

John S. Murphy

F-105 History

29-Aug-67

6734

One F-105D was lost and one damaged during student flying in F-105 training Class 68-C conducted by the 4523 CCTS, 4520 CCTW, at Nellis AFB, Nevada. The class had started in July and this was one of the first days of student flying. The line up for "Banyan" flight was:

Banyan 1 - Capt James V. Sullivan, Instructor pilot
Banyan 2 - Maj Roger W. McKenzie, student pilot in F-105D 60-5380
Banyan 3 - Maj Paul H. Stoment, Instructor Pilot
Banyan 4 - 1Lt John S. Murphy, student pilot

Maj McKenzie aborted his takeoff roll due to low EGT. His aircraft brakes overheated and caught fire after he had stopped on the runway. The aircraft was severely damaged from the fire and was written off on 19 Oct 1967.

1Lt Murphy, the other student pilot, also had problems. "This was my first solo in the F-105. ... #2 aborted his t/o, went all the way to the end of the runway, got it off the runway and then caught fire. Major Sullivan requested the parallel runway, and off we went. During the flight, my interconnect failed, restricting slab movement below 275 kts, and in the landing pattern my flaps would not come down. Final approach speed was computed to be 211 kts. I 'greased' it onto the runway only to lose my drag chute on the roll-out and then to blow both tires as I touched the brakes. I was a passenger from that point on, and one mighty lucky guy. The wheels were ground to the hubs, and hydraulic fluid was burning around the gear. The fire trucks were still over at McKenzie's aircraft so they got over to me pretty quick. I screwed up - I failed to turn on the anti-skid before takeoff. ... McKenzie dropped out of the course right after this incident."

History of the Tactical Fighter Weapons Center, 1 July - 1 December 1967 & AF Form 711 USAF Accident / Incident Report, 22 Sept 67, Col Carl E. Lovell, Accident Board President & John C. Murphy, e-mail 22 Jan 2011.

22-Dec-67

4358

The last F-105 training class 68-C conducted by the 4520 CCTW at Nellis AFB, Nevada, graduated 19 pilots in course number 111506A. The class, assigned to the 4523 CCTS, the "Hornets", started in July 1967.

The students and their SEA assignments were:

Maj James Hardin Metz (Class Leader) - 34 TFS
Capt Donnie M. Tribble - 333 TFS
Capt Harold E. Murk - 44 TFS
Capt John S. Murphy - 34 TFS
Capt John H. Wambough, Jr. - 34 TFS
Capt Joseph S. Sechler - 34 TFS
Capt Anthony F. Germann - 34 TFS
Capt Lawrence L. Bogemann - 34 TFS
Capt William P. Shunney - 34 TFS
Maj William S. Pachura - 357 TFS
Capt Thomas T. Hensley - 469 TFS
Capt Kenneth D. "Don" Harten - 354 TFS
Capt Olin K. Everett - 34 TFS
Capt John S. Murphy - 34 TFS
Capt Charles E. Metzger - 469 TFS
Maj Donald J. Sisk - 469 TFS
Capt John E. Hartman - 34 TFS
Capt Mark B. Foxwell - 357 TFS
Capt Robert J. Casey - 333 TFS

John S. Murphy

F-105 History

Joe Sechler described how he got into the F-105 program. "Following a mediocre academic & military performance in UPT, I was assigned to B-52s at Seymour Johnson. In 1967, I was on a Stan/Eval crew and checking out in the left seat, having the greatest fear that if I became an AC, I'd be stuck for life in SAC. Thank God, a buddy of mine knocked on my door one day in May of 1967 with a message from the squadron saying I was to report for F-105 training. (My buddy was later killed flying a B-58.) My wife cried and I jumped for joy. Despite my assignment to SAC, I truly believe I was destined to be a fighter pilot and especially a THUD pilot ... I was the only co-pilot from my wing (B-52 & KC-135) - who I know of - to be sent to F-105s." (Joe Sechler, e-mail 28 April 2010.)

"This [F-105 training] program has since been transferred to McConnell AFB, Kansas. More than 400 'top gun' pilots were trained here at Nellis in the 23rd squadron." The transfer was to allow Nellis to begin training for the F-111A.

