shot down by enemy ground fire, Captain Schuler remained over target area on RESCAP to help in the rescue, if possible, and to monitor the beacon of the downed pilot. The other aircraft in the area departed to conduct air-to-air refueling; upon return, no contact could be established with Captain Schuler. An extensive search, covering the whole route over which the flight had flown, was undertaken, with negative results. Search was terminated at last light on 16 Oct 65.

"The following is an extract from the statement of Capt Onofrio J. Andrews, Olds 3: '... Captain Schuler, the #2 man, was designated by me to remain at altitude and monitor the beacon and assist rescue in reaching the scene, while the #4 man and I went out to cycle through the tanker since fuel was going to prohibit any long-time loiter. We left the rescue frequency for about 15 minutes during actual refueling, and when we returned, could not raise #2 man. Numbers 3 and 4 returned to the target area, which was still overcast, and noted that the beacon was still operating; however, Captain Sima never did come up on the URC 10/11. We were finally relieved at bingo fuel by another flight and returned to land at Udorn, hoping to establish that #2 had lost radio and landed at one of the possible recovery bases. This was not the case and Captain Schuler's fate is still unknown. Because the target was on the periphery of a suspected SAM site, I specifically instructed #2 to hold 15 NM NW over a break in the overcast. This was well outside the SAM range which was briefed before takeoff.'" ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 1-056, AFHRA Call # K717.6031-3, IRIS # 1028640.)

"The Department of Defense POW/Missing Personnel Office announced May 20 [2005] that the remains of a U.S. Airman, missing in action from the Vietnam War, have been identified and returned to his family for burial with full military honors.

"On Oct. 15, 1965, Maj. Robert Harry Schuler Jr., of Wellsburg, N.Y., was flying his F-105 Thunderchief as part of a four-ship flight north of Hanoi when the lead aircraft was hit by enemy fire. Major Shuler remained in the area to provide support to the downed pilot while the two other aircraft departed for aerial refueling. When they returned, Major Shuler was no longer in the area and they could not establish radio contact with him. An extensive aerial search

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of the entire flight route met with negative results.

"Between 1993 and 1998, joint U.S. and Vietnamese teams conducted seven investigations, including unilateral archival research by Vietnamese officials. The final investigation in Nov. 1998 led the teams to a Vietnamese army officer who recounted his unit shooting down an F-105 on the date and in the area where Major Schuler went down. That team surveyed the crash area, found fragments of an F-105, and recommended the area for excavation.

"Teams led by the Joint POW/MIA Accounting Command excavated the site on four occasions between September 1999 and March 2001, recovering more wreckage as well as human remains. Besides other forensic tools, scientists used mitochondrial DNA comparisons to confirm the identification of Major Schuler's remains." (Air Force Association Update, E-mail, 6 June 2005)

Capt Schuler was born 14 December 1935. He entered the service from Wellsburg, New York. He was declared dead on 22 January 1974. His name appears on the Vietnam Memorial wall on panel 02E line 124.

The Wellsburg Vietnam Veterans Of America Chapter 803, is named in honor of Maj. Robert H. Schuler Jr. the only POW/MIA of the war from Chemung County, New York.

*355 TFW History, Jul - Dec 65, USAF microfilm NO461*

**18-Apr-66**

5176

The 6441 TFW selected the pilots for the squadron that became the 34 TFS to deploy to Korat. Most would come from the 36 TFS; consequently, the 36 TFS was slated to disband.

Bob Pielin from the 36 TFS, who had already flown 87 combat missions during temporary duty tours to Korat and Takhli, remembered how he helped select the pilots for the new squadron. "Fitz [Maj Richard P. Fitzgerald, the squadron's Operations Officer] and I initially made out a list of 25 pilots from the Wing resources to go as 34th members. The list was bounced back from HHQ as being too overloaded in pilots with over 50 missions. They recommended 6 guys in the 0 to 20 mission category, 6 in the 21 to 40, 6 in the 41 to 60, 6 in the 61 to 80, and anyone with over 80 to go TDY."

