

John R. Whaley

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.

12-Mar-67

1274

Twenty-one F-105s and four F-4Cs struck the Viet Tri Thermal Power Plant (JCS 82.17) for the first time. Pilots reported one large secondary explosion with orange fire from the generator hall/boiler house and numerous fires. The coal treatment building and the transformer yard were heavily damaged. "... We estimate it will take approximately 18 months to repair this plant." However, the plant was struck again a week later, on 19 March.

Three flights from the 34 TFS, 388 TFW, struck the Viet Tri Power Plant at coordinates 21-17-57N and 105-25-26E. Flight lineup was:

"Finch"

#1 - Maj William E. Augsburg, mission commander
#2 - Maj John R. Whaley
#3 - Maj Robert W. Johnson
#4 - Capt John W. Swanson, Jr.

"Nelson"

#1 - Lt Col Joseph C. Austin
#2 - Capt David C. Carter
#3 - Maj Donald F. Fryauf
#4 - Maj Earl Johnston.

"Possum"

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#1 - Maj William C. Eagle

#2 - Capt Jack A. Phillips flying his 17th & 18th missions into NVN. He was awarded an Air Medal.

#3 - Maj Harry Pawlik

#4 - Maj James N. McClelland.

The flight was probably recycled for RESCAP.

""Finch" flight acted as flak suppression and each member had a preselected gun emplacement to attack. The two strike flights carried two 3,000-pound bombs each and were to attack the boiler room and generator hall. Gun emplacements attacked were completely neutralized and the only ground fire encountered came from a suspected hospital area north of the target."

Pilots from the 469 TFS also flew on this strike.

"Pilot BDA reported complete destruction of the target. The photo aircraft covering this strike was shot down by a surface-to-air missile while egressing the target area."

The photo aircraft, "Neptune 2", was RF-4C 65-0877 from the 11 TRS, 460 TFW, from Tan Son Nhut. Capt Edwin Riley Goodrich, Jr. was KIA and 1Lt John Walter Clark became a POW.

An attempt to rescue the downed RF-4C crew was called off. "At 12/0309Z, Neptune Two was reported down at coordinates 20-55N and 104-45E [65 miles west of Hanoi]. No report of either chute or beeper. High performance aircraft as well as A-1Es made a search of the area with negative results. At 12/0429Z, the forces were withdrawn after SAMs were launched against the jets. At this time, 7th AF directed the SAR activity on this mission be suspended." (Rescue Opening Report 2-3-19 12 Mar 67, TWX 120719Z Mar 67 from 3 ARR GP OL 2, Udorn RTAFB, Thailand, in AFHRA Folder Call # K318.2411-5, IRIS # 1017063.)

"With no BDA available another strike was scheduled and pilots reported the target destroyed before they dropped their ordnance. Film strips taken from KA-71 strike cameras verified the boiler room and generator hall 50% destroyed with the remaining portion totally gutted."

PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967 & 388 TFW history Jan - Dec 67, USAF microfilm NO 583, frame 1226

21-May-67

1326

"A most productive day was had by 388 TFW [F-105D] pilots who bombed rail yards northeast and northwest of Hanoi and hit rail sidings and supply areas north-northeast of the North Vietnam capital. Bombs were observed to impact directly in the center of the Bac Giang railroad yard (ART 1518) 28 miles northeast of Hanoi, setting off a secondary explosion that erupted into a 500-foot fireball." (388 TFW history)

Capt Jack A. Phillips from the 34 TFS flew his 61st mission over NVN. "Pack 6; Bac Giang Railroad Yard; flight leader." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

Four 469 TFS pilots in "Elmo" flight flew this mission. The flight lineup was:

#1 - Capt James L. Wilson flying 60-0425

#2 - Maj Frank L. Yow, Jr. flying 60-0428

#3 - Maj Roy S. Dickey flying 62-4387 on his 88th mission to North Vietnam

#4 - Maj Jack C. Spillers flying 58-1154

Spare - Maj Raill D. Lowell in 61-0055

The flight took off at 06:00 and, en route to the target, refueled at 07:15 from KC-135 "Tan Anchor 22".

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Their TOT was 08:01 and the flight post-strike refueled from "Tan Anchor 37". Roy Dickey recalled the mission. "Elmo Flight's hits ranged from north of the Lake and down the marshalling yard. Rail lines were cut, numerous boxcars were destroyed on the tracks, and buildings along the tracks were destroyed. A POL storage facility was destroyed southwest of the yard." (Roy Dickey, 21 May 1967 Mission Data Card & scrapbook story, "Bac Giang Rail Marshalling Yard").

