

Paul F. Swanson

F-105 History

15-Jul-67

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The twelfth F-105 RTU Class 67JR graduated at McConnell AFB KS. The class started on 13 Feb 67 with 22 pilots, all but two from the Air Defense Command. However, one pilot was eliminated due to a fear of flying. The class was named "Roaring 20 + 1".

Maj James D. Murray, Jr. was the "Top Gun" in the class.

The class deployed for conventional weapons delivery training to George AFB CA between 30 Jun - 14 Jul 1967 with the 560 TFS. The squadron commander was Lt Col Louis D. Braun, Jr.

The graduating pilots and their SEA squadron assignments (where known) were:

Col Carl M. Hagle - Did not graduate	Maj Donald Eugene "Digger" Odell - 34 TFS
Lt Col William C. Decker - 469 TFS	Maj Paul F. Swanson - 469 TFS
Lt Col Orland W. Jensen - 354 TFS	Capt Anthony Charles Andrews - 34 TFS
Maj David C. Dickson, Jr. - 34 TFS	Capt Douglas A. Beyer - 34 TFS
Maj Robert W. Hagerman - 469 TFS	Capt Lawrence R. Klinestiver - 34 TFS
Maj Leslie J. Hauer - 469 TFS	Capt William H. Nottingham - 333 TFS
Maj Stanley Henry Horne - 469 TFS	Capt Robert A. Zang - 469 TFS
Maj David D. Igelman - 34 TFS	1Lt William Wallace Butler - 469 TFS
Maj Ronald Ruynan King - 333 TFS	1Lt Earl J. Henderson - 469 TFS
Maj Thomas P. Larson - 354 TFS	1Lt James L. Taylor - ?
Maj James D. Murray, Jr. - 469 TFS	

Col Hagle did not complete his F-105 training due to ulcers.

Lt Col Jensen came from Hamilton AFB, CA where he flew F-104s with the 83 FIS. During the Korean war he flew F-51s and F-86s with the 18th FBG, Suwan AB, Korea.

Maj Dickson was a former ADC F-106 pilot from Selfridge AFB, MI. Before starting his F-105 training at McConnell, he settled his wife, Carolyn and children near her hometown of Sherman, Texas, near Perrin AFB where he had been stationed earlier. His family remained there during his combat tour. When he departed for Korat in August, he was seen off at the airport by his wife's two uncles, George and Ben Blanton, Carolyn's mother's brothers. As a departing gift, they gave him a box of cigars and instructions to smoke one with a drink after each combat mission. During his stay at Korat, Dickson used the backs of the cigar bands to record each of his combat missions. (Dickson interview)

1Lt Bill Butler and 1Lt Earl Henderson were two ADC F-106 pilots from the 94 FIS at Selfridge. After their F-105 training, both pilots went to Jungle Survival School at Clark AB, Philippines, en route to Korat. "Bill Butler was born on November 29, 1941, in Grass Valley, California. He was commissioned a 2d Lt in the U.S. Air Force through the Air Force ROTC program on December 18, 1963, and went on active duty beginning March 4, 1964. Lt Butler next completed Undergraduate Pilot Training and was awarded his pilot wings at Reese AFB, Texas, in March 1965, followed by F-102 Delta Dagger Combat Crew Training from May to October 1965. His first assignment was as an F-102 pilot with the 94th Fighter Interceptor Squadron at Selfridge AFB, Michigan, from November 1965 to February 1967, and he then attended F-105 Thunderchief Combat Crew Training from February to July 1967. ..."
(<http://www.veterantributes.org/TributeDetail.php?recordID=1708>.)

Maj Odell and Capt Zang were also F-106 pilots from the 71 FIS at Selfridge.

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Maj Igelman came from Ent AFB, Colorado, where he was a computer programmer in the 1st Aerospace Surveillance and Control Squadron. This squadron kept track of all space objects orbiting the Earth. In prior assignments he had flown F-86Ds and F-102s at Selfridge and F-102s at Goose Bay, Labrador. He arrived at Korat in August 1967 and flew his first combat mission in early September.

Capt Beyer had been an F-104 pilot assigned to the 331 FIS at Big Spring TX. Both he and Capt Andrews reported to the 34 TFS in August 1967. (Doug Beyer, e-mail 27 Apr 10)

23 TFW History, Jan - Jun 67, USAF microfilm MO554 & telephone interview, Carolyn Dickson, 23 Apr 2009 & Earl Henderson, e-mails 13 July 2007 and 3 Aug 2009 & Dave Igelman, e-mail 4 Apr 10.