This distribution was to spread out their eventual departures from Korat as each pilot completed his 100-mission tour. Capt Pielin and Maj Fitzgerald reworked the list "... with some pronounced disapproval from those that were removed from the [original]. ... A 1.5 aircrew/aircraft ratio was authorized for 27 pilots plus Commander and Operations Officer. ... Bob Jones [Capt Robert H. Jones] was removed from the first list since he had his papers in to be discharged. When he found out about the 34th going PCS to Korat, he volunteered to go with [them] and get 100 missions before he got out. Red Dog [Lt Col Howard F. 'Red Dog' Hendricks the squadron commander] worked a 'deal', and he went TDY." (Bob Pielin e-mails, 23 Sep 2006 and 7 April 2007.)

The following list contains the positions and names of the initial twenty-nine pilots assigned to the 34 TFS. This is the revised list after Capt Pielin and Maj Fitzgerald reworked their original to provide a broader base of experience. One of the pilots, Gordon Walcott, annotated his copy of the printed list, dated 18 April 1966, with this comment: "This was the original 34th TFS crew roster when formed as an all-volunteer squadron from the 35 TFS, 36 TFS, and 80 TFS (Yokota AB, Japan)"

Commander - Lt Col Howard F. "Red Dog" Hendricks who had been commander of the 36 TFS.  
Operations Officer - Maj Richard P. Fitzgerald

India Flight  
Flight Commander - Maj Wayne N. Whatley  
Capt Robin K. Nierste  
Capt James I. Miholick  
Capt Douglas G. Lauck  
Capt Robert H. Jones  
Capt Robert R. Reed

Lima Flight  
Flight Commander - Capt James E. Hayes  
Capt Merrill R. Lewis, Jr.  
Capt Gordon M. Walcott  
Capt Stanley S. Gunnerson  
1Lt John Bernard Sullivan III

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Juliet Flight  
 Flight Commander - Maj Kenneth T. Blank  
 Capt Carl L. Hamby  
 Capt Thomas H. Curtis  
 Capt David H. Groark  
 1Lt Phillip J. Kelley

Metro Flight  
 Flight Commander - Capt Robert D. Pielin  
 Capt Alan K. Rutherford  
 Capt Ralph D. Watkins  
 Capt Wayne D. Hauth  
 Capt Rainford "Ray" McMaster Tiffin - 80 TFS

Kilo Flight  
 Flight Commander - Maj Jack R. Stresing  
 Capt William O. Lessard  
 Capt John R. Layman  
 Capt Rex L. Dull  
 Capt Clarence E. Fox  
 1Lt Denis D. O'Donoghue

*E-mail from Monty Pharmer, 22 Sep 2006 forwarding letter to him from Lt Col (Ret) Gordon Walcott dated, 29 July 1988, which included a roster of 36 TFS pilots, dated 18 April 1966.*

### 25-May-66

4957

On Wednesday morning, twenty F-105Ds (18 aircraft and 2 spares) now assigned to the 34 TFS left the 6441 TFW at Yokota for Kadena on the first leg of their movement to the 388 TFW at Korat. The aircraft took off in flights of four using call signs "Yule". Each flight departed Yokota at half-hour intervals beginning at 0800. The deployment's flight line-up consisted of:

