

## Douglas G. Lauck

### 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.

Five 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

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  
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 in January 1964 at Nellis AFB, Nevada.

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1Lt Victor Vizcarra from the 80 TFS was one of the pilots who moved 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 2 April 1964 authorizing PCS move of listed officers.*

**05-Aug-64**      **05-Oct-64**

3020

Three months after their transfer from the 8 TFW, Itazuke AB, Japan, and their arrival in the 41 Air Division at Yokota, F-105s from the 36 TFS were ordered to deploy to Korat RTAFB, Thailand, in response to the Gulf of Tonkin episode. 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 of the pilots from the 36 TFS on this deployment. (Doug Lauck, e-mail 27 Sep 2006.)

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 20*

**04-Mar-65**      **04-May-65**

95

The 36 TFS from Yokota AB, Japan, deployed F-105s to Takhli RTAFB, Thailand. "By 6 March 20 F-105 aircraft were in place at Takhli Air Base, Thailand. Local flying began on 7 March and the first 0-7 mission was flown on 9 March. The 36 TFS maintained 20 aircraft at Takhli until 20 March, at which time two were returned to Yokota to aid in SIOP commitments."

One of the deploying pilots was Capt Douglas G. Lauck who had been with the 36th since February

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1964 when the squadron was with the 8 TFW at Itazuke AB, Japan. He had moved to Yokota on 24 May 1964 when the squadron transferred to the 41 Air Division. This was his second combat deployment with the 36th; his first was in August 1964 to Korat in response to the Gulf of Tonkin episode. (Doug Lauck, e-mails 25 and 27 Sep 06 & 348 CSG SO A-1019 dated 28 April 1964.)

Earlier, between November 1959 and May 1960, the CIA flew C-130s from Takhli dropping insurgents and supplies into Tibet. During World War II, Takhli was a Japanese fighter base.

The 36 TFS was the first squadron to operate F-105s from Takhli. They replaced the 428 TFS, an F-100 squadron of the 474 TFW from Cannon AFB NM. The 428 TFS had moved into Takhli from Da Nang on 3 January 1965. The Cannon wing had been rotating its F-100 squadrons to Takhli since 1962. When they were relieved at Takhli, the 428 TFS transferred its damaged F-100s to PACAF and flew its 13 remaining F-100Ds and F-100Fs back to Cannon. (Corona Harvest Chronology of Significant Airpower Events in Southeast Asia, 1954 - 1967, pg 57.)

The pilots deploying with the 36 TFS were:

Col Max T. Beall - 41 AD	Capt John O. Rollins II
Lt Col Donovan L. McCance - 36 TFS commander	Capt Vernon D. Hesterman
Capt Stanley S. Rynear	Capt James I. Miholick
1Lt William A. Becker	Capt Jerry L. Stamps
Capt Robert H. Schuler, Jr.	Capt Onofino J. Andrews
Capt Dwight P. Bowles	1Lt Dan R. McKinney
1Lt Robert H. Jones	Capt Wayne D. Hauth
Capt Michael P. Cooper	Capt Lester W. Sundt
Capt Douglas G. Lauck	Capt Bruce G. Seeber
Capt David S. Graben	Capt Roderick G. Beckett
Capt Bernard G. Lyons	Maj Robert A. Farnsworth
1Lt Benjamin D. Ulrich	Capt Edward S. Johnson - 41 AD

"During the deployment, the greatest problems encountered were in the areas of support and communications. Facilities at Takhli were poor and communications with other headquarters were often totally unreliable. The airlift of maintenance personnel and equipment was likewise difficult and delays all too common. The formation of the 6441 TFW on 1 April aided somewhat in relieving these problems; however, they continued as a source of irritation for several weeks to come. In fact it was not until the 6441 TFW had completed its organization at Yokota that the communication and airlift problems began to improve. Maintenance and operations personnel pulled together as they never had before and in spite of the grim living and working conditions, morale became high and stayed high. The base support personnel, many of whom were not from the 41 AD or the 6441 TFW did not share in this feeling of cohesiveness and the result was that separation in purpose occurred. This, in turn, led to conflicts between the support and tactical complexes that could have been avoided if all would have been members of the same command under a common leader." (6441 TFW history)

*6441 TFW History, Apr - Jun 65, USAF microfilm PO231 & History of the 355 TFW, USAF microfilm NO460 & "Secret Mission to Tibet", Air & Space Magazine, Jan 98, Pgs 62 - 71 & 441 Cbt Sup Gp SO TB-463 dated 2 March 1965.*

**14-Mar-65**      **18-Mar-65**

798

The USAF and VNAF flew the second Rolling Thunder strikes on North Vietnam. On 9 March, the JCS had directed Rolling Thunder 6 (RT 6) to begin on 11 March. "Weather interfered and RT 6 was set back to 13 March. Because General Ky said that his pilots were 'not in operational posture', the bombing did not actually take place until 14 March. However, US planes took part only in

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support of the VNAF strikes since the US primary target (the Phu Qui ammunition depot) (JCS 40) was weathered out and the JCS had, in the meantime, ordered US commanders not to strike their alternate targets."

When the mission started, " ... 20 VNAF A-1Hs (led by Gen Ky, VNAF commander) with USAF F-105s and F-100s in support, hit the Hon Gio Military Barracks on Tiger Island (JCS 39.16) with 250, 500, and 750-pound bombs, achieving an estimated 70 - 80% damage level against the seven major barracks housing some 250 - 300 support troops."