"Three hundred yards southwest of the yard, the 'biggest instantaneous secondary explosion I've ever seen,' according to Maj Jack C. Spillers [Elmo 04], occurred after a petroleum explosion sent black smoke billowing to 2,000 feet. The smoke column was still rising as pilots left the area." (388 TFW history)

"Twelve to 18 boxcars were heavily damaged in the Kep railroad yards, 11 miles up the main line from the Bac Giang area, by other 388th F-105s [from the 13 TFS]." Film from the aft blister camera on one of the F-105s showed the destruction. (CHECO & Video, "F-105 Missions Over North Vietnam", 1967, Film Report FR-816, Produced by the Aerospace Audio Visual Service.)

In a mission designated RT54C-087, Maj John R. Whaley from the 34 TFS struck the Kep rail yard. The target was at location 21-24-48N 106-17-36E. He flew F-105D 61-0219. (Nat'l Archives strike camera film archive control no. NWDNM(m)-342-USAF-41720B.)

"One rail siding was turned into a sea of flame and smoke and another siding was left a shambles, 19 and 26 miles north-northeast of Hanoi In the Ha Gia siding, 19 miles north-northeast of the capital, pilots saw the previous flight's ordnance impact directly on target and caused extensive damage."

"Seven miles further on, four to five consecutive fires raged up and down the length of the Thang Quang marshalling yard. Four multi-storied buildings on the west side of the yards were destroyed as more secondary explosions and fires were set off. 'The place was loaded with boxcars,' reported one pilot. 'There must have been close to 100, all in different shapes and colors, ready to go. I dropped my bombs right down the middle.' The fires instantly covered the area with flame and smoke."

Capt Steven J. Savonen, 469 TFS, 388 TFW, received the Air Medal (Seventh OLC) for meritorious achievement in bombing a rail yard on 21 May 1967.

"...Captain Savonen was assigned to destroy a highly vital rail yard in North Vietnam. He placed his bombs directly on the target and was credited with destroying nearly one hundred explosive-laden boxcars and cutting all three tracks in the rail yard. ..." (Award citation)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1486 - 1487 and 1755 & Project CHECO, Rolling Thunder 17 November 1967, pg 14 & Award Citation approved by Hq 7 AF Special Order # G-1161 dated 8 August 1967.

11-Jun-67

1499

"Korat-based pilots [of the 388 TFW] bombed the Vu Chua railroad yards, 43 miles northeast of Hanoi, plus the Tung Tu rail siding and the Thai Nguyen army barracks (JCS 60?), 31 and 39 miles north of Hanoi. An estimated 50 pieces of rolling stock were caught in the yards. Pilots assigned to the strike said 20 to 30 boxcars and other rail associated equipment were destroyed."

"Seven F-105s struck the Vu Chua Railroad Yard South. The line was interdicted and 6 - 10 pieces of rolling stock were destroyed/damaged." Five additional F-105s struck the Vu Chua Railroad Yard itself. "The line was interdicted and 20 - 30 pieces of rolling stock were destroyed/damaged." (CHECO).

In a mission designated RT56A-038, Maj John R. Whaley from the 34 TFS struck a railroad target. (Nat'l Archives strike camera film control no. NWDNM(m)-342-USAF-41720C.)

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"At Tung Tu, 750-pound bombs were dropped in the center and southern area of the target causing many rail cuts."

"Great amounts of smoke and dust were observed over the army barracks where one AAA site was destroyed."

Also on this day, eight F-105s attacked the Hoang Mai Railroad Siding. "Rail lines were interdicted and 20 pieces of rolling stock were destroyed/damaged." (CHECO).

" ... Two F-4s collided while guarding an F-105 strike force against the possibility of MiG attack. Aside from this accident, escort fighters had an easy month ..." due to the attacks against MiG airfields in the Spring of 1967. ("To Hanoi and Back", pg 74).

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1498 & Project CHECO Report, Rolling Thunder, 17 November 1967, pg 29.

12-Jun-67

1332

F-105s from the 388 TFW bombed the Ha Gia railroad bridge (ART 1759) and the Viet Tri railroad yard (ART 5016) 19 and 20 miles north of Hanoi. No rolling stock was seen in the rail yards, but supported facilities and rail lines were damaged."

"The bridge's center section and south end were severely damaged. Capt Robert L. Dentino (469 TFS) said, 'I saw the bombs start on the approach and perform close order drill across the bridge."

Maj Robert B. Piper from the 44 TFS led the strike against the Viet Tri railroad yard. He received the First Oak Leaf Cluster to the Silver Star for this mission. " ... Major Piper was the force commander of twenty F-105 Thunderchiefs and eight F-4C aircraft which attacked and destroyed the Viet Tri Railroad Yard. Despite intense antiaircraft defenses, Major Piper led the force in an attack which denied the hostile forces the use of this important rail yard. ... "

Years later, Piper wrote, " ... I don't know why I got a Silver Star for that ... mission??? It was pretty routine - an extra long ingress and egress, but we all made it in and out??? The citation makes it sound like we destroyed the railyard, but they kept rebuilding their railyards. We had many missions against that particular yard. Thus, it was heavily defended."