The commander of the 4523 CCTS during the period of July to December 1967 was Lt Col Henry L. Parker and the Operations Officer was Maj Robert E. Green. "The two flight leaders of 'A' flight were Maj Julius Calloway and Maj Edward M. Dobson, and for 'B' flight during the same period was Maj Richard P. Cisco and Maj Doyal L. Wyrick."

During the last six months of F-105 training the squadron flew the following hours and sorties:

	Hours	Sorties
July	634:45	474
August	577:10	489
September	686:10	555
October	648:45	394
November	298:15	213
December	188:50	118

The 4524 CCTS was also involved in F-105 training at Nellis. This squadron "provided academic and flying support of the F-105 operational training courses and Military Assistance Program. They provided facilities and personnel to operate and assist instructor pilots in operation of training devices as necessary to accomplish the pilot training program. This included all training of student F-105 pilots in the proper use of the R-14A and the APN-131 Doppler Radars in the T-39B aircraft."

Capt Henry R. Hutson III was an Instructor pilot in the 4523 CCTS. "Maj Dean Elmer [Maj Dean A. Elmer] and I flew the last two F-105s of the 4520 CCTW to McConnell AFB, KS. That was the end of the THUD training program at Nellis."

History of the Tactical Fighter Weapons Center, 1 July - 1 December 1967 & 15 Apr 86 letter from Col Henry R. Hutson III to Bauke Jan Douma & John Murphy, e-mail 5 May 2011 with class roster and photo.

16-Feb-68

4878

"Pistol" flight from the 34 TFS flew an ineffectual radar bombing mission into North Vietnam and Laos. The flight took off at 0540. Its line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0518
- #2 - Capt William A. Thomas, Jr.
- #3 - Lt Col Nevin G. Christensen
- #4 - Capt Lamont H. Pharmer

This was Maj Armstrong's 68th combat mission. "Today was really a farce. My flight had the radar drop in Pack V, near Phu Tho as a first alternate target since the weather was too bad for visual bombing. We got almost to drop and they lost us on radar so we went down into Laos to an

John S. Murphy

F-105 History

alternate target and tried twice to radar drop down there but again they lost us. We wound up with no fuel and no place to bomb so we dropped our bombs safe at Udorn Range and came home. 3+30 and 24 wasted bombs!"

Today was the first combat mission over North Vietnam for Capt Joseph S. Sechler, also from the 34th. His flight lineup was:

- #1 - Lt Col James B. Ross
- #2 - Capt Joseph S. Sechler
- #3 - Maj Roger Dean Ingvalson
- #4 - Capt John S. Murphy

Capt Sechler logged 2:30 flying hours.

Maj Armstrong's 100-mission combat log, pg 27 & Joe Sechler flight log via email 28 Apr 10.

17-Feb-68

4879

"Crossbow" flight from the 34 TFS dropped bombs using radar on a target in Laos. The flight took off at 0620. Its line up was:

- #1 - Maj Donald W. Hodge
- #2 - Maj Ivor K. Goodrich
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0167
- #4 - Maj William P. Shunney

It was Maj Armstrong's 69th combat mission. "This was a 1st alternate target divert to Laos for a radar drop. It was all real quick and simple. I'd take 31 more just like it." Their mission was 2 hours 20 minutes long.

Capt Joseph S. Sechler, also from the 34th, flew his second mission over North Vietnam. His flight lineup was:

- #1 - Maj Kenneth W. Mays
- #2 - Capt Joseph S. Sechler
- #3 - Maj William M. Blakeslee
- #4 - Capt John S. Murphy

Capt Sechler logged 2:30 flying hours.

Maj Armstrong's 100-mission combat log, pp 27 - 28 & Joe Sechler flight log via e-mail 28 Apr 10.

21-Feb-68

5873

"Gator" Flight from the 34 TFS flew a mission into Laos and North Vietnam. The lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 59-1760
- #2 - Capt John S. Murphy flying 60-0436 on his 3rd combat mission
- #3 - Maj Carl B. Light flying 61-0162
- #4 - Capt David C. Dickson flying 60-0435 on his 88th combat mission
- Spare - 60-5375

Each aircraft carried six 750-lb bombs, two AIM-9s on a dual-mount pylon on one outboard and an ECM pod on the other outboard. Each of the 20-mm cannons had a full load of ammo.