"Ky's strike force consisted of twenty A-1Hs loaded with 250-pound, 500-pound, and 750-pound bombs and 2.75-inch rockets. The VNAF commander's force was supported by twenty-three Air Force F-100s and F-105s to suppress flak and guard against possible MiG interception. As a result of the strikes, two buildings were destroyed by fire and five were damaged." There were no aircraft losses.

After the VNAF in their A-1Hs struck Tiger Island, F-105 pilots from the 36 TFS, on TDY at Takhli from Yokota AB, Japan, also bombed the same targets on the island. They had been sitting cockpit alert on 12 and 13 March awaiting approval to launch against these same targets. Maj Robert A. Farnsworth, Jr., the squadron's Operations Officer, led one of today's flights. Capt Douglas G. Lauck was number 2. Capt Bruce G. Seeber also flew on this mission. They carried bombs and rockets and strafed their targets, which were flak sites and a military facility. (Doug Lauck, e-mail 26 Sep 06.)

The primary US target, the Phu Qui ammunition depot (JCS 40), north of the 19th parallel, was struck on 15 March 1965. Napalm was used on this strike.

The RT 6 strikes "... were the heaviest of the air war so far, involving 100 American and 24 South Vietnamese planes against barracks and depots on Tiger Island off the North Vietnamese coast and the ammunition dump near Phu Qui, 100 miles southwest of Hanoi."

*The History of the Joint Chiefs of Staff, 1960 - 1968, Vol II, pg 18-19 & Project CHECO, Rolling Thunder, March June 1965, pgs 25 - 26 & "Gradual Failure" pg 85 & "The Pentagon Papers (New York Times version), pgs 405-406.*

**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 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

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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 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.*

### 30-Sep-65

5224

During a combat mission he flew this day from Takhli while on TDY from Yokota, Capt Douglas G. Lauck from the 36 TFS was awarded the Distinguished Flying Cross. "... Capt Lauck was assigned the destruction of a vital target deep within hostile territory and defended by heavy concentrations of anti-aircraft artillery and surface-to-air missiles. Captain Lauck displayed expert airmanship and professionalism by delivering his ordnance directly on the target achieving optimum results. ..."

*Doug Lauck's Award Citation*

### 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

Lima Flight  
Flight Commander - Capt James E. Hayes

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Capt Robin K. Nierste  
 Capt James I. Miholick  
 Capt Douglas G. Lauck  
 Capt Robert H. Jones  
 Capt Robert R. Reed

Capt Merrill R. Lewis, Jr.  
 Capt Gordon M. Walcott  
 Capt Stanley S. Gunnensen  
 1Lt John Bernard Sullivan III

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

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 Ju 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. Kelly	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

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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 Andy Olman	Yule 43	62-4379	1000	1200	Fuel Leak
Capt Robert D. Reichardt	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 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, 4 - 5.*

#### 26-May-66

5187

Before the twenty 34 TFS F-105 pilots heading for Korat could resume their journey after staying over night at Kadena, they were ordered to return to Yokota.

Yokota's history cryptically reported what happened. "On 26 May, 5 AF rescinded 5 AF OPORD #514-66; CINCPACAF (S) msg FASTEL 142 gave reasons for redeploying 34 TFS; and the 20 F-105s [at Kadena] awaiting launch order to final destination, Korat, were instead returned to Yokota." (6441 TFW History, 1 Apr 65 - 15 Nov 66, Supporting Documents, Doc # 22 6441 DCO History Jan - Jun 66, pg 4, AFHRA Call # K-WG-6441-HI, IRIS # 0462464.)

Doug Lauck, one of the pilots on the deployment, recalled, "... At start engine time, we got the word to hold and then the impossible: Return to Start (No explanation). Return we did to great confusion and frustration. We were told that we could keep the dependents at Yokota without household goods and car or send them home and finish our Yokota tour unaccompanied. As my wife was about 5 months pregnant, we elected, as most did, to send them home." (Doug Lauck, e-mail 30 Sep 2006)

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The 5th Air Force history described the return of the 34 TFS aircraft and pilots this way. "Orders arrived canceling the movement after a large party of people and equipment had departed Japan. ... This indecision came about due to other shifts of forces that left the runways and ramps in Thailand crowded with too many aircraft. The runway at Kadena Air Base, Okinawa, had been temporarily closed in May 1966 [for emergency repairs], thus necessitating the movement of [five of] the Strategic Air Command's KC-135 jet tankers from Kadena Air Base to Takhli Air Base, Thailand, where they were temporarily bedded down until the runway at Kadena again became operational. In order to accommodate the large jet tankers at Takhli, two F-105 squadrons were shifted to Korat Air Base. When the people from Yokota arrived [at Kadena] in May, there was no room [at Korat] to support the incoming people and aircraft; thus, the delay." (Hq 5 Air Force History, 1 January 1966 - 30 June 1966, Narrative Vol II, pp 185 - 186, AFHRA Call # K730.01 IRIS # 00521784.)

However, this is not exactly what happened. None of Takhli's three F-105 squadrons deployed to or operated from Korat in May 1966. It is clear from the historical record that PACAF headquarters intended to send two of Takhli's F-105 squadrons to Korat but it didn't work out that way. What is also clear is the command badly coordinated this aircraft transfer.