Pilot	Call Sign	Acft Tail No	Yokota TO Time	Kadena Arr Time	Acft Maint Status at Kadena
Lt Col Howard F. Hendricks	Yule 01	62-4361	0800	0955	Tacan/Doppler probs
Capt Robin K. Nierste	Yule 02	62-4288	0800	0955	O/R
Capt James I. Miholick	Yule 03	62-4336	0800	0955	O/R
Capt Wayne D. Hauth	Yule 04	62-4303	0800	0955	Gnd blower inop
Maj Wayne N. Whatley	Yule 11	62-4306	0830	1025	O/R
Capt Robert H. Jones	Yule 12	62-4318	0830	1025	O/R
Capt Robert R. Reed	Yule 13	62-4308	0830	1025	Autopilot
Capt Douglas G. Lauck	Yule 14	62-4358	0830	1025	O/R
Maj Kenneth T. Blank	Yule 21	62-4370	0901	1058	O/R
Capt Thomas H. Curtis	Yule 22	62-4380	0901	1058	O/R
Capt Carl L. Hamby	Yule 23	62-4364	0901	1058	O/R
1Lt Phillip J. Kelley	Yule 24	62-4277	0901	1058	O/R
Capt Alan K. Rutherford	Yule 31	62-4270	0930	1134	Autopilot
Capt Rex L. Dull	Yule 32	62-4312	0930	1134	O/R
Capt Ralph D. Watkins	Yule 33	62-4378	0930	1134	CIN
1Lt John B. Sullivan III	Yule 34	62-4356	0930	1134	Fire Ctrl/Elec
Capt James E. Hayes	Yule 41	62-4352	1000	1200	Fire Ctrl
Maj Jack R. Stresing	Yule 42	61-0132	1000	1200	O/R
Capt Lothar A. "Andy" Olman	Yule 43	62-4379	1000	1200	Fuel Leak
Capt Robert D. Reichart	Yule 44	62-4354	1000	1200	O/R

(History of the 6441 TFW, 1 Apr 65 to 15 Nov 66, Supporting Documents, Mobility Control Center Log, pg 6, in AFHRA folder K-WG-6441-HI, IRIS# 0462464.)

Capt Alan K. Rutherford was one of the pilots on the deployment. "I recall so well how we formed up with 16 Thuds

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and midst many tears (from wives) and go get um's from the troops we launched to the war. We were going to 'kill the Cong'. We intended to overnight at Kadena, and then launch the next day with the squadron to Korat. Needless to say it got drunk and rowdy that night ...". (Al Rutherford, e-mail, 21 Sep 2006.)

Capt Douglas G. Lauck was another of the 34 TFS pilots moving to Korat. "We packed our household goods [at Yokota] and sent them along with our cars back to the States. Our wives and dependents had flights booked back to the States." (Doug Lauck, e-mail 21 Sep 2006.)

The pilots from the 34 TFS were to join with pilots from the 13 TFS at Kadena on 25 May and deploy to Korat. Unfortunately, circumstances required the 34th pilots at Kadena to return to Yokota on 26 May.

In the 13 TFS, "the squadron was cocked to move as planned on the 25th of May, but a staying order was received, delaying departure for thirty days. Rumors were rife that perhaps the move would not be made at all. Unfortunately, on the basis of the rumors and the lack of further communications, after numerous inquires to higher headquarters on the subject, many members of the new squadron cancelled proceedings to return their dependents to the United States. As a result, when the order to deploy on 23 June was received with a week's advance notice, many dependents were left to arrange their own moves. Much help was rendered by friends and Wing personnel, of course, to facilitate these peoples' departure. On 23 June, support personnel departed for Korat via C-130. Aircrews departed the following day."

*388 TFW History, Jul - Dec 66, USAF microfilm NO583 frame 1742 & 44 TFS history, 1 Jan 65 - 30 June 1967, pp 4 - 5.*

### 31-Oct-66

5152

Maj William E. Augsburg was assigned to the 34 TFS. "I was at snake school mid October 66, so I arrived at Korat the 3rd week of October 66." (Bill Augsburg e-mail 1 Aug 16.)

Six pilots assigned to the 34 TFS in the 388 TFW at Korat completed flying 100 missions during October 1966. They were:

Maj Wayne N. Whatley  
Maj Jack R. Stresing  
Maj James E. Hayes  
Capt Alan K. Rutherford  
Capt Thomas H. Curtis  
Capt Robert R. Reed

This was the last flight in the F-105 for Maj Stresing. He had accumulated 469.9 hours in the airplane.