30-Sep-68

1520

469 TFS OPERATIONS OVERVIEW, JULY - SEPTEMBER 1968

"During the period between July 1 and Sept. 30, 1968, the 'World's Finest' flew 1,555 missions against targets in Laos and North Vietnam, flying a total of 3,759 combat hours. The squadron now has a total of 38,796 combat hours and 15,989 combat sorties in the theater.

"Continued bombing restrictions limited activity during this period to operations in Route Package One in North Vietnam and certain areas of Laos. Our main objective during the period as directed by 7th AF was the interdiction of vital lines of communications in Route Pack 1. Under the direction of Lt. Col. Victor R. Hollandsworth, the 469th maintained an outstanding record of superior mission accomplishment.

"This reporting period was accented by the arrival of the first group of new Undergraduate Pilot Training graduates to fly with the 469th Tactical Fighter Squadron in well over a year. The majority of the group were 1st Lieutenants, and although they did not possess extensive flying hours or experience, the quality of their performance left little doubt as to their desire and abilities. They have proven themselves extremely capable as tactical fighter pilots.

"On Aug. 10, 1968, Capt. Peter K. Foley completed his second 100 missions over North Vietnam. In his flight were three other 469th pilots completing their 100th mission, which made it the first 500 mission flight in the history of air operations against North Vietnam. In Capt. Foley's flight were Maj. Bryant Heston, Maj. Ford H. Smart and Capt. Christopher H. Brown. Other 469th pilots completing their 100th missions during the period were Majors James J. Mizner and Donald J. Sisk, Captains William O. Harris III, Nobe R. Koontz, Ronald R. Myers, Harold E. Murk, Thomas H. Platt, Robert L. Riedenauer and David M. Roeder.

"In August and again in September, tragedy struck two members of the 469th. On Aug. 17, 1968, [a pilot] was killed in a freak landing accident at Da Nang Air Force Base in South Vietnam. On Sept. 19, 1968, [a Major] was shot down during a rocket delivery pass just north of the DMZ in North Vietnam. He ejected successfully from his disabled F-105 but was taken captive shortly after. ... Our sympathies go out to these men and to their families.

"The 469th Tactical Fighter Squadron will become an F-4E squadron on November 1968. Present members of the squadron will join the 34th Tactical Fighter Squadron here at Korat [RTAFB, Thailand] and some will transfer to the 355th Tactical Fighter Wing at Takhli. This conversion will mark both the end and beginning of one of the most significant chapters in the history of aerial warfare. The record of the F-105s of the 469th Tactical Fighter Squadron stands by itself. We are confident the new members of the 469th will carry on the outstanding accomplishments of the 469th in the months ahead."

As of 30 September 1968, the 469th had assigned 28 line pilots, two staff pilots, and five attached

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pilots. The pilots averaged 350.4 flying hours in the F-105. The pilots and their sortie counts were:

Name	Total Missions	Counters
Lt Col Victor R Hollandsworth	61	54 (469 TFS Commander)
Lt Col James H. Broussard	51	45
Lt Col John J. "Jack" Gaudion	15	13 (2nd Tour)
Maj Vandevender	7	2
Maj John F. O'Donnell	72	66
Capt Gene D. Hartman	91	75
Capt Ronald A. Shoemake	93	79
Capt Richard E. Tracey	41	36
Capt Barry G. Swarts	14	14
1Lt Robert John Zukowski	45	41
1Lt Robert Clifton Edmunds	39	35
Maj George C. Avila, Jr.	110	95
Maj Albert E. Opper	18	15
Capt Jack S. Houser	92	78
1Lt Robert E. Bryan	43	40
1Lt David Thomas Dinan III	49	40
1Lt Barry D. Wyttenbach	45	39
Maj Paul F. Swanson	60	55
Major Aultman Doty	37	35
Capt Douglas R. Young	22	13
Capt Joseph C. Howard	17	16
1Lt Phillip A. Miller	48	41
Maj Will Carroll, Jr.	87	74
Capt Kenneth G. Lindell	46	41
1Lt Clarence J. "Skip" Holm	44	40
1Lt Marshall D. Tilley	47	44
1Lt John W. Crotty	15	14
Col Alen K. McDonald	32	32 (388 TFW/VC)
Col Felix A. "Doc" Blanchard	85	75 (388 TFW Asst DO)
Lt Col Rufus M. "Mike" Monts III	110	99
Maj Sterling H. Wood	97	84
Maj Wicks	4	2
Capt Christopher H. Brown	115	102
Capt Robert L. Riedenauer	114	100
Capt David M. Roeder	115	100

Capt Brown last flew the F-105 on 9 Oct 1968. Since his first flight on 1 Aug 67, he had accumulated 452.2 hours in the aircraft.