It is true that Takhli's ramp was crowded with extra tankers from SAC's Okinawa-based 4252nd Strategic Wing, increasing from 11 planes to 17 between May and June 1966. In his narrative in the June 1966 Monthly Maintenance Summary, Lt Col Orville E. Grieder, the 355 TFW Chief of Maintenance, commented on Takhli's crowded aircraft parking ramp. "... Saturation of limited ramp space as a result of the increase in KC-135 aircraft to 17 each, and the RTAF [Royal Thai Air Force] additional 12 each F-86's, is a contributing factor to the increased NORM rates being reflected in this report, because of the need to move aircraft from one location to another to perform engine runs, compass swings, and required special maintenance. Relief in this area is badly needed." (355 TFW History, Jan - June 1966, Monthly Maintenance Summary for June 1966, USAF Microfilm NO461, frame 1446.)

In their history, Hq 13 Air Force wrote a fuller, more detailed (and more colorful) description of why Hq PACAF ordered the 34 TFS planes and pilots to return to Yokota.

"This particular deployment ... would have to be recorded in the history of the US Air Force in Thailand as one that couldn't be made to follow a definite plan. Over a thousand miles away, another set of circumstances had developed, which provided the final wayward twist to an erratic episode. ... The following rationale [for delaying the deployment to Korat] was presented to CINCPAC [Adm. U. S. G. Sharp] by CINCPACAF [Gen Hunter Harris] on 26 May:

IN ORDER TO ACCOMMODATE ADDITIONAL TANKERS AT TAKHLI, IT IS RECOMMENDED THAT TWO F-105 SQUADRONS SCHEDULED FROM KADENA AND YOKOTA TO KORAT DURING MAY BE DELAYED UNTIL COMPLETION OF KADENA RUNWAY REPAIRS APPROXIMATELY 30 JUNE. APPROPRIATE NUMBER OF F-105'S NOW BASED AT TAKHLI CAN BE DEPLOYED TO EXISTING RAMP SPACE AT KORAT IN ORDER TO PROVIDE ADDITIONAL RAMP SPACE AT TAKHLI FOR INCREASE TANKER OPERATIONS DURING THE MONTH OF JUNE. THIS MOVE IS NECESSARY DUE TO KORAT RUNWAY PECULARITIES SINCE NEITHER RB-66'S NOR KC-135S CAN BE OPERATED EFFECTIVELY FROM KORAT. SINCE RTG [Royal Thai Government] HAS APPROVED DEPLOYMENT OF TWO ADDITIONAL F-105 SQUADRONS TO KORAT IN MAY, SEE NO PROBLEM WITH THIS TEMPORARY SUBSTITUTE DEPLOYMENT FROM TO TAKHLI TO KORAT.

"... PACAF directed Fifth Air Force to postpone the deployment of the 13 TFS and 34 TFS until further notice."



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*"The U.S. Air Force Build-Up in Thailand 1966", Vol I Narrative, pp 13 - 15, 13th AF Directorate of Information Historical Division, AFHRA Call # K-750.04-9, IRIS # 00528214.*

**02-Jun-66**

5191

In a status letter regarding the delay in transferring the F-105s for the 34 TFS and 13 TFS to Korat, the Hq 5th Air Force DO informed the Vice Commander that "CINCPACAF has concurred in our request to delay requirement for 15 TDY pilots (10 Kadena to Korat and 5 Yokota to Takhli) to SEA." The comment referred to the PACAF directive to Hq 5th Air Force on 21 May 66 to send 15 F-105 pilots to Takhli and Korat reporting on 1 June 1966 for a 59-day TDY.

Instead of sending pilots assigned to the 18 TFW and 6441 TFW squadrons, Hq 5th Air Force had offered to send pilots from the 13 TFS and 34 TFS being held at Kadena and Yokota awaiting clearance for their PCS move to the 388 TFW at Korat. The idea for this substitution apparently originated with Col Robert L. Cardenas, the commander of the 18 TFW at Kadena. Doug Lauck recalled, "... One night at the [Yokota Officer's Club] bar talking to the Kadena wing commander about our situation, he told us that he was to supply his 105 jocks TDY to Takhli. We asked if he could arrange for us to take their place since we were waiting to go PCS. ..." (Doug Lauck, e-mail 30 Sept 2006.)

Al Rutherford also recalled the incident when, "... Red Dog formed us up at the stag bar to hear Cardenas from Kadena offer us early deployment. ..." (Al Rutherford, e-mail 3 April 2007.)

The 5th Air Force letter also reported that "PACAF has advised SAC they are authorized to deploy five additional KC-135s to Takhli. With the 10 previously authorized, the total at Takhli will be 15 KC-135s. In addition, two are authorized for turn-around only.

"At 0500 local time, 2 June 1966, PACAF advised Fifth Air Force that CINCPAC was expected to advise shortly on F-105s." This latter comment referred to the status of moving the 36 F-105s for the 13 TFS and 34 TFS from Kadena and Yokota to Korat, a move that was apparently being controlled by CINCPAC. (5th Air Force History, 1 Jan to 30 Jun 66, Supporting Documents Volume IV, Document 130, AFHRA Call # K730.01 IRIS # 00521786 & 5AF TWX 310505Z May 66.)