It was also the last F-105 flight for Maj Hayes. He had accumulated 576.9 hours in the airplane.

Capt Reed was next assigned to the Armament Development Test Center (AFSC) at Eglin AFB, FL. "For the next five years, I had the best flying assignment in the USAF -- flying two and three different kinds of aircraft -- dropping all the new experimental conventional ordnance, and no one was shooting back! Indeed happiness! ... While at Eglin, I had the unique pleasure of flying the Thud concurrently with the F-100 D/F, A-37B and the F-4 C/D/E model. This enabled me to, somewhat objectively, compare the qualities of the aircraft ... . The F-105 is still the finest weapon system I have flown. It carried me home from some 1500 of my 4500 total hours, virtually without any problem --- that I did not cause.

"My last flight in the Thud was in December 1971, just prior to my posting to an 'exchange tour' with the RAF at Manby, Lincolnshire, England -- another hardship tour to be sure, but someone has to do it !!!!!" Bob Reed accumulated 1187.4 flying hours in the F-105.

Tom Curtis provided an overview of his Air Force and retired USAF career. " I graduated from the Air Force Cadets, Williams AFB, AZ; class 56G on Jan. of 1956. Went across town to Luke AFB (big move), F-84G's. Then to Germany and France in Photo Recce Flying RF-84F and RF 101C. Back to the states to Shaw AFB, for a while. Then



# Jack R. Stresing

## F-105 History

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to Nellis AFB to check out in the F-105D.

"I spent 3 years in Japan, Itazukie and Yakota. From there Korat, Thailand 34th TFS, where I flew my 100 missions in the F-105D.

"Went from PACAF to ADC F-106s, Kincheloe and Malmstrom AFB and back to TAC in F-4Es. Did another tour in SEA (F-4E) 34th TFS again. Back to the States, Colorado Springs NORAD. Then back in F-106s Langley AFB for awhile. About 1975 or so I PCSed to RAF Alconbury F-5Es, Aggressors and finally back to the Springs, NORAD, and retired from the Air Force in 1979.

"After retiring from the AF, I went to work for Flying Safety, Cessna Citation simulator instructor and IP, Wichita KS for awhile. I then hired on with Horizon Airlines. I flew with them out of Portland OR and stayed with them for about nine years. Capt. in SA227s, Metro Liner & Dash-8. In 1992 I had to give up Airline flying (age 60).

"I worked part time for CSSI, INC as technician doing RVSM monitoring and flew my last flight at age 77 in 2009. After over 18,000 hours of flying and gobs of airborne monitoring time I hung up my wings. I moved into the AF Village Dec 2005. I have been married to Bonnie for 26 years." (John Revak interview with Tom Curtis via e-mail October 20, 2011.) Tom Curtis accumulated 366.6 hours in the F-105.

1Lt Phillip J. Kelley was reassigned as an instructor pilot to the base where he had earned his wings. He was a former 34 TFS pilot who had been working in the 388 TFW Command Post due to injuries from his ejection from an F-105D on 15 June 1966. "In October 1966, I received assignment to the 3552 PTS, Moody AFB as a T-38 IP. After reporting to Moody and after a period of therapy and rehabilitation, I regained flight status and attended T-38 PIT at Randolph. I remained at Moody as an IP until April 70 when my active duty commitment was fulfilled and I was honorably discharged."

*34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us/34tfs/scarf.htm> & Bob Reed letter dated March 28, 1988 to Bauke Jan Douma & Phil Kelley, e-mail 7 May 12.*

**01-Dec-66**

2360

(Approximate date) The January 1967 issue of Republic's "Thunderchief Worldwide Report" included several recent awards and decorations for F-105 pilots.

Maj Kenneth T. Blank from the 34 TFS flew his 100th mission and reported to Nellis AFB.