<http://www.wpafb.af.mil/museum/history/vietnam/469th/p36.htm> & 388 TFW History, Jul - Sep 68, USAF microfilm NO585, frame 0797 & 388 TFW History, July - Sep 1968, AFHRA microfilm NO585, frames 0274 - 0282.

14-Nov-68

7887

Two weeks after the halt of bombing missions in North Vietnam and the suspension of the 100-mission combat tour on 1 November, the 388 Combat Support Group published Special Order P-94 that adjusted the DEROS of F-105 pilots and EWOs in the three fighter squadrons in the 388 TFW. The new dates anticipated when each man would complete his one year in combat. The two-page order introduced the list with the directive, "The DEROS of the following officers, organization indicated, PACAF, this station, are changed as indicated. Authority: AFM 36-1 and PACAF Msg 080408Z Nov 68." The names were:

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Capt Darrell J. Ahrens	34 TFS	10 Mar 69
Capt James V. Barr	34 TFS	10 Mar 69
Lt Col Earl F. Bancroft	34 TFS	30 Jun 69
Capt Oral L. Bell	34 TFS	16 Apr 69
Col Felix A. Blanchard	469 TFS	2 Feb 69
Maj Eugene A. Bonfiglio	44 TFS	20 Apr 69
Maj George K. Bowling	44 TFS	30 May 69
Capt Donald R. Brian	44 TFS	1 Apr 69
Maj David Brog	44 TFS	28 Jan 69
Capt Jack D. Brooks	34 TFS	10 Mar 69
1Lt Robert E. Bryan	469 TFS	12 Jun 69
Maj Ralph C. Budde	44 TFS	19 Apr 69
Maj David J. Carroll	469 TFS	16 Apr 69
Capt Donald D. Carson	44 TFS	1 Apr 69
Maj Richard P. Cisco	44 TFS	22 Apr 69
Maj Robert M. Clark	44 TFS	31 May 69
Maj Robert G. Denison	44 TFS	22 Apr 69
1Lt David T. Dinan III	469 TFS	12 Jun 69
Maj Altman Doty	469 TFS	16 Jun 69
Maj John J. Doyle, Jr.	44 TFS	9 Feb 69
Capt Ralph E. Durnbaugh	34 TFS	16 Apr 69
Capt Arthur G. Duston IV	34 TFS	16 Jun 69
1Lt Robert C. Edmunds, Jr.	469 TFS	30 Jun 69
Capt Olin K. Everett	34 TFS	1 Mar 69
Maj Stanley E. Goldstein	44 TFS	28 Jan 69
Capt Gene D. Hartman	469 TFS	16 Apr 69
1Lt David S. Hartman, Jr.	34 TFS	12 Jun 69
1Lt Ronald A. Hoffmeyer	34 TFS	12 Jun 69
1Lt Clarence J. Holm	469 TFS	12 Jun 69
Capt Lawrence E. Huggins	44 TFS	9 Dec 68
Capt Jerry E. Knotts	44 TFS	9 Feb 69
Capt Lawrence LeMieux	44 TFS	1 Apr 69
Capt Kenneth G. Lindell	469 TFS	12 Jun 69
Capt James E. Logan	44 TFS	31 May 69
Maj Richard D. Matthews	34 TFS	11 Apr 69
Maj Lorne F. McCormick	34 TFS	20 Apr 69
Maj Thomas P. McGowen, Jr.	44 TFS	31 May 69
Capt Richard R. Middleton	44 TFS	20 Apr 69
1Lt Phillip A. Miller	469 TFS	12 Jun 69
Maj John F. O'Donnell	388 TFW	4 Jun 69
Maj Thomas J. Phelan, Jr.	44 TFS	22 Apr 69
Capt Victor B. Putz	44 TFS	1 Apr 69
Maj Bernard C. Reck	44 TFS	31 May 69
Capt John W. Redmond	388 TFW	16 Jan 69
Maj John J. Revak	44 TFS	28 Jan 69
Capt James L. Rossetto	44 TFS	23 May 69
Capt Ronald L. Shepard	44 TFS	17 Feb 69
Maj William A. Smith	44 TFS	31 May 69
1Lt Ronald D. Stafford	34 TFS	12 Jun 69
Maj Paul F. Swanson	34 TFS	12 Jun 69
Maj Russell J. Tagliareni	44 TFS	23 May 69
Capt Chester H. Thatcher, Jr.	34 TFS	15 Jun 69