*5AF TWX 310505Z May 66 "TDY of F-105 Aircrews to SEA", in HQ PACAF DO Read File for 28 - 31 May 66, AFHRA Call # K717.312 IRIS # 1035162.)*

**02-Jun-66**

5192

(Approximate date). Six F-105 pilots assigned to the 34 TFS at Yokota, flew in a C-130 to Takhli to partially satisfy a PACAF levy on 5th Air Force units to provide pilots on temporary duty to fill shortages in the F-105 squadrons in the 355 TFW at Takhli. The pilots were:

Maj Kenneth T. Blank  
Capt Carl L. Hamby  
Capt Thomas H. Curtis  
Capt David H. Groark  
1Lt Phillip J. Kelley  
Capt Douglas G. Lauck

In their time at Takhli, some of these pilots would fly combat missions with 355 TFW squadrons. While he was at Takhli, 1Lt Kelley flew his first (and only) combat mission with the 333 TFS. Unfortunately, he was shot down and rescued but resigned from the Air Force due to this experience.

Others on TDY at Takhli did not fly missions before they transferred to Korat. Doug Lauck recalled

## Douglas G. Lauck

### F-105 History

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that he "... went through orientation there but did not fly any sorties." (Doug Lauck, e-mail 11 April 2007.)

The pilots stayed at Takhli until approximately 15 June 1966 when they rejoined the 34 TFS that finally arrived at Korat.

Over the next few days, other pilots assigned to the 34 TFS flew on C-130s from Yokota to Korat to join the four advance-party pilots who were already there. During this TDY, they flew combat missions with the 388 TFW's squadrons and airplanes until the 34th's F-105s could be delivered to Korat. For example, Capt Robert D. Pielin, one of the advance party pilots who arrived at Korat on 21 May 1966, flew two missions with the 421 TFS.

Capt Robert H. Jones was another 34 TFS pilot who deployed from Yokota to Korat.

*Tom Curtis, e-mail 3 Apr 2007 and Bob Pielin, e-mail 1 Apr 2007.*

#### 05-Jul-66

4290

The 421 TFS from Korat flew six flights of F-105s on combat missions throughout the day. Their flights' call signs, flight leads, weapons dropped, and targets struck were:

"Leopard" Capt Charles Edward Franklin none

"Hambone" Maj Glenn E. "Wimpy" Peake 16xBLU-27B truck park 17-04N and 106-59E

"Hotdog" Capt Douglas G. Lauck (from the 34 TFS) 8xBLU-27B truck park 17-54N and 106-28E

"Peanuts" Lewis 24x750 railroad cut 21-29N and 106-23E

"Bass" Maj Fred L. Tracy 946x20-mm, 16xBLU-27B truck park 20-20N and 104-20E. As a member of this flight, 1Lt Edward J. Rasimus flew F-105D 62-4312 for 2:25 hours. "4 x BLU-27 on truck park."

"Magnum" Capt James R. Mitchell 738x20-mm, 12xBLU-27B barges 17-55N and 106-29E

*421 TFS Historical Data Record, 1 Jul 66 - 31 Jul 66 & Ed Rasimus flight log.*

#### 10-Jul-66

5207

[Approximate date.] Capt James I. Miholick flew one of the early 34 TFS missions shortly after the squadron had arrived at Korat. "The target was the Yen Bai barracks area on the northwest railroad between Hanoi and China. I was number 3 in the first flight to strike the target. It was the first flight of the day at first light in the morning, and nobody was 'on the air' -- no Firecan radars, no Fansong radars, no SAMS, no MiGs, nothing. I figured we either caught the bad guys still asleep or doing their morning thing, because they apparently didn't know we were coming. For a real change, nobody was shooting at us.

"I rolled in at about 15,000' at 450 KIAS, started down the slide, when suddenly all hell broke loose. All I remember seeing was a bright flash, hearing a loud bang, lots of positive and negative G's, and seeing dark green jungle, then gray sky, then dark green jungle again through the windshield. I was being thrown around the cockpit so severely I couldn't find the handles on the seat to punch out. Apparently the very first shot fired (probably a 37-57mm) hit my airplane right where the 450-gal tank joined the wing. Talk about the Golden BB!

"I do know I lost about 12,500' and 250 KIAS during whatever happened to the airplane. I think

## Douglas G. Lauck

### F-105 History

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Doug Lauck was number four behind me, and later said that he'd never seen a Thud 'tumble' like that before. All I know is that I was suddenly below the ridgelines on both sides of the Red River at about 200 KIAS, and now they were shooting at us like crazy. I managed to light the burner and get over the ridge to the west into relative safety, and started to check out the airplane. The right leading edge flap was pretty badly damaged and protruding up over the wing, blanking out most of the airflow, so I selected full LE flaps, which got it back down to almost level. The right drop tank was bent outward at 90 degrees, and part of the wingtip was gone. I punched off everything, and because of the out-of-trim, I could get about 280 KIAS at about 5,000'. Doug was on my wing with his power back at about 90 percent with a full MER and tanks, and having no problem staying with me. But no warning lights on the panic panel were lit, and everything else seemed to be working OK. Doug did manage to tell me that the airplane looked 'pretty beat up' but there wasn't any fire that he could see (yet).

"We immediately called for the Jolly Green and told him to start heading north, as I expected to have to jump out somewhere over Laos. We headed southwest from peak to peak and eventually made it all the way back to Udorn, where I declared an emergency and landed (Doug pressed on back to Korat). After getting out of the jet, I noticed a fairly large hole in the wing, a piece of the pylon the tank was on was still attached to the wing, the leading edge flap was toast, and the rest of the airplane had a bunch of extra holes that weren't there when I took off. At that point, I just waited for the Klong, and hitched a ride back to Korat.