Maj Wayne N. Whatley, also from the 34 TFS, earned an Air Force Cross for extraordinary heroism. "Whatley, now a test pilot for the San Antonio Air Materiel Area, won the medal for leading an F-105 flight against a fuel depot in North Vietnam."

"Eleven F-105 pilots, [actually 10 pilots and one EWO] aggregating more than 2,700 combat flying hours, joined in an impressive formation flyby recently marking the end of a significant tour of duty for each. The 11 flyers were returning from their 100th combat mission over North Vietnam. Ten of the group were assigned to the same tactical fighter squadron - making the occasion an unusual first for that unit [the 13 TFS]. The organization holds the day in special regard, since a dozen 'graduates' in a month's time is unusual, and that many in a single day is an extreme rarity. On their final mission, the group flew in three separate raids then, upon completion, they regrouped for a low-level flyby over their home base [Korat]. The 100-mission pilots [and one EWO] in the flyby were:"

13 TFS

Maj Frederic C. Hiebert

1Lt Roger J. Hagstrom

Capt Roger L. Counts

1Lt Jerry L. Garner

1Lt Maxie A. Hatcher, Jr.

Capt Charles H. Haberstich

1Lt Russell M. Lanning

Maj Richard D. Westcott - Wild Weasel pilot (WW# 76)

# Jack R. Stresing

## F-105 History

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Capt Herbert L. Friesen - Wild Weasel EWO (WW # 81). Westcott and Friesen were among the first Wild Weasel III crews from Korat to finish 100 missions.

Capt George H. Vipond - He had flown F-105D 62-4378 on his 100th mission. The name "Lt Catren" was stenciled on the canopy rail. He was on TDY from the 67 TFS. He was next assigned to Nellis AFB as an F-105 IP.

34 TFS

Capt Duane H. Zieg

"Earlier that same day, four pilots assigned to another squadron [421 TFS] under the same tactical fighter wing [388 TFW] completed their 100 missions, making a total of 15 in a single day for the unit." The pilots were:

Maj William F. Loyd, Jr.

Maj Daniel G. McIntosh

1Lt Edwin L. Harvey

Capt Harry E. Mattoon

"Seventeen F-105 pilots, ... who completed 100 missions over North Vietnam, were presented with certificates at an informal session held in Florida this month. Making the presentation was Doug Meadowcroft, Republic program manager." The pilots and their SEA squadrons were:

Maj Hansel W. "Turk" Turley - 13 TFS

Capt Jimmy D. Ginger - 13 TFS

Maj Douglas D. Brenner - 333 TFS

1Lt Thomas A. Gibbs - 469 TFS

Capt Robert W. Davis - 354 TFS

Capt Ralph A. Hanson - 354 TFS

Capt Cecil W. Powell - 354 TFS. Last flew the F-105 in Dec 66 accumulating 723.1 hours in the plane.

Lt Col Ralph A. Ritteman - 333 TFS

Maj John J. "Jack" Gaudion - 469 TFS

Maj Frederick B. Green - 354 TFS

Lt Col Charles W. Barnett - 421 TFS

Lt Col Kenneth L. Skeen - 357 TFS

Five of the 17 pilots had flown their 100th mission while assigned to the 34 TFS:

Capt David H. Groark

Maj Jack R. Stresing

Capt James E. Hayes

Capt Alan K. Rutherford

Capt Robert R. Reed

*Thunderchief Worldwide Report, Vol II No 5, Jan 67 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.*

**13-Mar-86**

7725

Former F-105 pilot with the 34 TFS, Lt Col (Ret) Jack R. Stresing, born Apr. 1, 1929, died Mar. 13, 1986. He is buried in National Memorial Cemetery of Arizona, Phoenix, Maricopa County. Plot: Section 23A Site 69.

<http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GSln=stresing&GSiman=1&GScid=109431&GRid=36518543&>