The flight left Korat at 15:30 for a 16:30 TOT. Inbound to the target, they refueled at 16:00 from White Anchor 44 at 16,000 feet, the same tanker they used for post-strike refueling. Their fragged target was the Ban Van NE military complex in Laos but they ended up in North Vietnam strafing

John S. Murphy

F-105 History

trucks in RP-1 near Quang Khe.

John Murphy recalled the mission. "The target area was, as was most of Southeast Asia on that day, completely obscured by clouds. We most likely dropped our ordnance via "COMBAT SKY SPOT" (ground controlled/directed radar-guided release), straight and level above the cloud deck, all four aircraft in route formation, and all at the same time. I am sure we did drop while over Laos.

"Following the drop, Lead asked the airborne command post for permission to enter N. Vietnam for armed road recce. Permission was granted, though cloud cover might prevent access. Again, I don't remember who came up on the same radio freq. though most likely it was a "Misty FAC" (F-100 Forward Air Controller), and he told us there were trucks on a road north of Dong Hoi. We continued on in an easterly direction. Cloud cover prevented us from seeing anything below; the terrain was completely blocked from view.

"Maj. Falls told the flight he was going to lead us down through the cloud deck and hopefully get under the cloud cover while we were out over the South China Sea. We tucked our aircraft in tight and flew on his wing in close fingertip formation, and started down through the clouds. We finally broke-out, over the sea at ... an altitude of 2000 to 3000 feet above the water, perhaps lower. We turned back to the west and proceeded to cross the NVN shore line. The cloud base was ragged, varying in height above the ground. Lead found the trucks and we all started to take separation on Lead in order to establish our individual gun runs. To me, it seemed as though we were in a very tight opening, almost like being inside an enclosed football field, low clouds with very limited horizontal visibility. The fact that we were traveling at 450 - 500 kts inside a 'mixing bowl' did not help me to acquire the target(s). I was busy keeping Lead and the other flight members in sight, and staying within the limits of the 'bowl'.

"I set up my first firing pass, trying to gain separation from Lead and pick out my target, but not very successfully. I saw Lead get off his first firing pass while I was still fighting to get into a firing position. At that point I made the decision to abandon my pass, stay out of the way of the flight members behind me, and to join on Lead in a fighting wing position. I did not want to screw up this opportunity for the flight, I did not want to get forced back up in to the cloud deck, I did not want to become separated from the flight and become an issue for Lead, so I decided to jump on his wing and hang on. And, to complicate matters, I really didn't know exactly where we were.

"Over the next few minutes, I was not able to look at anything but to keep my Lead's 'light in the star' and say 'Two.' I don't remember how many passes the flight made on the trucks, but I would guess two or three. We were flying in a very tight 'circle' and pulling lots of G's. Lead finally called it off and we headed west, climbing back up through the clouds, and all joining up on top. We proceeded back to the Tanker for a post-strike refuel and then on back to Korat. Maj. Falls complemented me for staying out of the way."

Capt Joseph S. Sechler, also from the 34th, flew his fifth mission over North Vietnam. His flight lineup was:

- #1 - Lt Col Nevin G. Christensen
- #2 - Capt Anthony F. Germann
- #3 - Maj James Hardin Metz
- #4 - Capt Joseph S. Sechler

Capt Sechler logged 3:05 flying hours.

John C. Murphy's mission card and narrative via e-mail 22 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 21 Feb 68 & Joe Sechler flight log via e-mail 28 Apr 10.

John S. Murphy

F-105 History

25-Feb-68

6547

A flight with pilots from the 34 TFS flew a mission over North Vietnam. The lineup was:

- #1 - Lt Col Robert A. "Red" Evans commander of the 44 TFS.
- #2 - Capt Joseph S. Sechler flying his seventh mission
- #3 - Capt Harry Guy Paddon III
- #4 - Capt John S. Murphy

Capt Sechler logged 2:40 flying hours. The squadron held a party in the evening.

Joe Sechler flight log via e-mail 28 Apr 10.

29-Feb-68

5164

Four pilots assigned to the 34 TFS at Korat completed flying 100 missions during February 1968. They were:

- Capt Irving E. LeVine - Flown 5 Feb 68 on his birthday.
- Capt Vernon D. Ellis
- Maj Kenneth W. Mays
- Capt Harry Guy Paddon III - Flew his 100th on 29 Feb 1968. "Good old leap year."