"A funny afterthought to the whole thing is that I really couldn't write up any aircraft system; from the cockpit everything worked fine. I just wrote up that the airframe suffered some battle damage and would probably need to be fixed before the next flight.

"... The BDA showed that the rest of the guys hit the target, and my bombs would just have made the craters a little bigger."

*Jim Miholick, e-mail 4 Apr 07.*

#### 08-Aug-66

2220

Capt Richard E. Smith, on TDY from the 12 TFS, flew his 26th combat mission with the 357 TFS at Takhli.

"Kangaroo" flight.

Kangaroo 1 - Capt John C. Blevins

Kangaroo 2 - Capt Richard E. Smith. Logged 2 hours 35 minutes flying time.

Kangaroo 3 - Mason

Kangaroo 4 - 1Lt Vernon V. Sisney

"Four 1,000-pound bombs to POL storage area (1512). Lots of bad weather (CBs) over RP-5 on way to target. Broke out over the Red (River). Made a 360-degree turn while #4 checked aircraft and then went to target. All other flights cancelled or diverted to rescap. Couldn't see target well but dropped in general area. Recovered at Udorn due to low fuel."

A 34 TFS pilot from Korat, Capt Douglas G. Lauck, received a Distinguished Flying Cross (1st OLC) for an extraordinary achievement for the mission he flew this day. "... Capt Lauck assumed command of his flight after the lead aircraft lost all navigational aids, and successfully led the attack on a vital military target. Although his own aircraft was damaged, he disregarded his personal safety to help two other aircraft in the flight that were experiencing emergencies."

Another 34 TFS pilot, Capt Robin K. Nierste from Korat, was awarded a Distinguished Flying Cross

## Douglas G. Lauck

### F-105 History

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for heroism on a mission he flew this day. (7 AF SO G-970 8 July 67)

*Capt Richard E. Smith, combat diary, June 66 - Aug 66.*

**17-Aug-66**

5209

Four F-105 pilots from the 34 TFS from Korat formed "Anvil" flight that was part of a large 388 TFW strike force targeted against the Nguyen Khe POL storage area (JCS 51) in Route Pack 6 north of Hanoi. The line up for Anvil flight was:

"Anvil 01" - Maj Wayne N. Whatley  
"Anvil 02" - Capt Douglas G. Lauck  
"Anvil 03" - Capt Robert R. Reed  
"Anvil 04" - Capt James J. Miholick

It was the 87th combat mission for Capt Lauck and he remembered it as, "... probably one of the more exciting missions I flew." The route to the target was across Laos and South Vietnam below the DMZ with refueling in the Brown Anchor track over the Gulf of Tonkin. The strike force then headed north with intentions of turning west at the "Wart on the Elephant's Ear", an island landmark below China, to approach the target from the north.

Shortly after taking on fuel from the KC-135 tankers, the four F-105Ds in Anvil flight broke off from the rest of the strike force and headed northwest dropping down into RP 3 for a high-speed low-level approach to the target from the south. As the flight crossed into North Vietnam, Anvil 4 lost his radio and aborted the mission. Anvil 3 accompanied him back to Korat while Anvil 1 and 2 continued north with their loads of six 750-pound bombs.

When the two planes entered Pack 6 using low-level terrain masking, they found clear but hazy weather allowing 5 miles visibility. As they skirted Hanoi to the east, they met heavy AAA and got warnings of SAM launches on their RHAW gear. Doug Lauck recalled, "... stuff began flying every which way." The two pilots didn't realize until later that the strike force had aborted at their turning point when they ran into thunderstorms that blocked their route to the target. The force turned south and, accompanied by EB-66s with their standoff jammers and other support aircraft, headed home. Anvil 1 and 2 became the only planes in the area and the North Vietnamese defenses, primed for a large strike force, opened up on them.

Strangely, the flak stopped just before Anvil 1 popped up to 12,000 feet, rolled in to drop his six bombs on the POL storage site, then pulled out at 3,000 feet. A minute later, as Capt Lauck pulled up from his bomb run, he spotted a silver MiG-17 with Chinese markings flying at 5,000 feet heading toward his flight lead. The MiG was firing his nose guns and Lauck could see shells bursting. He called, "Anvil 1 break -- you have a MiG closing." Maj Whatley punched off his tanks and racks, hit afterburner, and headed for the deck in a 4.5-G turn. The MiG pilot cut into his turn and continued to close on Anvil 1 then fired again when he was 4,000 feet away. The MiG closed to 1,500 feet still firing. Anvil 1 took it lower -- so low "he had to pull up to avoid rice paddy dikes."

Capt Lauck began chasing the MiG-17 that was still pursuing his flight lead. The three planes headed toward China and may have crossed the border during the battle. Lauck tried to set up his gun sight for air-to-air firing but didn't have time to properly reset the five cockpit switches in his F-105 to get his sight out of air-to-ground mode. He maneuvered to put the MiG in the center of his windscreen and began firing his 20-mm cannon. Anvil 1 crossed in front of the MiG and Lauck let off the trigger after firing 600 rounds. His slugs missed their target and to avoid an overshoot, he barrel rolled up and over the MiG. Both F-105 pilots turned south, went supersonic, and outran the MiG-17, which gave up the chase.