Maj Aquilla F. Britt from the 469 TFS received the Air Medal (11 OLC) for flying the mission against the Viet Tri Yard. "... Maj Britt was assigned to destroy a vital rail yard in North Vietnam. Despite bad weather, Major Britt navigated his aircraft to the target area and placed his bombs directly on their mark. He was credited with completely destroying the rail yard and cutting the main rail line. ..." (Citation to accompany the Award of the Air Medal (Eleventh Oak Leaf Cluster) to Aquilla F. Britt provided by his son Bryan Britt.)

Capt Jack A. Phillips from the 34 TFS flew his 69th mission to North Vietnam. "Pack 6; Viet Tri Railroad Yards west of Hanoi." He received an Air Medal for this mission. (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

In a mission designated RT56A-039, Maj John R. Whaley from the 34 TFS struck a target at location 21-19.5N 105-52.75E. He flew F-105D 60-0422. (Nat'l Archives strike camera film control no. NWDNM(m)-342-USAf-41720C.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1755 and 1498 & Robert B. Piper, letter to Ron Thurlow, undated but around May - July 2000.

31-Jul-67

3824

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The 34 TFS history for July 1967 did not describe specific combat missions for the month but did acknowledge that "... medium altitude run-in techniques were utilized in conjunction with QRC-160 ECM pod formation. ... Limited use was being made of the AGM-12 missile against point targets." During the month, the squadron flew 345 combat missions, 342 into North Vietnam and 3 in Laos. "A slight decrease in the intensity of enemy AAA fire was noted during the month and no MiG encounters were reported."

"Combat pilot strength stood at 21 line pilots [up from 19 pilots reported in June's history].

"During the month of July, six squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: Majors Raymond F. Jauregui, Earl Johnston, James N. McClelland, John R. Whaley, and Captains Donald O. Austin and Jackie R. Youngblood. [Not listed in the unit history for completing 100 missions this month was Maj Charles E. Irwin who left Korat in early August 1967.] No losses were suffered during this month and six replacements were received during this period of time."

Maj Earl Johnston, who had been squadron commander, flew his 100th and last F-105 mission on 3 July 1967. He had accumulated 360.2 hours in the airplane.

His 100th mission was the last flight in the F-105 for Maj Jauregui. Since starting his RTU class at McConnell in June 1966, he accumulated 351 hours in the airplane.

Maj McClelland's 100th mission on 22 July was also his last in the F-105. He had accumulated 340.6 hours in the airplane.

His 100th mission on 25 July was the last F-105 flight for Maj Whaley. He had accumulated 333.8 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

The incoming PCS pilots in July were: Maj Robert T. Campbell, Capt Irving E. LeVine, and Maj Clyde L. Falls, Jr.

Capt Lawrence G. Hoppe, Capt Rodney A. Skoglund and 1Lt Morris R. Schulmister arrived prior to 12 July 1967 on TDY from the 18 TFW at Kadena. By the end of July 1967, Capt Hoppe had flown 9 combat missions with the 34 TFS bringing his total counters to 31. (Larry Hoppe, AF Form 5.)

The squadron commander was Maj George G. Clausen. Maj Roderick G. Giffin was the Operations Officer.

388 TFW history, Apr Dec 67, Vol II, 34 TFS history, July 67, microfilm NO584, frame 0078 & 34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us/34tfs/scarf.htm> & Chuck Irwin e-mail 6 Apr 10.

30-Jun-68

2592

(Approximate date). "Thirty-six Thunderchief pilots honored -- for the completion of 100 missions in the F-105 fighter-bomber over North Vietnam. Thirty-six pilots were honored with recognition certificates this month during a ceremony at Eglin Air Force Base, Florida. The recipients were: Lt Cols Reddock and Carl W. McKenzie; Maj. Barner, Leftwich, J. G. McGukin, J. H. Bobel, Jr., W. Fredlund, David C. Dickson, Jr., H. Wilson, W. Bazzell, J. Hildebrand, Alonzo L. Ferguson, J. Light, John R. Whaley, A. Lenski, R. S. Beale, Irwin, Donahue, Huntley, R. C. Fontaine, Maj Malcolm D. Winter, Robinson, and Mitchell; and Capt. W. F. Bryant, T. G. Cline, P. H. Walker, W. Grieger, H. G. Paddon, C. Jewett, R. Venturini, J. Wright, Earl J. Henderson, V. Ellis, D. Tucker, Beyer, and Dentino."