Capt Paddon left Korat in March 1968 and was next assigned to Moody AFB, GA as a T-38 IP.

Capt LeVine had flown 99 missions in December 1967, "... and could have gone home when my 100 were done but Ray Vissotzky [Maj Raymond Walter Vissotzky], a real, trained LSO, had been shot down [and had become a POW on 19 November 1967] and they needed someone to fill his shoes as Life Support Officer. I had 120+ parachute [jumps] but as Ray had 'penciled me in' as his assistant, the Powers That Be thought that was good enough. I said I'd stay if they let me fly my 100th Mission on my [34th] birthday ... Feb 5th 1968 and the deal was sealed."

Capt LeVine left Korat in May 1968 and was assigned to the F-111 program at Nellis AFB, NV. He remained at Nellis until he retired on 1 October 1972.

Also on this day, a flight of 34th pilots flew a mission over North Vietnam. The lineup was:

- #1 - Maj Melvin L. Irwin
- #2 - Capt John S. Murphy
- #3 - Maj Donald W. Hodge
- #4 - Capt Joseph S. Sechler flying his tenth mission.

Capt Sechler logged 2:55 flying hours. (Joe Sechler flight log via e-mail 28 Apr 10)

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Harry Paddon, e-mail 31 March 2010 & Irv LeVine, letter received 16 Apr 10 & Irv LeVine, e-mail 17 Apr 10.

02-Mar-68

6548

"Gator" flight from the 34 TFS flew a mission over North Vietnam. The lineup was:

- #1 - Capt Gary G. Durkee
- #2 - Capt John S. Murphy
- #3 - Maj David D. Igelman
- #4 - Capt Joseph S. Sechler flying his 11th mission

Capt Sechler logged 2:30 flying hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 2" to bomb two storage areas in the Steel Tiger region

John S. Murphy

F-105 History

of southern Laos. "... Light 37 mm.." He then flew armed recce in RP-1. "No significant sightings." It was his 46th combat mission.

Joe Sechler flight log via e-mail 28 Apr 10 & Rufus Dye Mission History log.

03-Mar-68

4887

The four pilots in "Bass" flight from the 34 TFS bombed a target in Mu Gia Pass. They took off at 14:00 and returned after 2 hours 15 minutes. Their line up was:

- #1 - Capt Lamont H. Pharmer
- #2 - Capt John S. Murphy
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0409
- #4 - Capt Joseph S. Sechler flying his 12th combat mission.

This was Maj Armstrong's 78th combat mission. "We were 1st alt yesterday so I let Monty lead to get some experience. We did a Combat Sky Spot on a target north of Mu Gia Pass so it was pretty uneventful."

Also using Sky Spot radar, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Cactus 2" to bomb the Ba Nam highway segment in RP-1. It was his 47th combat mission.

Maj Armstrong's 100-mission combat log, pg 30 & Joe Sechler's mission log via e-mail 28 Apr 10 & Rufus Dye Mission History log.

04-Mar-68

4888

The four pilots in "Scuba" flight from the 34 TFS bombed a target in the southern part of North Vietnam. They took off at 1410 and returned after 3 hours 5 minutes. Their line up was:

- #1 - Capt William A. Thomas, Jr.
- #2 - Capt John S. Murphy
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4270
- #4 - Lt Col Nevin G. Christensen

This was Maj Armstrong's 79th combat mission. "We were first alerted that we would be going to Pack VI but were diverted before we could brief. We finally wound up going all of the way to the Gulf to refuel and coming back to drop our bombs via Combat Sky Spot in the southern extremity of North Vietnam."

Under Hillsboro control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 2" to attack troops and trenches in South Vietnam. "50%. 20 KBA. Small arms fire." He then flew armed recce in RP-1. "No significant sightings." It was his 48th combat mission.

Maj Armstrong's 100-mission combat log, pp 30 - 31 Rufus Dye Mission History log.

05-Mar-68

5876

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 94th combat mission against Route 7 in RP-3.