## Douglas G. Lauck

### F-105 History

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Their ordeal was not yet over since they still had to get out of North Vietnam; and Anvil 1 was running short of fuel. During his approach to the target, he had mistakenly used gas from his bomb-bay tank instead of his external tanks and, when he punched off his wing tanks, had depleted much of his remaining fuel. To make matters worse, most of the airborne tankers had left their orbits and weren't in position to hook up with the two F-105s. Calling on a discrete frequency, the two pilots finally reached a tanker willing to fly into Laos to meet them. With only 800 pounds of fuel, Anvil 1 connected with the KC-135 over the Plain of Jars in northern Laos and took on enough gas for both F-105s to land safely at Korat.

The Fighter Weapons Center history described this event this way. "Anvil flight, four F-105s, were attacking a target in the vicinity of 21-10N and 105-54E. As Anvil 1 pulled off the target, Anvil four called a MiG-17 at Anvil 1's seven o'clock position, closing at 5,000 feet AGL. Anvil 1 lit AB, jettisoned tanks, and began a 400 K, 4.5 G left turn. The MiG stayed inside the turn, closing rapidly, and firing bursts from ranges of 4,000 ft down to 1,500 ft. Anvil 1 dove to ground level and the MiG followed, still firing. During this time, Anvil 4 had come off the target, engaged AB and had closed on the engagement at 600 K plus. Anvil 4 closed on the MiG (about 65 K overtake in firing range) and began firing at 1,500 ft range. Anvil 4 had not repositioned all necessary switches and, consequently, did not have computing gunsight. Anvil 4 fired 75 rounds of 20-mm at MiG and then ceased fire because Anvil 1 had jinked into the line of his fire in front of the MiG. Anvil 1 and 4 accelerated away from the MiG and departed the area."

The two pilots later learned from reconnaissance photos that their bombs had failed to damage their POL target. However, their harrowing experience wasn't a total waste. Capt Lauck briefed other pilots in the wing on how he had simply centered the MiG in his windscreen when he didn't have time to reset his gun sight. The next day, 18 August 1966, Maj Kenneth T. Blank, also from the 34 TFS flying as "Honda 02", used the briefed technique to shoot down a MiG-17 under similar circumstances.

*Doug Lauck, e-mails 11 and 14 April 2007 & Red Baron I Vol II, Event II-33 pp 125 - 126 & USAF Tactical Fighter Weapons Center Deputy For Combat Analysis Bulletin 7, AFHRA Call # K417.316 IRIS # 503560, pg 7.*

#### 20-Sep-66

4954

Capt Douglas G. Lauck, one of the original pilots with the 34 TFS that deployed to Korat in May 1966 with about 48 missions, completed his 100th combat mission to North Vietnam. He was the squadron's 12th pilot to complete 100 missions.

From Korat, he was next assigned as an instructor pilot in the 562 TFS for the F-105 RTU program in the 23 TFW, McConnell AFB, Kansas.

*Doug Lauck, e-mails 25 and 27 Sep 2006 & 388 CMBT SPT GP PCS Order AB-784 dated 19 August 66.*

#### 30-Sep-66

5151

Seven pilots assigned to the 34 TFS, 388 TFW, at Korat, completed flying 100 missions during September 1966. The pilots were in the original group who arrived at Korat in May and June 1966, They were:

Capt Clarence E. Fox  
Capt James I. Miholick  
Capt Gordon M. Walcott  
1Lt Denis D. O'Donoghue  
Capt Carl L. Hamby  
Capt Douglas G. Lauck

# Douglas G. Lauck

## F-105 History

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Capt Rex L. Dull

When he left Korat, Lt O'Donoghue was assigned to an F-5 squadron at Williams AF, AZ. He "... delivered an F-5 to Bien Hoa AB during the Tet Offensive and hung around long enough to fly some F-37 missions with an old Willy F-5 instructor." In 1968, he joined the New Jersey ANG at McGuire AFB "... and flew Thud Bs and Ds for another 10 years."

Maj Edward C. Jones was assigned to the 34 TFS in September 1966. He had qualified in the F-105 while stationed with the 36 TFW at Bitburg in 1962. He had left Bitburg in 1964 and spent a year in Hq TAC in the F-105 maintenance shop. He was then assigned to Shaw AFB where he flew Functional Check Flights in RF-4Cs. While at Shaw he volunteered for SEA expecting to fly RF-4s but instead received orders as an F-105 pilot. He went to Nellis AFB for F-105 requalification training, to Fairchild AFB for USAF Survival School, then to PACAF Jungle Survival School at Clark AB, Phillipines, before arriving at Korat. (Ed Jones, phone interviews 26 and 28 April 10 and e-mail 26 Apr 10.)

*34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Denis O'Donoghue, e-m 7 Apr 10.*

### 31-Dec-66

678

One year after the start of their RTU mission, the 23 TFW at McConnell AFB KS, had trained a total of 105 pilots to fly the F-105. The wing had 30 F-105 instructor pilots who had completed at least 100 missions in South East Asia. The 560 TFS and 561 TFS each had 7 pilots, the 562 TFS had 12, and the 563 TFS had 4. Five additional 100-mission pilots were attached to the 23 TFW. 1Lt Leonard C. Ekman, assigned to the 561 TFS, had completed 185 missions in SEA, the most of any Air Force pilot.

