

THE WORLD'S FINEST



*40th/469th Tactical Fighter Squadron
"Our Time Together"
1967 - 2022*

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I have had the idea of putting this album together for many years. During that time, I have collected and created many documents and stories that cover the period of our time together, 1967-2022.

Included are:



- The formation of the 40th TFS in April 1967 at Eglin AFB, Florida
- The conversion from the F-4D to the F-4E
- The intensive training, preparation and deployment of 57 crewmembers and 20 F-4E aircraft to Korat RTAFB, Thailand
- Becoming the 469th TFS
- Introducing the F-4E to the Vietnam War



We all went our separate ways after the completion of our combat tours; most to USAFE, some to stateside bases, and a few to PACAF. Those in Europe, with a few attending from the US, had a reunion in Germany in 1972 and then in 1994 we started having reunions in the States. The album includes some of the activities associated with those reunions and also crewmembers that joined the Squadron while we were in Korat.

As you go through this album, it will become apparent that several of the guys contributed to its creation by providing their own experiences or photographs. Thanks to all of them.

It has been a fun experience to capture and present the information for our families and descendants. Thanks to all who supported the effort and please enjoy and share the album.

After using the word 'descendants' in the last paragraph, I realized that our descendants may not know much, if anything, about the F-4 fighter. I have included a very good description of the Phantom II taken from Wikipedia for some background about the airplane we all flew and loved.



Front Cover: A special thanks to Keith Ferris for permission to use "Bad News for Uncle Ho" on the cover.

McDonnell Douglas F-4 Phantom II



The McDonnell Douglas F-4 Phantom II is an American tandem two-seat, twin-engine, all-weather, long-range supersonic jet interceptor and fighter-bomber, originally developed by McDonnell Aircraft for the United States Navy. Proving highly adaptable, it first entered service with the Navy in 1961 before it was adopted by the United States Marine Corps and the United States Air Force, and by the mid-1960s it had become a major part of their air arms. Phantom production ran from 1958 to 1981 with a total of 5,195 aircraft built, making it the most produced American supersonic military aircraft in history, and cementing its position as an iconic combat aircraft of the Cold War.

The Phantom is a large fighter with a top speed of over Mach 2.2. It can carry more than 18,000 pounds of weapons on nine external hardpoints, including air-to-air missiles, air-to-ground missiles, and various bombs. The F-4, like other interceptors of its time, was initially designed without an internal cannon. Later models incorporated an M61 Vulcan rotary cannon. Beginning in 1959, it set 15 world records for in-flight performance, including an absolute speed record and an absolute altitude record.

The F-4 was used extensively during the Vietnam War. It served as the principal air superiority fighter for the U.S. Air Force, Navy, and Marine Corps and became important in the ground-attack and aerial reconnaissance roles late in the war. During the Vietnam War, one U.S. Air Force pilot, two weapon systems officers (WSOs), one U.S. Navy pilot and one radar intercept officer (RIO) became aces by achieving five aerial kills against enemy fighter aircraft. The F-4 continued to form a major part of U.S. military air power throughout the 1970s and 1980s, being gradually replaced by more modern aircraft such as the F-15 Eagle and F-16 Fighting Falcon in the U.S. Air Force, the F-14 Tomcat in the U.S. Navy, and the F/A-18 Hornet in the U.S. Navy and U.S. Marine Corps.

40th/469th History - May 1967 thru November 1969 By Don Drinnon



Background:

During late 1966 and into 1967, the 33rd Tactical Fighter Wing at Eglin AFB, Florida, had four squadrons of F-4D Phantoms. The 33rd had been deploying full squadrons, about 20 aircraft and 55 crew members, of F-4Ds to Southeast Asia (SEA) and then, as soon as one squadron would deploy, the squadron would be reformed and several months later after all the new personnel and aircraft were available and trained, the squadron would deploy again. In May 1967, the 40th Tactical Fighter Squadron, with a full complement of F-4Ds and crewmembers, deployed to Ubon Royal Thai Air Force Base, Thailand. As soon as that Squadron deployed the 40th was reconstituted and subsequently deployed in November, 1968, to Korat Royal Thai Air Force Base, Thailand. This is the history of that squadron.

The 40th at Eglin:

The commander who formed the squadron was Lt Col Ed Hilding. The 40th had been identified to be the first squadron in the USAF to receive the newest Phantom model, the F-4E. The E Model had several enhancements over previous models; upgraded radar, bomb delivery systems, and engines, but the greatest enhancement was the addition of an internal gun, a 20mm gatling gun. All previous models of the F-4 did not have a gun and if they were to use a gun in combat, they had to carry the gun mounted on one of the external weapons or fuel tank pylons. The external gun significantly reduced the effectiveness of the F-4 with its drag and utilizing a pylon normally used for an external fuel tank. The 40th was to also perform what was then known as Cat III testing of the new F-4Es. This was the squadron level operational testing of the aircraft by an operational unit. Once the testing was complete, all personnel assigned and properly trained, and a full complement of aircraft were available, the squadron would deploy to Korat RTAFB. Initially this was planned to be in the spring of 1968. The date was slipped to November 1968, primarily due to delays in the development and acquisition of the new radar.

The aircrew members of the 40th were all pilots. Col. Hilding seemed to have had a large influence on the selection of the aircraft commanders (ACs), or front seaters, as most were highly experienced fighter pilots. Also, the timing of the formation of the squadron happened to correspond with a class graduating from the Air Force Command and Staff College and many of the ACs came from there directly to Eglin. Any fighter pilots who may have had some influence on their assignments wanted to be assigned to the 40th in order to get to fly the new F-4E. Of the 27 ACs, only about 5 had little fighter time. The back seaters, or officially Weapon Systems Operators (WSOs) or unofficially GIBs for Guy in Back, were all directly from pilot training and the initial F-4 training. In early 1968, most all the GIBs in the squadron were reassigned to upgrade to the front seat and a second group of GIBs joined the squadron. This meant that the ACs had been flying together for about 1.5 years when the squadron deployed and the full crews about six months. This training, coupled with a very good airplane, and mostly very experienced crew members, made the 40th a very effective unit once it reached SEA.



The Fightin' Fortieth

The Deployment:

The squadron sent an advanced party of 4 ACs, 3 GIBs and 17 maintenance personnel to Korat to set up operations in advance of the squadron's arrival. The crewmembers received theater checkouts at Ubon RTAFB or Udorn RTAFB in order to be able to checkout the squadron personnel upon their arrival. C-141 aircraft were used to transport all the maintenance personnel and equipment to Korat also in advance of the F-4E's arrival. Aircrews not assigned to fly one of the 20 aircraft also deployed on the C-141s.

The squadron deployed with 22 aircraft and 57 crewmembers from Eglin for Korat on 13 November 1968. Two of the aircraft were spares to ensure that 20 aircraft reached Korat. One aircraft aborted to George AFB, California, when it had air refueling problems so that only 21 aircraft landing in Hawaii. The second spare was left in Hawaii and 20 aircraft continued onto Korat, arriving on 17 November 1968. The squadron made a full flyby of the base and landed without incident. They were met by many senior AF officers and Korat personnel along with their own advanced party and the crew that had aborted into George AFB. They beat the squadron to Korat. Upon landing the squadron personnel and aircraft were assigned to the 469th Tactical Fighter Squadron as part of the 388th Tactical Fighter Wing. Until that time the 388th had been comprised of two squadrons flying the F-105, now they had one squadron of F-105s and one of F-4Es.



Bad News for Uncle Ho, by Keith Ferris



469th TFS Operations, Korat RTAFB



469th TFS, Korat RTAFB, 1968

F4-E Flying Combat:

During the period that this history covers, President Johnson had declared a bombing halt against North Vietnam. This meant that nearly all of our missions were flown against targets in Laos. The focus of the combat missions was the interdiction of supplies heading to South Vietnam along the areas of the Ho Chi Minh trail that passed through Laos and supported the Pathet Lao. There were no SAMs or North Vietnamese aircraft deployed in Laos against the F-4Es during the period.



First F-4E Combat Mission

Occasionally, missions would be flown into North Vietnam to escort reconnaissance missions or against artillery sites that fired across the border near the Ho Chi Minh trail.

The F4-Es and the crews of the 469th quickly became recognized throughout the bases in Thailand as not just another F-4 squadron. The F-4E was extremely effective with its internal gun and the improved bombing system, called Dive Toss, especially with very well-trained experienced crews and extremely well-maintained aircraft.

Two crews and aircraft were lost during the period. Both crew losses occurred in January, 1969. The first crew loss was due to an accident shortly after a nighttime takeoff when, it is presumed, the aircrew became disoriented and crashed. The second crew was lost, also at night, in the target area and presumed to have been shot down. They were listed as MIA until 1983 when changed to KIA. When the lost crews were replaced, the squadron got its first navigators as GIBs. Until that time all the crewmembers were pilots. From that time on any new GIBs were navigators.



Crew Arriving at F-4E for Combat Mission

The squadron operated from Ubon Royal Thai Air Force Base during the month of February 1969, due to the Korat runway being closed for surface repair. The personnel lived in a hotel in the city outside Ubon and shared squadron operations facilities with the 25th Tactical Fighter Squadron. In the days at Eglin, the 40th and 25th had shared a building so many of the crewmembers of the two squadrons were longtime friends.