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Maj John J. Thornton, Jr.	44 TFS	26 Apr 69
1Lt Marshall D. Tilley	469 TFS	12 Jun 69
Maj Clarence J. Tolle, Jr.	44 TFS	22 Apr 69
Capt Richard E. Tracey	469 TFS	16 Jun 69
Maj Albert L. Villaret	44 TFS	23 May 69
Maj Richard E. White	34 TFS	16 Apr 69
Capt Robert L. Wilbanks	44 TFS	19 Apr 69
1Lt Robert J. Zukowski	469 TFS	12 Jun 69

Hq 388th Combat Support Group (PACAF) APO San Francisco 96288 Special Order P-94 dated 14 Nov 1968.

17-Nov-68

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Under "Project 191" and TAC OPLAN 47 BUCK 9, the 469 TFS, 388 TFW, Korat RTAFB, Thailand, received 20 F-4Es and aircrews from the 40 TFS, 33 TFW, Eglin AFB, FL ending the squadron's 2 1/2 years of F-105 operations at Korat. Twenty-two F-4Es had left Eglin on 13 November 1968 non-stop with six refuelings en route. "Aircraft 21 and 22 were airborne spares to Hawaii and ground spares for the second leg to Guam. One of the airborne spares aborted into George AFB, Calif., when his centerline tank would not take fuel on the third refueling."

Aviation artist Keith Ferris flew in the rear cockpit of one of the F-4Es all the way to Korat. He had been commissioned to paint pictures for the Air Force art program.

"The aircraft were held 24 hours at Hickam AFB, Hawaii, due to heavy rain showers, which caused the tankers to exceed their takeoff/abort requirements. The first cell had started when the word came to abort and hold for 24 hours."

These were the first F-4Es deployed to SEA and this was the first time in its history the 388 TFW flew more than one type of aircraft. The F-4Es sported shark's mouths painted on their fuselages behind the gun.

The 388th Wing Commander, Col Paul P. Douglas, Jr., adopted F-4E 67-0288 as his own and had eight swastikas painted on the fuselage and his "Arkansas Traveler" emblem on the left intake. These were similar to the markings of his P-47D Thunderbolt that he named "The Arkansas Traveler", in which he shot down eight German planes during World War II, and to the markings he had applied to F-105D 59-1743, after he arrived at Korat on 24 January 1968. ("McDonnell F-4 Phantom, Spirit in the Skys", pgs 42 - 43.)

The F-4E's arrival at Korat was marked by an "... outstanding reception which was highlighted by a big parade, smoke bombs, a refreshing dip in the pool, and an open bar. ... Maj Gen Royal N. Baker, 7 AF, and Maj Gen Kenneth C. Dempster, Vice Chief, 13 Air Force, helped welcome the squadron"

"F-4Es were used in the same manner as the strike F-105 (D-model)." F-4Es were capable of carrying a greater ordnance load than the F-105Ds they replaced (eleven vs. six 750-lb bombs). The F-4E allowed an interval bomb release while the F-105 had a less versatile bomb selection capability.

"There were some initial problems involved in bringing the F-4E squadron into the wing. One problem was the deploying of an enhanced squadron, having a self-contained maintenance capability, to a consolidated wing which gathers all personnel into functional squadrons regardless of the specialist's AFSC. Aircraft specialists, such as the 322X1Q, F-4E radar technician, still had to be identified in a consolidated maintenance squadron.

"Also, the F-4E had no documentation camera installed. There was a KB-18 system for bombing

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evaluation, but no gunsight camera. The War Ready Supply Kit (WRSK) as supplied by the parent wing (33 TFW) was incomplete, missing 31 critical items. ... It was estimated that the WRSK arrived 97 percent complete."

The last commander of the 469 TFS with F-105s was Lt Col James H. Broussard. He was replaced on 18 November by Lt Col Edward Hillding who arrived with the F-4Es. After this conversion, the 388 TFW had two F-105 squadrons -- the 34 TFS (24 F-105Ds) and 44 TFS (16 F-105Fs and 5 F-105Ds).