"Pistol" flight from the 34th flew a mission over North Vietnam. The lineup was:

- #1 - Bob Moore
- #2 - Capt Joseph S. Sechler flying his 13th mission
- #3 - Lt Col Nevin G. Christensen
- #4 - Capt John S. Murphy

Capt Sechler logged 2:20 flying hours.

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 5 Mar 68 & Joe Sechler, e-mail 28 Apr

John S. Murphy

F-105 History

10.

30-Sep-68

4155

"A total of nine 34 TFS pilots completed one hundred combat missions over North Vietnam during August and September 1968. One pilot, Maj Douglas A. Roysdon, has completed his second Southeast Asia tour. His first tour was spent at Bien Hoa and Pleiku where he accumulated a total of 500 combat hours in the A-1E and A-1H aircraft."

The other eight pilots were: Maj Clarence E. Langford, Capt Joseph S. Sechler, Capt John S. Murphy, Maj William P. Shunney, Maj Ivor K. Goodrich, Capt Ben J. Fuhrman, Capt Lawrence L. Bogemann, and Capt John E. Hartman.

Maj Langford flew his 100th on 26 September 1968. This was his last flight in the F-105. Since his first flight during RTU training in August 1967, he had accumulated 385.8 hours in the airplane.

Capt Sechler flew his 100th on 28 September 1968. It was his last F-105 flight. He had accumulated 421.4 hours in the airplane. He was reassigned in December 1968 as a T-38 IP at Laughlin AFB, TX. He later had two tours in F-5s. (Joe Sechler, e-mail 28 Apr 10)

Maj Goodrich flew his 100th mission on 3 September 1968. This was his last flight in the F-105. He had accumulated 404.1 flying hours in the airplane.

Capt Fuhrman flew his 100th on 3 September 1968 with Larry Bogemann and Ivor Goodrich. (Ben Fuhrman, e-mail 19 Feb 2011.) When he retired as a Lt Col he had accumulated 456.5 hours in the F-105.

Capt Bogemann flew his 100th mission on 3 September 1968. It was his last flight in the F-105. He had accumulated 416.8 hours in the plane. He was reassigned to the California Institute of Technology at Pasadena CA under AFIT, where he received an MS in Aeronautical Engineering. (Larry Bogemann, e-mail 27 Apr 10)

Capt Hartman flew his 100th on 2 September 1968. It was his last flight in the F-105. He had accumulated 416.1 flying hours in the airplane.

During this period, the 34 TFS commander was Lt Col Robert J. Klingensmith, Jr. and the Operations Officer was Lt Col Earl F. Bancroft.

"During August and September the 34 TFS received eight new pilot inputs from the replacement training unit (RTU) at McConnell AFB, Kansas. All eight pilots fall under the one year tour criterion which began on 1 July 1968, rather than the 100 mission criterion which affects pilots with arrival dates prior to July 1968. After receiving three days of procedural briefings, the new pilots are given one local area training flight prior to flying combat. On this flight, pilots are shown the emergency landing fields available, jettison ranges and range procedures, and local landing pattern procedures. Pilots are also given practice refueling and several practice bombing runs at the Chandy RTAF bombing range located twenty miles west of Korat. The Chandy Range facility has proven itself valuable for checking out pilots in the use of the continuous solution sight modifications which is now installed on all but one aircraft possessed by the 34 TFS."

Fourteen pilots from the 34 TFS received medals approved by 7 AF during September 1968. They were:

Lt Col Robert J. Klingensmith, Jr. DFC SO G-2978 26 Sep 1968 (10 Jun 68)

Maj William P. Shunney AM (1 - 9 OLC) SO G-2910 21 Sep 68 (1 Mar - 5 Sep 68)

Capt Lawrence L. Bogemann AM (3 - 11 OLC) SO G-2913 21 Sep 68 (1 Mar - 3 Sep 68)

Capt Ben J. Fuhrman AM (1 - 9 OLC) SO G-2913 21 Sep 68 (27 Feb - 3 Sep 68)