Tiger Forward Air Control (FAC) Program:

After evaluating the older F-100 and F-4D Misty, Stormy, and Wolf high-speed FAC programs that had been used in SEA previously, the 388th Wing requested approval from 7th AF to use the F-4E in this FAC role. The program, designated Tiger FAC, was approved by 7th AF in February, 1969, and consisted of one sortie per day in the Operation Barrel Roll area of Laos. On 29 February 1969, two 469th aircrews began checking out with the 8th TFW (Ubon) Wolf FACs. Normal operations began on 19 March after both aircrews completed training. Since this was the first use of a high-speed FAC in the Barrel Roll area, close coordination was established with all agencies operating in this area. Until this time Firefly aircraft, A-1 Skyraiders, had worked in the FAC role exclusively in the high threat areas of Barrel Roll and the need for a high speed jet FAC was apparent. The Tiger FAC was made a member of the first Barrel Roll Working Group and introduced the 388th TFW program in March.

Almost immediately the Tiger FAC program achieved outstanding results. Weather reconnaissance was instantly obtained and proved invaluable during Operation Raindance. Tiger FACs made available weather information to the airborne battlefield command and control center (ABCCC) so that Raven (O-1 aircraft) and Firefly (A-1 aircraft) FACs and their resources could be effectively employed. In addition, it became apparent that the high-speed FAC gave jet strike aircraft an increased marginal weather capability. Tiger FACs could climb out of the target areas, where weather hampered operations, and lead jet aircraft into the target. The F-4E proved invaluable in this role using the inertial navigation and offset bombing systems in conjunction with the aircrew's knowledge of the area to hit

targets in rugged terrain with ceilings as low as 2,000 feet above the ground level. Such techniques were used during Operation Raindance to employ strike packages on vital interdiction points.

The Final Months:

A second squadron of F-4Es from Eglin arrived in May 1969, and was designated the 34th Tactical Fighter Squadron. To assist their indoctrination into the theater, personnel from one flight from the 469thTFS were transferred to the 34thTFS and personnel from one of the 34th flights were transferred to the 469th. With the arrival of the 34th the 388thTFW became an all F-4E wing. All the F-105s were transferred to other bases.

In late August of 1969, one of the Tiger FAC aircraft was lost when it was hit by ground fire over the Plaines des Jars in Northern Laos. After being hit the aircrew flew south toward the Mekong River and the safety of Thailand, but didn't make it to the river, and ejected late in the afternoon while still in Laos. Stormy weather forced the rescue to be made the next day by helicopter extraction. The crew was uninjured and returned to normal duties.

The squadron and crewmembers of the 469th continued to perform throughout the period and received numerous awards and decorations. Many of the 469th ACs had previous partial tours or temporary duty in SEA so their combat tour was less than the full year. They received credit for their previous time. This meant that the first crewmembers started to leave in June 1969 and all were gone by mid-November when the full year was completed.



388th TFW and 469th TFS Receiving Decorations

469th Tactical Fighter Squadron Korat Royal Thai Air Force Base November 1968

Commander Lt. Col. Edward Hilding
Operations Officer Lt. Col. Earle G. Thomas
Asst. Operations Officer Lt. Col. Paul J. Leming

"A" Flight
FLT CO Maj. Charles E. Aly
WSO Capt. Leslie G. Fairweather
AC Maj. Russell K. Utley
WSO Lt. Daniel E. Singleton
AC Capt. James W. Mueller
WSO Capt. Jon W. Hope
AC Capt. Michael P.C. Carns
WSO Capt. Charles W. Magsig
AC Capt. Louis W. Turner
WSO Capt. Michael B. Tims
AC Capt. Peter D. Hayes
WSO Capt. Carl J. Smith

"C" Flight
FLT CO Maj. Charles L. Sharp
WSO Capt. James W. Hubbard
AC Maj. Oliver G. Wicks
WSO Lt. Carroll M. Stanton
AC Maj. Rodney E. Franklin
WSO Capt. Thomas W. Briggs
AC Maj. James C. Woods
WSO Capt. Joe DeGrande Jr.
AC Capt. Allen C. Sickel
WSO Lt. Stephen R. Stephen

"F" Troop
FLT CO Maj. Theodore Dowd
WSO Capt. Barney E. Barnes
AC Maj. John M. Cochran
WSO Capt. David K. Smith
AC Maj. David M. Taylor
WSO Capt. John L. Fisher
AC Maj. Richard E. Francis
WSO Capt. James C. Kobriger
AC Maj. Thomas G. McInerney
AC Capt. Donald E. Madonna
WSO Capt. Timothy D. Brown
AC Maj. Robert A. Hanson
WSO Lt. Nelson D. Silver

"B" Flight
FLT CO Maj. Cecil E. Lefevers
WSO Capt. Gary H. Burton
AC Maj. Walter B. Bills
WSO Capt. Wendell H. Ward
AC Maj. Raymond P. Miller
WSO Capt. Truman C. Whiting Jr.
AC Capt. Richard E. Perlotto
WSO Capt. Robert L. Morris
AC Capt. Paul M. Lang
WSO Capt. Michael G. Sember

"D" Flight
FLT CO Maj. Gordon L. Eells
WSO Capt. Gary L. Studdard
AC Maj. Charles W. Jones
WSO Capt. Edmund L. Figueroa
AC Maj. Emil E. Boado
WSO Lt. Joseph G. Wilson III
AC Capt. Jon A. Gallo
WSO Capt. Conrad A. Borzych
AC Capt. Donald T. Drinnon
WSO Capt. Arthur G. Jones

Replace or Attached
WSO Lt. George G. Giddens
WSO Lt. John M. Winston
AC Lt. Col. John C. Machun
AC Maj. Dennis R. Fanning
AC Maj. Cecil E. Dudgeon
Dr. Lt. Col. George E. Kandel
Dr. Capt. Ralph C. McCoy
Chap Capt. Joe D. Franklin



FACT SHEET

U.S. Air Force Fact Sheet TRANSITION TO F-4E

In the fall of 1968, TAC OPLAN 47 BUCK 9 was implemented which called for the deployment of the F-4E Phantom IIs and aircrews of the 40th Tactical Fighter Squadron (TFS), Eglin Air Force Base, Fla., to the 469th. On Sept. 29, 1968, an advanced party of seven officers and four enlisted men of the 40th TFS arrived at Korat RTAFB. These men were tasked to coordinate the in-processing and arrival of new aircraft and aircrews. Six of the officers departed Oct. 1, 1968, for Ubon and Udorn RTAFBs, where they became combat ready in the Southeast Asia Theater. These men accomplished their mission in an outstanding manner.

On Nov. 13, 1968, under the command of Lt. Col. Ed Hilding, 22 F-4E aircraft departed Eglin non-stop to Hawaii with six refuelings en route. Aircraft 21 and 22 were air spares to Hawaii and ground spares for the second leg to Guam. The squadron arrived at Hickam Air Force Base, Hawaii, with 21 aircraft. One of the airborne spares had to abort into George Air Force Base, Calif., when his centerline fuel tank would not take fuel in the third refueling. We were held over for 24 hours at Hickam because of heavy rain showers, which caused the tankers to exceed their takeoff/abort requirements. The first cell had started when the word came to abort and hold for 24 hours. The second leg from Hickam Air Force Base to Anderson Air Force Base, Guam, was uneventful and all 20 of the primary aircraft again launched precisely on schedule. We again had an outstanding launch from Guam, and with superior preflight and inflight planning the squadron joined up for a pass in review over Korat RTAFB. The 388th Tactical Fighter Wing gave the first squadron of F-4E's to deploy an outstanding reception which was highlighted by a big parade, smoke bombs, a refreshing dip in the pool, and an open bar. The following quote from the 7th Air Force Weekly Activity Report sums up the arrival:

"The 40th Tactical Fighter Squadron arrived at Korat RTAFB on the 17th of November 1968 and was redesignated the 469th Tactical Fighter Squadron. The performance of the squadron was outstanding throughout the deployment and arrival phases. The squadron fly-by and landing were the most impressive of all F-4 deployments into Southeast Asia. In addition, the 388th Tactical Fighter Wing gave the squadron a magnificent reception, which the "World's Finest" appreciated. Maj. Gen. R.N. Baker, 7th Air Force, and Maj. Gen. K.C. Dempster, Vice Chief, 13th Air Force helped welcome the squadron for their respective commands."

The conversion from Thunderchiefs to Phantoms necessitated a large turnover in personnel. On Nov. 6, 1968, the F-105s and their aircrews began their dispersal to the 34th TFS and 355th TFW.



F-4Es of the 469th Tactical Fighter Squadron in flight over Southeast Asia in December 1968. (U.S. Air Force photo)

Fact Sheet - cont.

The new F-4E is a two-place, Mach 2 capable, long range, all weather fighter-bomber built by McDonnell Douglas. Mission capabilities include: long-range, high-altitude intercepts using both radar and heat seeking air-to-air missiles as primary armament; a 20mm rapid-fire Gatling gun as secondary armament; long-range attack missions using conventional or nuclear weapons; and interdiction or close air support missions using a choice of bombs, rockets, and missiles as primary armament. Thrust is provided by two single-rotor, axial-flow, variable stator turbojet engines with afterburners. The birds' appearance is characterized by a low mounted swept back wing with obvious anhedral at the wingtips and a one piece stabilator with obvious cathedral.