Maj George C. Avila, Jr. was "... the last Thud pilot in the 469th...held over to set up the life support shop for the Es." (Keith Ferris, e-mail 15 Jan 2013). Maj Avila last flew the F-105 on 1 January 1969 by which time he had accumulated 433 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

Capt Richard E. Tracey, 1Lt Robert E. Bryan, Capt Kenneth G. Lindell, 1Lt John W. Crotty, Maj Paul F. Swanson, 1Lt Marshall D. Tilley were some of the 469 TFS pilots who transferred to the 34 TFS.

The 40 TFS designation returned to the 33 TFW at Eglin to be rebuilt as another F-4E squadron, which equipped the 34 TFS when their F-4Es arrived at Korat on 11 May 1969.

*388 TFW History, Oct - Dec 68, USAF microfilm NO585, frame 1046 &
<http://www.wpafb.af.mil/museum/history/vietnam/469th/p38.htm>.*

25-Jan-69

04-Mar-69

344

The runway at Korat RTAFB was closed for repairs. During the last months of 1968, "preliminary surveys showed [the need for] replacement for approximately 64 top slabs of the eight-inch overlay, replacement for some 50 bottom slabs, repair of 220 slabs with broken corners, repair of some 500 spalled (chipped) areas on the runway and probable repair to some of the foundation structure." Significant runway deterioration had been noticed since March 1966. Some of the runway concrete "was initially laid down during the Imperial Japanese forces occupation in World War II."

Fighter squadrons of the 388 TFW deployed to and operated from two other bases during the period. Forty-four F-105s and 1,068 personnel of the 34 TFS and 44 TFS operated from Takhli RTAFB, Thailand, while the F-4Es of the 469 TFS deployed to Ubon RTAFB, Thailand. The 388 TFW retained operational control over their deployed squadrons and maintained their level of combat sorties from the deployed locations. The 388 TFW's F-105s "enjoyed a higher mission effectiveness" while TDY to Takhli. The F-105s flew 901 sorties, of which 848 were combat missions with an operationally ready rate of 78.4 percent.

Lt Col Jack Sherrill was the commander of the 44 TFS when the squadron operated from Takhli. "Excellent flight line facilities but hooches and O Club were not nearly up to par as Korat. Such perks assumed more importance than justified when we were no longer 'at war' after the Nov 1 halt."

The 56 pilots and EWOs from the 44 TFS who flew from Takhli included Maj William H. Talley, Maj Ronald L. Shepard, Lt Col Richard A. "Dick" Haggren, Maj Richard P. Cisco, Capt Thomas P. Doubek, Maj Thomas J. Phelan, Jr., EWO Maj Robert G. Denison.

Thirty-four pilots from the 34 TFS deployed to Takhli. They were: Lt Col Harvey W. Prosser, Jr., Lt Col Isaac M. Glass, Maj David J. Carroll, Maj Paul F. Swanson, Maj Manford C. Holly, Jr, Maj Sheldon H. Cooper, Maj Harold Kahler, Maj William R. McDaniel, Maj Guy E. Pulliam, Capt Oral L. Bell, Capt James V. Barr, Capt Darrell J. Ahrens, Capt Robert M. Howard, Jr., Capt Richard E. Tracey, Capt Ralphe E. Durnbaugh, Capt Douglas R. Young, Capt Kenneth G. Lindell, Capt

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Charles J. Ferrari, Capt Clayton B. Lyle III, Capt Eugene G. Lamothe, Capt John F. Schell, Capt Eben D. Jones, 1Lt David S. Hartman, Jr., 1Lt Ronald A. Hoffmeyer, 1Lt Marshall D. Tilley, 1Lt Ronald D. Stafford, 1Lt Robert E. Bryan, 1Lt Robert J. Zukowski, 1Lt David T. Dinan, 1Lt John W. Crotty, 1Lt Alan B. Reiter, 1Lt Daniel P. Seals, 1Lt Joseph W. Widhalm, and 1Lt Edward L. Sykes,

The runway repairs at Korat required 2,416 cubic meters of concrete and was done under contract to Gerson and Sons from Bangkok who employed 600 Thai workers. The work was completed on time despite a 100-percent increase in the amount of repair required.

388 TFW History, Oct - Dec 68, USAF microfilm NO585, frame 1106 and Jan - Mar 69 & Jack Sherril, e-mail, 14 May 2003 & Hq 388 Cmbt Spt Gp SO TA-375 dated 22 Jan 69 from Al Reiter, e-mail 19 Feb 15

15-May-69

8051

Maj Paul F. Swanson flew the F-105 for the last time. Since his first flight on 1 February 1967, he had accumulated 547.8 hours in the Thunderchief.

F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.