Thunderchief Worldwide Report Vol III No 10 June 1968.

22-Dec-12

7226

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Date: Sat, 5 Jan 2013 16:35:45 -0500
From: Joe Richardson <joerr@EOS.NET>
Subject: Lt Col John R. "Jack" Whaley, USAF-Ret (RIP)

On 12/29/2012 Jerry Miller <MILLERGS@uwec.edu> sends:

FYI, here's the obit for my good friend Jack Whaley. Jack was the vice president of the Indianhead TROA Chapter in Wisconsin and succeeded me as president back in the '90's. He attended the Rat reunion in San Antonio at the Menger Hotel in '91. That was where I met him and I think that was the only reunion he made. He flew out of Korat in '66-'67 before the Rat's existed. He was a good friend of Bill Walen (RIP) and I've heard some good stories about the exploits of "Walen and Whaley." Too bad Bill's not with us to verify them. Jack also flew 'RF-101's in France.

See ya in April.
Jerry

Obituary

John R. Whaley, 'Jack', 81, formerly of rural Augusta, passed away Saturday evening, Dec. 22, 2012 at the Fall Creek Valley Care Center with his loving son at his side.

John Rothert Whaley was born on Dec. 31, 1930, in Indianapolis, Indiana, to Birely and Dorothy (Rothert) Whaley. He was raised in the Indianapolis area of Franklin Township and graduated from Franklin Township High School in 1949. He went on to attend Butler University in Indianapolis, where he majored in geography, minored in Spanish and belonged to Delta Tau Delta Fraternity. He graduated in 1953, commissioned as an officer in the United States Air Force. He went on to Flight School at Webb Air Force Base in Big Spring, Texas, where his roommate was Jack Swigert who went on to be the Lunar module commander on Apollo 13. From there he was stationed in Sembach, Germany, where he belonged to the 66th. Tactical Reconnaissance Group. In 1960, he was stationed at Moody Air Force Base in Valdosta, Georgia, where he had the honor of being chosen as one of a select crew of the RB 101. While in Valdosta he met Kay 'Cissie' Shepard, the two later married on June 23, 1963, in Valdosta. His next assignment was to Randolph Air Force Base in San Antonio, Texas, where he served as a Flight Commander. In 1966, he was stationed in Wichita, Kansas, to fly F105's before his deployment to Vietnam in 1967. While in Vietnam he flew 100 successful bombing missions and participated in 'Operation Rolling Thunder'. At this time in his career he was awarded the Distinguished Flying Cross, the Air Medal (Multiple Clusters) and the Silver Star.

He then returned to Moody Air Force Base as a Flight Commander before moving to Grenier Air Force Base in Manchester, New Hampshire. At Grenier he served as the Operations Commander and had the privilege to welcome to the base, President Richard Nixon in 1974 and President Gerald Ford in 1976. When he retired on June 30, 1976, he had attained the rank of Lt. Colonel and awarded the Meritorious Service Medal.

After leaving the service he taught high school world history and ROTC in Murray, Kentucky. In 1977, he moved his family to rural Augusta and worked at the Augusta Ag Center and Eckel Implement Company, servicing Delaval milking equipment. In January of 1985, John suffered a debilitating brain aneurysm which opened up the door to his real passion of traveling and reading about world history and current affairs. At this time he was also able to help his son with field work. In the past 10 years he enjoyed his life traveling to Russia, China, Australia, New Zealand and Scotland. John loved downhill skiing and while in the service he was stationed in areas that afforded him the opportunity to ski on many beautiful slopes. John was a member of the Retired Military Officers Association of Eau Claire, where he had served as president.

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Paul would like to take this opportunity to thank John and Theresa Pettis and Arden Troxel for taking John on errands when he was no longer able to drive and to the staff at the Fall Creek Valley Care Center for the compassion and care given to his father while he was a part of their family for the past year.

He will be dearly missed by his son, Paul Whaley of Augusta; sister, Ellen Shaffer and nephew, John Shaffer both of Rockville, IN, and niece LeeAnne Luttrell of Terre Haute, IN. He was preceded in death by his parents, niece, Amy Shaffer and wife, Cissie on Feb. 6, 2009

Funeral services will be held Thursday, Dec. 27, 2012, at 1:00 p.m. at the Anderson Funeral Home in Augusta. Burial with military rites will be held in the West Lawn Cemetery in Augusta. Friends may call 2 hours prior to services Thursday at the funeral home.

In lieu of flowers, memorials can be given to the Augusta Public Library.

*RATNET Digest - 29 Dec 2012 to 5 Jan 2013 (#2013-1) &
<http://www.andersonfhaugusta.com/Obits/WhaleyJohn.html>*