As of the end of December 1968, although the majority of the aircrews did not possess extensive combat experience, the quality of their performance leaves no doubt as to their desire and abilities. The 60 aircrew members have earned a total of 30 air medals. Prior to the squadron deployment, the majority of the men of the "World's Finest" had been intact as a unit for over a year. During this year, the squadron performed the Category III testing of the F-4E and are, at present, proving its capabilities in combat. The Bomb Damage Assessment of the 469th has been phenomenal, surpassing all expectations. Our primary mode of bomb delivery has been Dive Toss and the only word we have heard from our Forward Air Controllers is "outstanding." With our missile capability and our internal cannon we are ready and waiting for the MIGs whenever they want to play.

Source: 469th TFS Official History, 9 July 68, Lt. Col. Edward Hilding, Commander
Photo: 388th TFS History

Who was Ho Chi Minh?

Ho Chi Minh, born in 1890, led the Viet Minh independence movement from 1941 onward. Initially, it was an umbrella group for all parties fighting for Vietnam's independence from the French, but the Communist Party gained majority support after 1945. Ho Chi Minh led the Communist-led Democratic Republic of Vietnam in 1945, defeating the French Union in 1954 at the Battle of Dien Bien Phu ending the First Indochina War, and resulting in the division of Vietnam, with the Communists in control of North Vietnam. He was a key figure in the People's Army of Vietnam and the Viet Cong during the Vietnam War, which lasted from 1955 to 1975. Ho officially stepped down from power in 1965 due to health problems and died in 1969. North Vietnam was ultimately victorious against South Vietnam and its allies, and Vietnam was officially unified in 1976. Saigon, the former capital of South Vietnam, was renamed Ho Chi Minh City in his honor.

Permanent Change of Station Orders
40 TFS from Eglin AFB, Florida,
to become the 469 TFS at
Korat Royal Thai Air Force Base, Thailand

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REQUEST AND AUTHORIZATION FOR PERMANENT CHANGE OF STATION - MILITARY (If more space is required, continue on reverse)			
The following individual will proceed on Permanent Change of Station:			
A S S I G N M E N T D A T E	1. GRADE, LAST NAME, FIRST, MIDDLE INITIAL, AFSC SEE REVERSE SIDE		2. SHIPPING AFSC/ SEE REVERSE
			3. ☐ OVER 4 YRS. SERVICE (AIC only)
	4. UNIT, MAJOR COMMAND, AND ADDRESS OF UNIT FROM WHICH RELIEVED 40 Tac Ftr Sq (TAC) Eglin AFB, FL 32542		5. UNIT, MAJOR COMMAND, AND ADDRESS OF UNIT TO WHICH ASSIGNED 469 Tac Ftr Sq (PACAF) APO San Francisco 96288
	6. ☐ STATION DEPARTURE DATE O/A (PCS without PCA only)		☒ EOCSA 15 Oct 68
T R A V E L D A T E	7. REPORT TO COMUS, NEW ASSIGNMENT ALT		8. SALVP
	9. LEAVE ADDRESS		
	10. PURPOSE OF TDY		11. TDY ENROUTE ADDRESS
	12. NO. OF DAYS		13. TDY REPORTING DATE
F I S C A L	14. INDIVIDUAL ELECTED TO SERVE ☐ ACCOMPANIED ☐ UNACCOMPANIED TOUR ☒ DEPENDENTS PROHIBITED WITHIN OVERSEA AREA		
	15. TRAVEL OF DEPENDENT(S) IS AUTHORIZED ☐ CONCURRENT ☒ TO A DESIGNATED POINT WITHIN COMUS		16. AUTHORITY FOR CONCURRENT TRAVEL
	17. MODES OF TRANSPORTATION AUTHORIZED FOR OVERSEA TRAVEL ☒ MIL ACFT ☐ MIL VESSEL ☐ COML ACFT		18. TPA WITH ☐ DAYS TRAVEL TIME AUTHORIZED
	19. REPORT TO MAC PASSENGER SERVICE COUNTER AT NET (Hour and Date)		20. REPORT TO MAC PASSENGER SERVICE COUNTER AT NET (Hour and Date)
D A T E	21. AIR MOVEMENT DESIGNATION		22. FLIGHT NO. OR NAME OF VESSEL
	23. EXCESS BAGGAGE AUTHORIZED POUNDS _____ PIECES _____		24. DISLOCATION ALLOWANCE CATEGORY OTHER
	25. DEPENDENTS (List names of dependents and DOB of children)		
	26. PCS EXPENSE CHARGEABLE TO 5793500 32 9 P579.03 270 410 440 3903725		
F I S C A L	27. TDY EXPENSE CHARGEABLE TO		
	28. CIC & 5 948 5776 503725		29. AUTHORITY AND PCS CODE PCS Code N AFM 36-11 & Line Nr See Reverse Side
	30. REMARKS Squadron authorized to grant individuals ordinary leave not to interfere with being present for duty at this sta NLT 15 Oct 68 for departure to overseas destination on Special Assignment Airlift via MAC. Sixty-five pounds of baggage authorized.		
	31. DATE 14 Aug 68		
32. TYPED NAME AND GRADE OF CSPO OFFICIAL H.L. LEDBETTER, CAPT, USAF		33. SIGNATURE <i>H.L. Ledbetter</i>	
34. DESIGNATION AND LOCATION OF HEADQUARTERS DEPARTMENT OF THE AIR FORCE HQ 33D TACTICAL FIGHTER WING (TAC) EGLIN AIR FORCE BASE, FLORIDA 32542		35. SPECIAL ORDER NO. A-876	
36. DISTRIBUTION "A" - Plus 6 - 388 Cmbt Spt Gp (CSPO) APO SF 96288 40 - DMKP per individual		37. TON FOR THE COMMANDER	
38. AUTHORITY A-876		39. AUTHORITY OF ORDERS AUTHENTICATING OFFICIAL RAY R RICE, LTCOL, USAF Chief of Administrative Services	
IN THE EVENT OF LIMITED WAR OR MOBILIZATION PCS ACCOMPANIED-contact your last commander immediately for instructions before reporting to port. PCS UNACCOMPANIED dependents will contact military installation which arranged transportation for instructions. In the event of general war report to the nearest active military installation as soon as possible.			

AF FORM 899

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Permanent Change of Station Orders Cont.

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SO A-876, Hq 330 Tso Ftr Wg, Eglin AFB, FL 32542, 19 Aug 68

<u>GRADE, NAME, AFSN, AFSC & LINE NUMBER</u>	<u>SECURITY CLEARANCE</u>
LTJOL CLAUSON, CURTIS S. FR20812 1115F 10NB88902	TOP SECRET
MAJOR ALY, CHARLES E. FR83971 1115F 10NB88877	TOP SECRET
MAJOR BILLS, WALTER B. FR31612 1115F 10NB88878	TOP SECRET
MAJOR COCHRAN, JOHN M. FV3064616 1115F 10NB88880	TOP SECRET
MAJOR DOWD, THEODORE (NMN) FR54682 1115F 10NB88881	TOP SECRET
MAJOR EELLS, GORDON L. FR53552 1115F 10NB88882	TOP SECRET
MAJOR JONES, CHARLES W. FR54138 1115F 10NB88883	TOP SECRET
MAJOR LEFEVERS, CECIL E. FR45568 1115F 10NB88884	TOP SECRET
MAJOR MILLER, RAYMOND P. FV3065593 1115F 10NB88886	TOP SECRET
MAJOR SHARP, CHARLES L. FV3021512 1115F 10NB88888	TOP SECRET
MAJOR WICKS, OLIVER G. FR47583 1115F 10NB88890	TOP SECRET
MAJOR FRANKLIN, RODNEY E. FR58857 1115F 10NB88903	TOP SECRET
* CAPT CARNS, MICHAEL P.C. FR55430 1115F 10NB88891	TOP SECRET
CAPT DRINNON, DONALD T. FR69833 1115F 10NB88892	TOP SECRET
CAPT FRANCIS, RICHARD E. FR66541 1115F 10NB88893	TOP SECRET
CAPT HAYES, PETER D. FR3119800 1115F 10NB88895	TOP SECRET
CAPT MUELLER, JAMES W. FR74932 1115F 10NB88897	TOP SECRET
CAPT PERLOTTO, RICHARD E. FR64026 1115F 10NB88898	TOP SECRET
* CAPT TURNER, LOUIS W. FR77490 1115F 10NB88899	TOP SECRET
CAPT WOODS, JAMES C. FR58895 1115F 10NB88900	TOP SECRET

* Indicates DIA Not Authorized

Note: There were other orders with the missing names.

40th/469th Tactical Fighter Squadron Deployment Eglin AFB, Florida, to Korat RTAFB, Thailand November 1968

Crew lineup is for the Guam to Korat flight.