John S. Murphy

F-105 History

Capt Joseph S. Sechler DFC (1 OLC) SO G-2809 11 Sep 68 (9 Jun 68)
Capt Lamont H. Pharmer DFC (1 OLC) SO G-2809 11 Sep 68 (25 May 68)
Capt John E. Hartman DFC SO G-2799 11 Sep 68 (25 May 68)
Capt Edward C. Jones DFC SO G-2799 11 Sep 68 (7 Nov 66)
Capt James V. Barr DFC SO G-2798 11 Sep 68 (9Jun 68)
Maj Clarence E. Langford DFC SO G-2797 11 Sep 68 (25 May 68)
Lt Col James B. Ross AM (14 OLC) SO G2732 3 Sep 68 (21 Jun - 2 Aug 68)
Maj Melvin L. Irwin AM (1 - 9 OLC) SO G-2731 3 Sep 68 (7 Feb - 31 Jul 68)
Maj Carl B. Light AM (11 - 15 OLC) SO G-2731 3 Sep 68 (11 Feb - 5 Jun 68)
Capt Gary G. Durkee (AM (3 - 11 OLC) SO G-2727 3 Sep 68 (4 Feb - 3 Aug 68)

388 TFW History, Jul - Sep 68, and Oct - Dec 68, USAF microfilm NO585, frames 0807 and 0808 and 1766 & F-105 Flying Hour Report, dated 18 Nov 1985 provided by USAF Safety Center to Bauke Jan Douma & Jack Phillips, e-mail 18 Mar 11.

30-Oct-68

4200

During October 1968, twenty-one pilots from the 34 TFS and 469 TFS received medals approved by 7 AF. They were:

Maj Ivor K. Goodrich DFC SO G-3158 23 Oct 68 (8 Mar - 3 Sep 68) and AM (1 - 9 OLC) SO G-3275 23 Oct 68 (8 Mar - 3 Sep 68)
Capt Kenneth G. Lindell DFC SO G-3160 17 Oct 68 (14 Jul 68)
1Lt David T. Dinan III DFC SO G-3161 17 Oct 68 (14 Jul 68)
Capt Richard E. Tracey DFC SO G-3169 17 Oct 68 (15 Jul 68)
Maj Albert F. Oppel AM SO G-3245 23 Oct 68 (25 Aug - 19 Sep 68)
Maj Manford C. Holly, Jr. AM SO G-3246 23 Oct 68 (25 Aug -16 Sep 68)
Capt Barry G. Swarts AM SO G-3250 23 Oct 68 (29 Aug - 21 Sep 68)
Capt John S. Murphy AM (1 - 9 OLC) SO G-3273 23 Oct 68 (3 Mar - 24 Sep 68)
Maj Douglas A. Roysdon AM (10 - 19 OLC) SO G-3278 23 Oct 68 (24 Feb - 2 Oct 68)
Maj Clarence E. Langford AM (1 - 9 OLC) SO G-3281 23 Oct 68 (29 Mar - 26 Sep 68)
Capt Jack D. Brooks AM (1 - 6 OLC) SO G-3284 23 Oct 68 (24 Apr - 5 Sep 68)
Capt Anthony F. Germann AM (1 - 9 OLC) SO G-3286 23 Oct 68 (4 Mar - 1 Oct 68)
Capt Douglas R. Young AM (18 OLC) SO G-3286 23 Oct 68 (26 Aug 15 - Sep 68)
Lt Col Dorwyn D. Shaver AM (22 - 26 OLC) SO G-3289 23 Oct 68 (30 Sep 67 - 14 Aug 68)
Lt Col John J. Gaudion AM (10 OLC) SO G-3291 23 Oct 68 (6 Sep - 23 Sep 68)
Lt Col Isaac M. Glass AM (1 OLC) SO G-3291 23 Oct 68 (25 Aug - 29 Sep 68)
Lt Col Rufus Dye, Jr. DFC (4 OLC) SO G-3023 5 Oct 68 (8 Jun 68) downgraded from SS
Capt Lamont H. Pharmer DFC (2 OLC) SO G-3024 5 Oct 68 (9 Jun 68) downgraded from SS
Capt Darrell J. Ahrens AM (1 OLC) SO G-3032 5 Oct 68 (1 Jun 68) downgraded from DFC
Maj Sterling H. Wood AM (1 OLC) SO G-3032 5 Oct 68 (30 May 68)
Capt John E. Hartman AM (1 - 9 OLC) SO G-3092 10 Oct 68 (23 Feb 67 - 5 Feb 68)

388 TFW History, Oct - Dec 68, USAF microfilm NO585, frames 1767 - 1768.