The 100-mission instructor pilots in the 560 TFS were:

Maj Eleas Casillas	Capt Jack L. Graber
Maj Robert E. Phillips	Capt William S. Koenitzer
Capt Marion M. "Mack" Angel	1Lt William E. Ardern
Capt Rex L. Dull	

The 100-mission instructor pilots in the 561 TFS were:

Maj Fred T. Coleman	Capt Robert Kieth Hannah, Jr.
Maj John C. Shay	1Lt Roger A. Ayres
Capt Ralph J. Beardsley	1 Lt Leonard C. "Lucky" Ekman
Capt Roderick G. Beckett	

The 100-mission instructor pilots in the 562 TFS were:

Lt Col James A. Young	Capt Wayne D. Hauth
Maj Phillip O. Bradley	Capt Robert L. "Bob the Wedge" Keller
Maj Robert D. Pielin	Capt Douglas G. Lauck (SEFE)
Capt Arthur L. Brattkus	Capt Robin K. Nierste
Capt Teddy Gay	Capt William S. Secker, Jr.
Capt Stanley S. Gunnerson	Capt Joseph R. Steen

The 100-mission instructor pilots in the 563 TFS were:

Maj Kenneth G. Frank  
Capt Robert V. "Boris" Baird  
Capt James I. Miholick  
1Lt John C. Russell

## Douglas G. Lauck

### F-105 History

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23 TFW attached 100-mission pilots were:

Capt Clarence E. Cox

Capt John R. Layman

Capt Charles Loucks

Capt Clifford H. "Ted" Rees, Jr.

Capt Robert L. Chastain

*23 TFW History, 1 Jul - 31 Dec 1966, USAF microfilm MO554.*

#### 25-May-67

5234

Capt Douglas G. Lauck, an F-105 instructor pilot in the 562 TFS at McConnell, "... has been selected as a Tactical Air Command Pilot of Distinction.

"Shortly after takeoff in an F-105F on a night proficiency flight [for Maj Robin K. Nierste], Capt Lauck found his Doppler navigation system malfunctioning. He also found the intercom and Tacan were failing. When he tried to notify Air Traffic Control of his difficulties, he found his radio dead. This was followed shortly by failure of the utility hydraulic system and then complete electrical failure.

"With darkness approaching, Captain Lauck dead-reckoned his position to be near a large city and started an immediate descent through the 8000-foot-thick cloud layer using only altimeter, airspeed, and magnetic compass. He located the city [Indianapolis, IN] and an airport and started an approach for landing. Normal wheel brakes, anti-skid, leading and trailing edge flaps, speed brakes, afterburner, and thrust decay were not available to him because of the system failures. His drop tanks were half full, but he could not jettison them. He touched down at 235 knots, stopcocked the throttle, used aerodynamic braking, and delayed his drag chute until he was below 200 knots. With careful use of the emergency brakes, he was able to turn off the runway 1000 feet from the end and stop on a taxiway.

"Captain Lauck's skilled airmanship, professional knowledge, and calm reactions during severe stress, readily qualify him as a Tactical Air Command Pilot of Distinction."

Capt Lauck also received a letter of appreciation dated 27 November 1967, from Gen Gabriel P. Disosway, the Commander of TAC. "Through skilled airmanship and calm reaction to these conditions, a strange field emergency landing was safely accomplished thus preventing property damage and possible loss of life."

*Article in "TAC Attack" & Doug Lauck e-mail 13 May 2007.*

#### 23-Jan-68

#### 27-Mar-68

25

North Korea captured the Navy intelligence ship USS Pueblo off the coast of North Korea. In reaction, F-105s were sent to Osan AB, South Korea, as part of the overall build up of U.S. forces in Korea named "Operation Firefly".

Under "Operation Combat Fox" (USAF OPLAN 4-68), the 18 TFW, Kadena AB, Okinawa, initially sent two F-105s from the 12 TFS during the afternoon of 23 Jan 68. Maj John C. Wright was the 18th's task force commander for deploying F-105s to Osan. On 24 January 1968, the 18th ordered sixteen munitions load crew members to Osan for 30 days TDY, a period that was extended to 89 days then to 179 days. The 23 TFW sent pilots from McConnell AFB, KS, and F-105F Wild Weasels left Nellis AFB, NV, for Osan.

During the 12 TFS's deployment to Osan, the F-105s began flying missions in which they carried

## Douglas G. Lauck

### F-105 History

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their maximum load of 16 M-117 750-pound bombs that the planes dropped on the DMZ. The squadron flew four of these missions each day, 2 in the morning and 2 in the afternoon. The missions lasted only 30 minutes and the planes returned to Osan without air-to-air refueling. The missions were to show the North Koreans the devastating effects of the F-105 carrying this many bombs. The bombing sorties were eventually interspersed with AGM-12C Bullpup missions in which the missiles were fired at caves and other landmarks in the DMZ. (John Coon, former weapons loader, phone interview, 12 Oct 04.)

Under "Coronet Wasp", the 318 FIS deployed F-106s from McChord AFB WA, to Osan AB, Korea. Also, under "Coronet Wasp", F-102s were based at Kimpo AB and Suwon AB, Korea.

" ... COMBAT FOX was [also] the nickname of the TDY movement of the 558 TFS (F-4 Phantom jet fighters) from Cam Rahn Bay to Kunsan, ROK. Concurrent with this move was the movement of the 355 TFS (F-100 Super Sabres) from Myrtle Beach AFB, S.C. to Phu Cat AB."

Between 26 - 28 January 1968, the 4531 TFW at Homestead AFB, Florida, also deployed 500 men and 20 F-4Ds to Kunsan under "Operation Combat Fox". (History of the 4531 TFW, Jan - Jun 68, USAF microfilm PO155, frame 0895.)