CELL #1	FIGHTER CALL SIGN	A/C NBR	AC NAME	GIB NAME
	LUMPY 01	288	HILLDING	BARNES
	LUMPY 02	268	LEMING	FERRIS
	LUMPY 03	294	SHARP	HUBBARD
	LUMPY 04	296	FRANKLIN	BRIGGS
	LUMPY 05	295	WICKS	STANTON
	LUMPY 06	315	COCHRAN	STEPHEN
CELL #2				
	LUMPY 11	301	THOMAS	SILVER
	LUMPY 12	293	JONES	FIGUEROA
	LUMPY 13	303	EELLS	STUDDARD
	LUMPY 14	311	BOADO	WILSON
	LUMPY 15	284	MILLER	WHITING
	LUMPY 16	306	GALLO	BORZYCH
CELL #3				
	LUMPY 21	299	ALY	FAIRWEATHER
	LUMPY 22	283	MUELLER	HOPE
	LUMPY 23	309	DOWD	SINGLETON
	LUMPY 24	290	MADONNA	BROWN
CELL #4				
	LUMPY 31	286	LEFEVERS	BURTON
	LUMPY 32	287	BILLS	WARD
	LUMPY 33	308	TAYLOR	KOBRIGER
	LUMPY 34	316	FRANCIS	FISHER
OTHER DEPLOYED CREW MEMBERS				
AC	CARNS	ADVANCED PARTY KORAT		
AC	MCINERNEY*	ADVANCED PARTY UBON CHECKOUT		
AC	HAYES	ADVANCED PARTY UBON CHECKOUT		
GIB	SMITH, KIM	ADVANCED PARTY UBON CHECKOUT		
AC	WOODS	ADVANCED PARTY UBON CHECKOUT		
GIB	DEGRANDE	ADVANCED PARTY UBON CHECKOUT		
AC	UTLEY	ADVANCED PARTY UDORN CHECKOUT		
GIB	MAGSIG	ADVANCED PARTY UDORN CHECKOUT		
AC	TURNER	FLEW 1ST LEG, THEN KC-135		
GIB	TIMS	FLEW 1ST LEG, THEN KC-135		
AC	DRINNON	AIR ABORT 1ST LEG, THEN CHARTER OUT OF TRAVIS AFB		
GIB	JONES, ART	AIR ABORT 1ST LEG, THEN CHARTER OUT OF TRAVIS AFB		
AC	LANG	C-141		
AC	PERLOTTO	C-141		
AC	SICKEL	C-141		
GIB	SMITH, CARL	C-141		
GIB	SEMBER	C-141		
GIB	MORRIS	C-141		
CIV	BROWN, MARBURY	C-141		

* Tom McInerney briefed PACAF HQS on F-4E capabilities and the results of the Cat 3 Testing and then proceeded directly to Korat RTAFB as part of the advanced party where he got his Theater checkout at Ubon. He was TDY from Nellis and went back to Nellis in Dec 68 and returned in Jan 69 PCS to the 469th.

SOURCE: The primary source is a lineup card provided by Keith Ferris that included all AC names, aircraft tail numbers and call signs. The other information has been developed from interviews with the squadron members.

Deployment Pictures



The Eglin Newspaper devoted a large spread to our deployment. The above is the section. Larger prints of each of the pictures are on the pages to follow.

The picture of the flight of six is of one of the elements making a flyover after departing Eglin. I suspect it was Cell #1. Kathy Drinnon took the picture.

Also on the following pages are several pictures taken during the deployment by Ollie Wicks.



Only 9,327 miles to go!

'Fightin Fortieth' Becomes 469th TFS; 'Tiger Teeth' Return To Skies Again

The "Fightin Fortieth" Tactical Fighter Squadron (TFS), the noses of their F-4E Phantom jets bristling with "Tiger Teeth" reminiscent of the famous World War II "Flying Tigers," arrived recently at their new home at Korat Air Base, Thailand.

Word of their arrival came back to Col. Franklin L. Flasher, commander of the 33rd Tactical Fighter Wing (TFW), where the 40th TFS was formerly assigned. The Phantoms were launched on November 12, and after a 19,000 mile flight with many in-flight refuelings, arrived at Korat AB after a mere twenty-one hours flying time.

Lt. Col. Edward Hilding, commander of the 40th TFS, headed the deployment, flying the lead aircraft in the first six-ship cell, and the remaining aircraft departed in similar cells. The entire deployment, from Eglin AFB to Korat, took place without incident.

This deployment marked another first for the United States

Air Force and the Tactical Air Command, for the 40th TFS was the first squadron equipped with the new F-4E Phantom jets to be sent to Southeast Asia.

This latest version of the Phantom has an internally mounted 20mm Gatling gun, which augments the weapons system. The gun which fires

6,000 rounds per minute is designed to increase the effectiveness of both air-to-air and air-to-ground missions.

Other improvements include increased maneuverability and other aerodynamic refinements. The new Phantoms also have larger engines, providing additional acceleration at supersonic speeds, yet capable of operating on less fuel at cruise speeds.

Upon their arrival at Korat, the 40th TFS was redesignated as the 469th TFS and the 40th designation was returned to the 33rd TFW where a new fighter squadron will be manned and re-equipped.

40th TFS Command Changes With Deployment Of Squadron

Lt. Col. Aubrey C. Edinburg assumed command of the 33rd Tactical Fighter Wing's 40th Tactical Fighter Squadron here, replacing Lt. Col. Edward Hilding who led the deployment of the "Old 40th." The squadron is now part of the 469th Tactical Fighter Squadron at Korat AB, Thailand.

Colonel Edinburg was born in Spurr, Tex., on Dec. 30, 1927. He attended high school in McAloo, Tex., graduating in 1945. That same year he entered Texas Tech at Lubbock where he remained until he entered the Army Air Corps in April 1946.

He entered flying school at Williams AFB, Ariz., under the Aviation Cadet Program in 1947. In June 1948, he was commissioned and received his wings. From August 1950 through April 1951 he served in Korea as an F-80 jet fighter pilot.

Colonel Edinburg completed the Squadron Officers School course through correspondence in 1955. He is currently taking correspondence course through the Air War College.

The new commander of the 40th participated in the combat evaluation of the F-5 Freedom Fighter in Vietnam where he flew missions from both Bien Hoa and DaNang AB. He served in this capacity from October 1963 until April 1966 when he was reassigned to Holloman AFB, N.M. At Holloman he

served as TAC Test Director during the testing of the F-4D Phantom II.

In January 1967, he was again reassigned, this time to MacDill AFB, Fla. as commander of the 47th Tactical Fighter Squadron. He remained there until Sept. 30, 1968 when he was assigned to Eglin and the 33rd TFW.

Lt. Col. Edinburg is a command pilot with over 6400 flying hours. He has flown numerous aircraft, including the F-80, F-86, F-100 and the F-4 Phantom.

Married to the former Margaret Tessier of North Hampton, Mass., the colonel and his wife have three children: Mary Beth, 12; John, 11; and David, 5.



LT. COL. HILDING



The Fightin' Fortieth



New Commander For 40th

Photos By

A1C BILL LEVAY

A1C JESSE HENRY



Final Briefing Before Takeoff



Orientation For Wives



Phantoms Roll Out



Fangs For The Squadron's Phantoms



Fond Farewell

Commander Mounts Up For Long Ride



Last Goodbyes



Ollie's Deployment Pictures

The Squadron arrived as scheduled at Hickam AFB, Hawaii, on 13 November 1968. Their 14 November departure for Andersen AFB, Guam, was delayed for one day due to weather and they departed on 15 November. Arrival in Guam was on 16 November after crossing the International Date Line. They departed Guam on the final leg of their deployment the morning of 17 November and arrived at Korat RTAFB that afternoon.

The pictures in this section are from Ollie Wicks.



Enroute to Hawaii



Exploring on a weather day in Hawaii



Departing Hawaii



Enroute to Guam

Gypsy's Surprises

The paragraph below is from The "World's Finest" yearbook created by Steve Stephen while at Korat.



"Took off (from Hawaii) in the bright sunshine and headed west. Before we left, someone said Al Sickel and Mike Sember had arranged for Gypsy Rose Lee to meet us at Guam. No one believed it. Most had never seen Gypsy before. There she was with her sequin decorated slip, in all her glory, handing out the cold beer and a line a mile long. Quite a gal."

The comment that Al and Mike had arranged for Gypsy to meet the squadron upon its arrival in Guam obviously required some further investigation. We contacted Mike and he provided the rest of the story.

"Al Sickel and I were on the C-141 that arrived at Guam prior to our airplanes landing. We found out that Gypsy Rose Lee was on base. Al did the negotiating to have her meet the airplanes when they arrived. Which she did. She showed up with a trailer that had her name painted on the side. She greeted each of the pilots as they exited their respective airplanes with a refreshment. She stayed around to chat with everyone for a while. That's all that I remember. Al did the real leg work to set this event up."

Gypsy Rose Lee was also entertaining at the Andersen Officers Club that evening and apparently many of the guys made a very favorable impression with her as a few months later, while on another USO tour, she made a special request to come to Korat to see her boys. Note the picture for Paul Leming.

The 469th TFS was at Ubon RTAFB in February 1969, while Gypsy was on a USO trip to Vietnam and she told the brass that she wanted to go see her 40th boys at Korat. The brass caved in and agreed to change her itinerary to include Korat. Then they discovered that the runway at Korat was closed for maintenance and her boys were at Ubon. Gypsy said fine, then we go to Ubon. That is how she

showed up at Ubon and had the evening at the Ubon officers club for her Korat boys. I was flying that night and did not see her. I guess the Ubon guys were not too happy that the Korat guys monopolized her.



Gypsy's gift to Paul Leming



And she came to the flight line the next morning to see the squadron off on its last leg of the journey to Korat.

Guam to Korat



Tally-Ho Korat



Arrival Korat

**F-4E Korat RTAFB Arrival Flyby
17 November 1968**



The Squadron departed Guam the morning of 17 November 1968, for Korat. Lt Col Hilding wanted to be sure the Squadron made a proper arrival at Korat. He had the planes form into three flights of six planes to make an arrival flyby. The other two planes flew high above the formation to act as spotters to adjust the positions of the planes to be sure that the formation was perfect. It was.

Arrival Parade at Korat



Southeast Asia 1968-1969



The names and locations of a few of the places that are mentioned in this album have been added to this map to give you a better perspective of the area. The distance from Korat to Mu Gia Pass is about 350 nautical miles. The abbreviation RTAFB is for Royal Thai Air Force Base.

Korat RTAFB - There were two Wings at Korat

- 388th Tactical Fighter Wing (TFW) with two squadrons: the 469th Tactical Fighter Squadron (TFS) flying the F-4E Phantom II; and the 34th TFS flying the F-105 Thunderchief. In May 1969, the 34th converted to F-4Es.
- 553rd Reconnaissance Wing flying the EC-121R.

Ubon RTAFB - There was one Wing at Ubon

- 8th Tactical Fighter Wing with four squadrons all flying F-4Cs or F-4Ds: 433rd TFS; 497th TFS; 555th TFS; and the 25th TFS.

Southeast Asia 1968-1968 - Cont.

Udon RTAFB - There was one Wing at Udon

- 432nd Tactical Reconnaissance Wing with five squadrons: 14th Tactical Reconnaissance Squadron (TRS) flying the RF-4C; 11th TRS flying the RF-4C; 13th TFS flying the F-4C/D; 555th TFS flying the F-4D; and the 7th Airborne Command and Control Squadron flying the C-130. Yes, the 555 TFS had elements at both Udon and Udon.

Nakhon Phanom (NKP) Royal Thai Naval Base

NKP hosted many different wings and special operations units during our period. Search and Rescue, Forward Air Control, Reconnaissance and Communications units to name a few. Many classified programs were also hosted there.

Also added on the map are the DMZ, Saigon, Mu Gia Pass and the Plain de Jars. Many of our early missions were flown in the Mu Gia Pass area with the objective to stop the supplies moving south along the Ho Chi Minh Trail. Later we flew many missions in the Plain de Jars area in support of General Vang Pao of the Royal Lao Army and his efforts against the Pathet Lao and communist insurgents. He was very involved with our CIA.

The two aircraft pictured below, the A-1 Skyraider and the HH-53 Jolly Green Giant, were based at Nakhon Phanom. The A-1 aircraft first flew in 1945. The Skyraiders, with the call sign "Sandy", were used by Special Operations elements in Southeast Asia for search and rescue air cover. They were also used to perform one of the Skyraider's most famous roles -- the "Sandy" helicopter escort on combat rescues.

The two aircraft were the key aircraft in all search and rescue missions during our time at Korat in 1968/9 and the numerous recoveries of downed aircrews. You will read about the rescue of one of our aircrew's later and the roles of the A-1 and HH-53 in their rescue.



A-1 Skyraider



HH-53 Jolly Green Giant

Those Illegal Shark Teeth

The cover of AF/SD May 1970 issue featured Keith Ferris painting of shark-toothed F-4s, bound for Southeast Asia. The painting, part of the Air Force Art Collection, is reproduced here in black and white. Our May cover cooked queries as to the painting's accuracy (including a letter from Paul Roney that appeared in our August Annual), since distinctive markings are not now authorized in SEA. Here is the story behind the Ferris painting, written by a pilot who was there. PRC/STC/PJH

The F-4Es in the painting were the first F-4Es in combat. They deployed from the 33d Tactical Fighter Wing at Eglin AFB, Fla., on November 13, 1968, as the 40th Tactical Fighter Squadron. Upon arrival in SEA it became the 469th TFS at Korat, Thailand.

The Squadron Commander, Lt. Col. (now Col.) Edward Hilding, with surreptitious aid and abettance from sources probably (?) unknown to the Wing Vice Commander, Col. (now Brig. Gen.) Daniel Chappie James, decided to test paint a few aircraft shortly before deployment. There was an instantaneous boost in squadron morale and pride. There was no doubt as to which squadron the shark-toothed F-4Es belonged.

Quite naturally, the word was passed to remove the teeth because they were not authorized. Generals who inspected the squadron before deployment pointed out the transgression, with a twinkle in their eyes.

Unfortunately, however, there was no paint remover immediately available and the moment for deployment was at hand. Besides, removing the teeth might also have taken some of the camouflage paint with it and there was no more camouflage paint handy. Obviously, there was only one course of action remaining, paint 'em all, including spares! Although the Maintenance Superintendent, CMSgt. Buford A. Beane, and the dental designer Lt. (now Capt.) Steve Stephen, may deny any knowledge of the event, the last aircraft was painted the night before the deployment.

Keith Ferris and Marbury Brown, another highly respected contributor to the Air Force Art Collection, joined the squadron at Hickam AFB, Hawaii, and continued to Korat. Marbury went with the maintenance men and equipment in the C-141s while Keith received permission to fly in the back seat of an F-4E. Keith proved to be as effective as a GIB as he was with a paintbrush. He operated the inertial navigation system, radar, radios, and navigation aids flawlessly. He even spelled the aircraft commander at the controls on the seven-hour-plus legs of the journey. Rumor has it that he is not a bad refueler.

The May 70 cover painting, Bad News for Uncle Ho, had its genesis at 29,000 feet between Hickam and Guam on November 16, 1968. It was put together from in-flight sketches, paintings, and countless photographs that Keith made that day and the next. It was a mystery where he found room to stow all that painting and photographic equipment, along with his lunch container, piddle pack, and vacuum bottle.

On landing at Korat on November 17 (see the West-



This is the AF/SD May 1970 cover that elicited all the comments which increases our faith in our readership.

inghouse double-page spread in the June and August issues), the 469th TFS closed out a revered chapter of Thud (F-105) history at Korat and began one of their own. For six glorious months they enjoyed the distinction of being the only F-4Es in combat and set continuous records for combat hours flown, ordnance dropped, accuracy, and just plain getting the job done. Pride on the part of both the ground crews and aircrews had a lot to do with it. You would tingle all over to hear the FAC say, "Are you the guys with the shark teeth and the magic piper?" (referring to the dive-bombing system of the F-4E). Most of the 469th aircrews couldn't recount the number of times they were asked to pose on the boom or on the wing of a tanker while the crew took pictures of a flight of four with those beautiful snarling snouts.

I don't intend to get into the great decalomania debacle. The decision has been made and that's that. I have no way of knowing how much shark teeth or similar designs interfere with camouflage effectiveness. Similarly, there ain't no way to measure the effect that morale, pride, and esprit can have on a unit's combat mission. Unless you discover, as the 40th TFS did the night before deployment. There is a way!

My credentials? Maintenance Officer of the former 40th TFS and later Operations Officer of the 469th. I was also the GIF (guy in front) of F-4E number 268, on your May cover, who flew Keith Ferris across the Pacific.

LT. COL. PAUL J. LEMING, JR.
APO New York

AIR FORCE Magazine / October 1970

History of the Teeth By Steve Stephen



The 40th Tactical Fighter Squadron based at the 33rd Tactical Fighter Wing, Eglin AFB, Florida, was the first F-4E squadron in the USAF. Our Commander, Lt. Col. Ed Hilding, was very proud of this squadron and its personnel and frequently expressed his desire to distinguish it from all other F-4 squadrons since we would soon deploy to Southeast Asia with pride and with an internally mounted 20 mm Gatling gun.

Weeks went by but not many ideas materialized until one of our 2nd Lieutenants mentioned to his flight commander, Major Chuck Sharp, that the profile line of the nose of the F-4E was ideal for sharks teeth similar to the teeth on the Curtiss P-40B of the American Volunteer Group, China in 1941-42, under the leadership of General Clair Chennault.

After several weeks our Lieutenant, Steve Stephen, was given permission from his flight commander to produce an acceptable design. He, along with the assistance of Lt. Stan Stanton, walked to the flight line armed with high tech chalk, masking tape and white butcher paper, and Steve proceeded to sketch his envisioned design of the teeth onto the side of an F-4E aircraft. After the design was agreed upon, it was transferred to the white butcher paper, rolled up and taken back to the squadron. That was the Design Process, what came next was the Make It Happen Process. The rolled butcher paper design was reviewed by Lt. Col. Ed Hilding, Lt. Col. Paul Leming, Chuck Sharp, and SMSgt Buford Beane. Lt. Stephen explained the reference marks on the design that were to be matched to the nose of the aircraft for proper alignment. Nothing but smiles followed and the butcher paper was once again rolled up and disappeared for a week until the first F-4E painted with the teeth appeared on the flight line. It was an instant morale booster, and a done deal! And we were also told by our senior leadership (with a wink) that the teeth were not authorized and were illegal, and we were to be out of town ASAP and we complied on November 13th, 1968, when all 20 F-4Es departed Eglin for the 388th TFW, Korat Royal Thai AFB, Thailand. The rest is History.