On 29 January 1968, the 23 TFW at McConnell deployed five of their seven F-105F Wild Weasel aircraft to Osan AB, Korea. Thirteen instructor and staff pilots also deployed to Osan flying as passengers via MAC airlift aircraft from McCord AFB, Washington. When they arrived at Osan, they were assigned to the 12 TFS. These pilots were:

Maj Vernon D. Hesterman - 23 TFW  
Maj Gayle D. Williams, Jr. - 4519 CCTS  
Capt Robert H. Allen - 562 TFS  
Capt Thomas W. Gallagher, Jr. - 23 TFW  
Capt Robert V. Hannah, Jr. - 563 TFS  
Capt Douglas G. Lauck - 562 TFS  
Capt Philip C. Montagano - 560 TFS  
Capt Jack A. Phillips - 560 TFS  
Capt John W. Redmond - 561 TFS  
Capt Stanley S. Rynear - 561 TFS  
Capt John C. Russell - 563 TFS  
Capt Ralph M. Sires - 23 TFW  
Capt Russell L. Violet - 23 TFW  
(23 TFW SO T-282, dated 29 Jan 1968.)

Jack Phillips recalled his stay at Osan. "... We did sit alert with nukes on board several times and made detailed plans to drop them. One time it got down to cockpit alert and they blocked the taxiways with fire trucks to make sure we didn't go on our own. After the initial excitement and combat preparations for a couple of weeks it became apparent that the US was not going to do anything. So we flew a little, but not much since we had too many guys for the number of birds available. Got to paint the quarters though and watch a few movies. My room mate during this event was Roland Smith (Smitty) [Capt Rowland F. "Frank" Smith, Jr.] who was a good friend, also from McConnell. ..." (Jack Phillips, e-mail 21 Mar 2011.)

*23 TFW Unit History, 1/6/64 - 1/6/68, Microfilm MO554 & 18 TFW Special Order T-11 & National Archives motion picture film shot list control Nos. NWDNM(m)-342-USAF-48481 & 47900C & Chronology of Seventh Air Force 1 July 1967 - 30 June 1968, pg 10.*

**31-Jan-68**

2915



## Douglas G. Lauck

### F-105 History

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(Approximate date) The 12 TFS, 18 TFW, published a crew roster of 64 names that included "Whisky" Flight, the Wild Weasel crews from Nellis that deployed on TDY to Osan due to the USS Pueblo crisis. Two of the crews were Maj Harrison W. Matthews and EWO Maj David Brog, and Maj John J. Revak and Maj Stanley E. Goldstein, whose Wild Weasel training at Nellis had been curtailed due to the deployment to Osan.

Other pilots on the roster included:

Capt Lawrence G. Hoppe was a pilot in Lima Flight.  
1Lt James Benton West was a pilot in Kilo Flight.  
Col William L. Janssen was an attached 12 TFS pilot.  
Capt Jack A. Phillips - 12 TFS. Nympho Flight pilot.  
Maj Anatole "Tony" Semenov, Jr. 12 TFS. Juliet Flight Flt Cmdr

Capt Robert D. Pielin was listed as Asst Flt Commander of "Metro" Flight. Captains Douglas G. Lauck and Stanley S. Rynear were listed as pilots in "Nympho" Flight. Capt Clifford H. "Ted" Rees, Jr. was an Assistant Flight Commander in Nympho Flight. Lauck and Pielin were F-105D instructor pilots with the 562 TFS at McConnell while Rynear was an instructor pilot with the 561 TFS. Rees was a 100-mission pilot assigned to the 23 TFW. All four had been deployed from McConnell on TDY to Osan.

*12 TFS Roster from John J. Revak.*

#### 25-Apr-68

4961

Capt Douglas G. Lauck returned home to the 562 TFS at McConnell AFB KS after spending three months (85 days) at Osan AB, Korea, on temporary duty with the 12 TFS that had deployed from Kadena due to the USS Pueblo incident in January 1968.

At McConnell, he was assigned as a 23 TFW Standardization-Evaluation Officer.

*Doug Lauck, E-mail, 30 Sep 2006 and his DD Form 214 and AF Form 11.*

#### 15-Nov-69

4962

Maj Douglas G. Lauck, an F-105 pilot assigned to the 562 TFS, 23 TFW, at McConnell AFB KS, was reassigned to the 27 TFW, Cannon AFB NM as an F-111 pilot. He had flown F-105s since November 1963 and had accumulated 1,371 hours in the Thunderchief including 100 combat missions over North Vietnam from Korat and Takhli.

After his arrival at Cannon, he attended F-111 Training Class 70-N, 5 Nov 69 through 9 Feb 1970 at Nellis AFB, Nevada.

His F-111 assignments would include another TDY and PCS combat tour at Takhli 1973 after the end of the Linebacker II campaign in December 1972. He flew his last F-111 combat mission on 12 August 1973 two days before the US Congress halted all bombing in Laos and Cambodia. He accumulated 1,536 hours flying the F-111.

After assignments to McClellan, Korea, and Keesler, he retired on 31 March 1988 as a Lt Col with 28 years and 14 days of service and 3,822 total flying hours.

*Doug Lauck, E-mails, 25 and 30 Sep 2006 & DD Form 214 & 23 TFW Special Order AA3060 dated 30 Sep 69.*