Steve Stephen
2013



ONE EYE OR TWO EYES



WHY TWO VERSIONS FOR THE 469TH TFS? A SHORT QUEST FOR THE TRUTH

By Don Drinnon
March 2014

Background: In November 1968, the 40th TFS deployed from Eglin AFB, Florida, to Korat RTAFB, Thailand, with 20 F-4E Phantoms and 57 pilots. This deployment was the introduction of the latest model of the F-4 to the Southeast Asia Combat Theater. Upon arrival, the aircraft and pilots were assigned to the 469th TFS. Previously, the 469th pilots had been flying the single seat F-105D Thunderchief, affectionately called the Thud, and wore the Squadron patch depicted above with a one-eyed fighting bull. The pilots of the new 469th, flying the F-4E, were issued the patch with a two-eyed fighting bull.

I'm not sure when the stories or rumors started, but for the last 45 years we have all heard the stories and rumors about how the Thud pilots changed the squadron patch to ensure that we F-4E pilots didn't wear their patch. Most of the stories are based on the premise that the Thud pilots did not think F-4E crews would be worthy of wearing the same patch as they did or I've even heard that some say that the F-4E crews initiated the change. The one-eyed Thud version was said to symbolize the one seat and/or the one engine of the F-105D, depending upon who is telling the story, while obviously the two-eyed version represented the two seats and two engines of the F-4E.

The Quest: On 28 Jan 2014, I received the following email from Don Bell. D-Bell, as he is known, was a member of the 469th in the 1971 timeframe and also one of the Tiger FACs. D-Bell and I have been communicating for a few years and I have passed him information about our time at Korat. I also assisted in putting him in contact with some of our 1968/1969 guys as a source of information about the origination and early days of the Tiger FAC program. D-Bell has recently published his book, "The Tiger FACs: A Dance with the Devil." The email from D-Bell:

Don,

As the most knowledgeable of the deployment of the 40th to Korat and the historian of the 469th TFS of merit, I need to ask you a question.

The 469th patch was changed apparently after you guys arrived. The "snort'en one-eyed bull" became a "two-eyed snort'en bull" and the colors were also changed a little. The subject has come up and there is at least one guy, a Ron McGrath, who seems to insist it was redone to honor the back seaters, which he assumes were WSOs and his "teammates".

One Eye or Two Eyes - cont.

I always thought it was simply because the single engine F-105s had a one-eyed bull and the F-4 of course had two engines. There were no WSOs when you guys were there and the back-seaters were all GIBs according to the pictures in the 469th Annual unless I am mistaken.

So, who is right? Why was the patch changed? Two engines versus one, or two sets of eyes versus one, or both?

What say you? And will we see you at the 22-25 April Reunion in Las Vegas? Hope so.

D-Bell

PS, Our book is in for the final edits before production/publishing. It'll be in color so expensive sadly. The final price is TBD but will likely be around \$36-40 on Amazon, Barnes & Noble etc. Will let you know when it is available.

D-Bell's email to me started the quest for the truth and I replied to D-Bell that I would try to confirm, what at the time, I believed to be true, that the F-105 guys did it before we arrived.

I decided if anyone had a clue about the change in the patch it would be a member of our advanced party, comprising the seven guys that went to Korat from Eglin a few months early to get a theater checkout and ensure all was set for our arrival in November 1968. I sent a note to Mike Carns, one of the seven, asking him if he knew the truth about the difference in the two patches, did we do it or did the F-105 guys do it?

The next day Mike responded:

The "truth" as I know it is this: I consulted the official USAAF heraldry book and used the patch that was published. I can find that book when I get home and Xerox the pertinent pages...OK?

I replied to Mike as follows:

Thanks, I guess that means one of two things: The Thud guys officially changed it before we got there or the Thud guys were not wearing the correct patch. Wonder which it was.

I would like the pages to document them with the some of the history notes that I have.

And Mike replied back:

Again, my memory is as faulty as any 76-year-old but my recollection is that I looked at the Thud 469th patch and noticed that it did not comport with the official USAAF drawings...and procured the right ones...I wasn't going to mention it to the 105 guys because they were headed out of Dodge...let me look for that book this weekend and I'll get back to you....

I forwarded Mike's notes to D-Bell and then said to myself, "what the hell is a heraldry book and did Mike really mean USAAF?"

One Eye or Two Eyes - cont.

While waiting for Mike to return home and find the book, I went on-line and researched the heraldry book. I learned more about the patch, which really should be called the emblem, process than anyone would ever need to know, but all the information was current and did not really apply to our question about the approved 469th patch in 1968. I did learn that the patch approval process was very bureaucratic and long and I couldn't imagine the Thud drivers attempting or being successful in changing the patch while fighting a war. Yes, Mike did really mean the USAAF.

Also, while waiting for the pages from Mike's book, I sent an email to George Avila, the last Thud driver in the 469th. Many of us met George at our reunion in Florida in April 2013, as he was our guest speaker. My email to George:

George,

Hope this note finds you well.

Would you please refresh my memory on the conversion of the 469th patch from one to two eyes? I recall that the Thud guys did it before we got there. Is that correct and were the two eyes for the two engines, two heads or both?

George's reply:

Don,

Good to hear from you OMT. As to the patch, the change was not made while I was in Korat. The 469th patches I still have reflect "one eye." A change may have occurred after y'all rotated in late '69/'70, or when the squadron designator, 469, became the 469th Flying Training Squadron. The unit is/was located at Sheppard AFB. And, as I recall, primarily trained NATO troops.

Looking forward to SA come Apr, will have my bride along this year.

In the meantime, D-Bell sent a note to the current 388th Fighter Wing historian, Jory Vanderburg, asking for his assistance with our patch history quest since the 469th had been part of the 388th Tactical Fighter Wing at Korat. The 388th is located at Hill AFB, Utah, today, while the 469th is a Flying Training Squadron at Sheppard AFB, Texas, flying the T-38C. This turned out to be a great move by D-Bell as it ultimately led to the truth and the end of the quest.

Subsequently, Mike was unable to locate the heraldry book and determined the book must be still in a box somewhere. He stated that he would be traveling until June and would not be able to continue the search until then. I passed this information to D-Bell and assumed the quest was dead in the water until June. However, Mike did provide a little more detail of his actions at Korat in August 1968.

My recollection, of some years...Korat in August...was that I looked up the heritage in an old USAAF/USAF Book issued by the Air Force (Historical Office???) that explained the heritage and design of the patch. It did not match the Thud patch in several small ways. So, I ordered conforming patches which were given to you guys when you arrived.

One Eye or Two Eyes - cont.

Jory came to the rescue while we were waiting for Mike's box search in June. Jory contacted the Air Force Historical Research Agency to see if they could pull their Archive version of the 469th emblem. Jory's request for help and the AFHRA contact's reply follow:

-----Original Message-----

From: VANDERBURG, JORY R GS-11 USAF ACC 388 FW/HO
Sent: Friday, March 14, 2014 12:17 PM
To: REAM, MARGARET E GS-12 USAF AETC AFHRA/RS
Subject: 469th Tactical Fighter Squadron Emblem

Ms. Margaret, I am in need of obtaining an "official" emblem drawing of the 469th Tactical Fighter Squadron Emblem as it existed during the SEA Conflict. The 469 TFS was one of our squadrons at Korat RTAFB. The only exemplars that I have are patches that were made during that time frame.

Please see the attached exemplars; also, please note the differences -- particularly the one-eye bull vs. the two-eye bull. Also attached is the current approved emblem/factsheet for the re-designated version, to wit: 469 Flying Training Squadron.

Additionally, do you have any background on the origin of the 469 TFS emblem/patch and why there are the two versions (Eye)?

PS: I recognize that you are out-of-the-office until 17 March.

//Waldo//

Jory R. Vanderburg
388 FW/HO
DSN 777-2920

-----Original Message-----

From: REAM, MARGARET E GS-12 USAF AETC AFHRA/RS
Sent: Monday, March 17, 2014 10:47 AM
To: VANDERBURG, JORY R GS-11 USAF ACC 388 FW/HO
Cc: BRAGG, DAVID L GS-12 USAF ACC ACC/HO
Subject: RE: 469th Tactical Fighter Squadron Emblem

Jory,

The 469th Flying Training Squadron has only two emblems on file: a current emblem that was approved in May 1966, and an historical emblem that was approved in Feb 1955. The current emblem, depicting a two-eyed bull element, was updated into disc format and digitized in Apr 2009.

The one-eyed version of the bull (the image in your .bmp file) is actually the unit's 1964 draft proposal. The unit submitted the proposal three times for approval, twice being denied because, as it was pointed out to them, the unit already had an approved emblem (i.e., the 1955 emblem). On the third attempt, in Mar 1966, the unit forwarded with its request three Major General endorsements, and, with that, finally succeeded in obtaining approval of the bull emblem, albeit a two-eyed version.

One Eye or Two Eyes - cont.

According to correspondence in the unit's emblem folder, the unit had started using the bull emblem in 1964, two years before its official authorization. And the rendition that the unit used, of course, was the one-eyed bull version. This likely explains the differences in your unit patch images.

For further guidance and assistance, please contact your command emblems POC, Dave Bragg, DSN 574-4893.

V/r,

//SIGNED//

MARGARET REAM
Historian
AFHRA/RSO

So, there you have it. There was no conspiracy by the F-105 or F-4E pilots. In 1964, the Thud guys started the official process to change the patch from the version used by the 469th Fighter Interceptor Squadron, which had flown F-86D Sabre Interceptors, prior to its deactivation in 1958. They proposed a one-eyed version of a bull in its stance prepared to fight, but a two-eyed version was approved as reflected in the approval letter dated May 1966. The 469th was at Korat in 1965 flying F-105Ds and the 388th TFW was activated on 8 April 1966. Apparently, the 469th started using the design of the patch that was submitted for approval before the final approval was received. They never reverted to the approved design of the patch. When the F-4E advanced party arrived and needed to order patches for its crew members, Mike Carns ordered the approved patches, thus the F-4E crew members had a patch with two eyes.

There's more!

During the coordination cycle of this document, we received another email with even more clarification from Margaret Ream at AFHRA/RSO.

My apologies to you for not making clear the entity that was responsible for making the change in the unit's emblem proposal. The decision to change the unit's one-eyed bull in 1964 to the final official two-eyed bull in 1966 was made by the personnel office at Randolph (AFPMSAU) that handled heraldry at that time. According to our files, all three times the unit submitted the emblem change request, in 1964, 1965, and 1966, the unit was asking for the proposed one-eyed bull version. When the personnel office at Randolph finally accepted the unit's 1966 request (the one with three major general endorsements), a personnel office staff illustrator refined the proposal in order to improve and enhance its design. This is in accordance with correspondence we have on file. Unit veterans may remember it differently on why two versions exist, but the units emblem folder documents that the switch from the one-eyed bull design to the two-eyed bull design occurred at Randolph as a result of a higher headquarters directed change. See files attached.

One Eye or Two Eyes - cont.

Please note that the 1966 letter from the personnel office at Randolph states that the squadron may continue to use the design in its present form (the unit had been unofficially using the proposed one-eyed bull version of the design since 1964) until its supply of patches, stationary, decals, etc., has been depleted; however, when new requisitions for these units are placed, they should contain the design as approved by this headquarters.

Best regards,
Peggy

//SIGNED//

MARGARET REAM
Historian
AFHRA/RSO

One last thing: I am still amazed that a captain fighter pilot knew to go to the heraldry book to ensure that he ordered the correct patch for his arriving squadron. Why didn't he just ask the F-105 pilots where they ordered their patches? Knowing that Mike is a 1959 graduate of the Air Force Academy, I went to several of my friends, who are Mike's classmates from the class of '59, and asked them two questions. Did the AFA teach a class in patches and would they have known to research the heraldry book when they were captains? All responded "no" to both questions.

The quest is now complete. With this off of our plate, I guess we will have to go back to trying to determine which of the eight guys, that claim to have been involved in the lightning strike of the two-ship flight one stormy night over Laos, were really in the four seats.

Below are the three versions of the 469th patch. First is the 1955 approved version for the 469th FIS. Next is the version submitted for approval by the 469th TFS in 1964, 1965, and 1966, and finally the patch that was approved in May 1966.



Operation Igloo White

469th Tactical Fighter Squadron, 1969

By Don Drinnon, 2021

With a lot of help from Tom McInerney, Jim Kobriger and Wikipedia

Background: Operation Igloo White was a covert United States joint military electronic warfare operation conducted from late January 1968 until February 1973 during the Vietnam War. That is the opening sentence from Wikipedia in their discussion of Operation Igloo White. I'll remove all the background concerning the efforts dating back to 1966 that were initiated by then Secretary of Defense Robert S. McNamara, but Operation Igloo White became known to some of the guys in the field as "McNamara's Fence".

A part of the Operation was to deploy electronic sensors along the Ho Chi Minh Trail in Laos and South Vietnam and other strategic areas that were to detect the People's Army of Vietnam (PAVN) movement of troops and their logistic support elements. The sensors would relay their data to the second element of the system, an orbiting EC-121R aircraft of the Air Force's 553rd Reconnaissance Wing, based at Korat Royal Thai Air Force Base. The EC-121s would then relay the collected information via a radio link to Task Force Alpha at Nakhon Phanom Royal Thai Air Force Base (NKP). At Task Force Alpha, the last of the three components in the system, the intelligence data (from a variety of sources, not just the sensors) would be entered, collated, retrieved, and stored by 2 computers. The computers were programmed to analyze the sensor data and compile intelligence information and then make predictions as to where and when a particular PAVN truck convoy would be geographically located for future targeting. This means that the real time data of troop and supply movements were used to develop reports and predictions rather than passing the information to the operational troops or aircrews for immediate real time action. You may now see where this story is going.



EC-121R In Flight Over Thailand

Some of these sensors were deployed by F-4D Phantoms of the 25th TFS stationed at Ubon Royal Thai Air Force Base. We, in the 469th, were quite familiar with the 25th squadron and its personnel as they had deployed in May of 1968 to Ubon from Eglin AFB and we had shared a building with them, the 25th being on the first floor and the 40th on the second floor. While at Eglin, the 25th aircrews were training for the unique mission of deploying the sensors associated with Igloo White. Because of the security of Igloo White, we in the 40th/469th knew only the basics of what they were doing.

The system as it relates to this story is:

- The 25th TFS would deploy the sensors along the Ho Chi Minh Trail.
- The sensors would relay PAVN movement information to the orbiting EC-121s. The EC-121s were stationed out of Korat and had the call sign Batcat.
- The Batcat aircraft would relay the information to Task Force Alpha at NKP.
- NKP would publish a report.
- At some point in the future, weapons were deployed where the targets were predicted to be.
- Minimal BDA (bomb damage assessment).

Operation Igloo White - cont.

Now the story: Former Secretary of State Donald Rumsfeld died on 29 June 2021 and, when I read of his death, I initially confused him with McNamara which made me think of "McNamara's Fence" and Igloo White. I then recalled that some of the crews in the 469th had some missions related to Igloo White during our time at Korat. That is all I remembered other than since the Batcat aircraft were also at Korat, we somehow started getting the real time data from the Igloo White sensors via the Batcat crews and were able to use that data to attack real time targets. These were all night missions as the PAVN only moved equipment along the Ho Chi Minh trail under the cover of darkness. I thought that Tom McInerney was involved so I sent him the email below.

Tom had not been in the 40th with us at Eglin but had been heavily involved in the Cat III testing of the F-4E at Nellis AFB, NV and the portion of the testing that we did at Eglin. He joined the 469th at Korat in January 1969.

Dear Tom,

I hope this note finds you well.

When I saw that Rumsfeld died, I confused him with McNamara and that lead to my thoughts about Igloo White. That is why I am writing.

We from Eglin had some understanding about Igloo White since we were housed in the same building as the 25th TFS, the F-4D squadron that was trained and equipped to deploy the sensors to support Igloo White. As you recall, we also shared space with the 25th when we spent the month of February 1969 in Ubon.

Here comes my question. As I recall, you took the initiative to coordinate with the powers that be to set up a system that would allow a few of our crews to receive real time sensor data from the Batcat aircraft to identify active strings of sensors. This then allowed a real time attack by 469th F-4Es on the targets rather than after a few days of studying the data and predicting where the targets would be.

Is it true that you were the guy in the squadron that led that effort?

I found no mention of this effort in the Igloo White article in Wikipedia. The article seems good to me.

If you were the guy, would you give me a short paragraph about the effort? It would be great to include it in the history of the 469th TFS that I am pulling together.

Thanks much for your time.

Stay safe,

Don

Operation Igloo White - cont.

Tom's reply follows. I made a few very minor additions to help the reader with some of the fighter pilot talk:

DON

YES, WHAT YOU SAY IS TRUE EXCEPT I DO NOT KNOW IF I WAS THE GUY.

AS I REMEMBER IT, SOME OF THE GUYS WERE IN THE CLUB WITH THE BATCAT GUYS AND THEY WERE TELLING US WHAT THEY WERE DOING AND I THINK WE WERE ON THE NIGHT ONLY FRAG (Operation Order) THEN SO THE GUYS CAME TO ME AND I SAID LET'S WORK WITH THEM BUT DO NOT TELL 7TH AF OR THE WING.

I THINK I WAS THE FIRST 2 SHIP THAT HAD THEIR FREQ WHICH KOBRIGER, MY WSO/GIB HAD GOTTEN FROM THEM, AND WE CHECKED IN WITH THEM ON OUR SECONDARY RECEIVE ONLY RADIO FREQ WHEN WE GOT CLEARED IN BY ABCCC (Airborne Battlefield Command and Control Center) (I FORGET THE CALL SIGN) BUT WE KNEW THE BATCAT CALL SIGN AND FREQ AND THEY WOULD START TALKING TO US ON RECEIVE ONLY.

THEY STARTED FEEDING US MOVERS (truck activity) FROM THE CHECK POINTS (LIMA NUMBERS AS I RECALL) AND WE PUT IN OUR INS (Inertial Navigation System) AND THEN WOULD DROP FLARES OVER THE CHECK POINTS AND WOW DID WE GET THE BDA. (We had made maps of the locations of all the strings of sensors and had coordinated with the Batcat guys the numbering and locations of each string to aid in our quickly flying to the target area.)

WE WERE IN FACT GETTING RT/NRT (Real Time/Near Real Time) INFO UNBEKNOWNST TO THE ABCCC AND IGLOO WHITE WHICH WE KEPT HUSH HUSH BECAUSE THEY WOULD HAVE SCREWED IT UP. IN ADDITION, WE DID NOT TELL WING INTEL AT THE DEBRIEFS WHY WE DROPPED AT THOSE POINTS. AS YOU REMEMBER WE DID ROUTE RECCE W/O FACS (Forward Air Controllers) ON OUR OWN SO WE HAD PLENTY OF FLEXIBILITY.

I CAN NOT REMEMBER IF IT WAS D FLIGHT OR THE WHOLE SQN THAT WAS ON THE NIGHT FRAG AT THAT TIME BUT IT WAS VERY SUCCESSFUL AND WE NEVER ADVERTISED IT BECAUSE HIGHER UPS WOULD NOT GIVE US THAT FLEXIBILITY!!! I DO NOT THINK WE EVEN TOLD ED HILLDING (the Squadron Commander) OR THE OPS OFFICER BUT GORDIE EELLS KNEW AS I RECALL. GORDIE WAS D FLIGHT.

THAT IS WHAT I REMEMBER DON

JIM KOBRIGER WOULD PROBABLY HAVE A BETTER RECOLLECTION.

TOM

Operation Igloo White - cont.

I then asked Tom a clarification about the receive only radio.

Tom,

And another question.

In your writeup, you mentioned using the receive only radio. Are you talking about the one that we normally had set to the Guard (emergency) Frequency? If so, what a clever idea. The Batcat could talk to you and give you real time data while you were still doing your thing on the main radio.

Don

Tom's response completed the quest for the story of Igloo White and the 469th involvement at Korat.

DON

EXACTLY!

THEY WOULD TALK US INTO THE TARGET AREA LIKE A GCA AND WE WOULD POP FLARES AND THE TARGET WOULD BE DOWN BELOW!

I THINK WE WOULD CHANGE OUR IFF FOR MORE TARGETS BUT NORMALLY WE WOULD WINCHESTER (out of ordnance) BECAUSE THOSE CONVOYS WERE FAIRLY LONG.

DIVE TOSS WITH THE CBU 24s WAS A GREAT WEAPONS LOAD.

TOM

That is the story of the 469th TFS involvement with the Operation Igloo White in 1969. I don't know if there was any involvement by the crews who replaced us as our one-year tours ended. A few guys, all back-seaters, sitting in the bar one evening started talking with their comrades from a different squadron and totally different mission and developed a plan to increase the effectiveness of the Tactical Air Power fighting the war in Vietnam. One of them, Jim Kobriger, took the plan to his front seater, Tom McInerney, and the plan was implemented with great results. Well Done!



Major Tom McInerney



Captain Jim Kobriger

The Arkansas Traveler and Colonel Paul P. Douglas Jr.

Steve Stephen got involved in another special aircraft painting task for Lt. Col. Hillding while in Guam. The Wing Commander of the 388th Tactical Fighter Wing at Korat when the squadron arrived was Colonel Paul P. Douglas Jr.

During World War II, Col. Douglas flew the P-47 Thunderbolt in the European Theater of Operations and became one of the most highly decorated combat aces of the war with a total of eight aerial victories. While at Korat, Col. Douglas flew a full tour of bombing and fighter missions over North Vietnam. During his tour he flew Republic F-105D

Thunderchief 59-1743, which he also named "The Arkansas Traveler". Steve's task was to supervise the painting of "The Arkansas Traveler" art on the nacelle of F-4E 67-0288 so that when the squadron arrived at Korat Lt. Col. Hillding could present the aircraft to Col. Douglas as "His F-4E". Tail number 0288 was the best available. We did not have a 388 that would have been perfect for the commander of the 388th TFW.



Arkansas Traveler, F-4E 67-0288



Colonel Paul P. Douglas



Model of F-105 59-1743. Actual aircraft is on display at Hill AFB, Utah



Hobby Master has a kit of F-4E 67-0288



Part of display at Hill AFB, Utah

Our Deployment Aircraft



Ever wonder what happened to the 20 F-4Es that we took to Korat? Well, I did, so that lead to another quest to find out what happened to each aircraft. Thanks to several websites on the internet the quest was completed. Below is an overview of the final resting place of each aircraft and the following pages contain the specifics for each aircraft.

Tail Number	Combat Loss	Non-Combat Loss	Transfer Foreign	Boneyard
67-0268			1987 Turkey	
67-0283			1986 Korea	
67-0284	9-Jan-1974			
67-0286	26-Jan-1969			
67-0287	28-Dec-1974			
67-0288				Oct-1989
67-0290			1984 Turkey	
67-0293	7-May-1970			
67-0294	14-Jan-1969			
67-0295	9-Jun-1970			
67-0296	5-Jul-1972			
67-0299				Jul-1991
67-0301		28-Dec-1995	1992 Turkey	
67-0303	8-Jun-1972			
67-0306		6-Jan-76		
67-0308		9-Sep-1985		
67-0309			1980 Egypt	
67-0311				Sep-1989
67-0315		5-Sep-1985		
67-0316		5-Apr-1985	1984 Turkey	
Totals	8	5	6	3

Note: Two of the Non-Combat Losses had been transfered to Turkey.

40th/469th DEPLOYMENT

AIRCRAFT, CREWS AND FATE OF AIRCRAFT

Flight Lineup: Guam to Korat, 17 November 1968

Cell #1

Lumpy 01: Hilding/Barnes: F4-E 67-0288: Put into storage at the AMARC boneyard in October 1989. scrapped in April 2018.

Lumpy 02: Leming/Ferris: F4-E 67-0268: Transferred to the Turkish AF in July 1987. The Second Tiger Loss (almost) aircraft.

Lumpy 03: Sharp/Hubbard: F4-E 67-294: Crashed after takeoff from Korat AB on 14 January 1969

Lumpy 04: Franklin/Briggs: F4-E 67-296: Shot down by MiG-21 near Hanoi on 5 July 1972.

Lumpy 05: Wicks/Stanton: F4-E 67-295: Shot down near Tavouac, Laos on 9 June 1970.

Lumpy 06: Cochran/Stephen: F4-E 67-315: Crashed on takeoff from Seymour-Johnson AFB on 5 September 1986.



F-4E 67-0288



F-4E 67-0268 - Mig Kill 12 Sep 1972



F-4E 67-0294



F-4E 67-0296



F-4E 67-0295



F-4E 67-0315

Cell #2

Lumpy 11: Thomas/Silver: F4-E 67-301: Transferred to Turkey. Ditched into the Aegean Sea off the island of Lesbos on 28 December 1995.

Lumpy 12: Jones/Figueroa: F4-E 67-293: Shot down near Ban Ban, Laos on 7 May 1970.

Lumpy 13: Eells/Studdard: F4-E 67-303: Ditched in Gulf of Tonkin off Vinh Moc, North Vietnam due to battle damage on 8 June 1972.

Lumpy 14: Boado/Wilson: F4-E 67-311: Put into storage at the AMARC boneyard in September 1989. Scrapped in May 2011.

Lumpy 15: Miller/Whiting: F4-E 67-284: Crashed near Korat AB due to fuel system failure on 9 January 1974.

Lumpy 16: Gallo/Borzych: F4-E 67-306: Crashed near Elmendorf AFB, AK on 8 June 1976.



F-4E 67-0301 - Mig Kill March 1972.



F-4E 67-0293



F-4E 67-0303



F-4E 67-0311



F-4E 67-0284



F-4E 67-0306

Cell #3

Lumpy 21: Aly/Fairweather: F4-E 67-299: Put into storage at the AMARC boneyard in July 1991. Scrapped in December 2017.

Lumpy 22: Mueller/Hope: F4-E 67-283: Put into storage at the AMARC boneyard in September 1986. Subsequently transferred to ROKAF and possibly to Turkish AF.

Lumpy 23: Dowd/Singleton: F4-E 67-309: Transferred to Egyptian AF in February 1980.

Lumpy 24: Madonna/Brown: F4-E 67-290: Transferred to Turkish AF in December 1984.



F-4E 67-0299



F-4E 67-0283 - Mig Kill 6 Jun 1972



F-4E 67-0309



F-4E 67-0290

Cell #4

Lumpy 31: Lefevers/Burton: F4-E 67-286: Shot down ground fire near Ban Kate/Ban Dong, Laos on 25 January 1969.

Lumpy 32: Bills/Ward: F4-E 67-287: Crashed near Udorn AB after a midair collision with F4-E 71-0241 on 28 December 1974.

Lumpy 33: Taylor/Kobriger: F4-E 67-308: Crashed on the Leach Lake Ranges, California on 9 September 1985.

Lumpy 34: Francis/Fisher: F4-E 67-316: Transferred to Turkey. Crashed near Eskisehir AB, Turkey on 5 April 1985.



F-4E 67-0286



F-4E 67-0287



F-4E 67-0308



F-4E 67-0316

The 469th and the Air Force Art Program

The Air Force has an Air Force Art Program and an Art Collection. The central purpose of the program is to document the Air Force story by telling the story through art—with sponsorship of artists' trips to Air Force installations to cover activities and events. We were very fortunate to have two artists, Keith Ferris and Marbury Brown, deploy with us to tell and document our deployment and story through art.

Keith flew in the backseat of Paul Leming's F-4E on the final two legs of the deployment while Marbury flew in one of the C-141s. Keith's paintings, "Bad News for Uncle Ho" and "Mighty Big Shoes to Fill", were created as a result of Keith's joining us on our deployment. Marbury created "Arrival at Korat" and "F-4 Squadron Names" The 469th In Korat." The "Squadron Names" painting includes the signatures of all the Squadron members. Marbury also created sketches of several of the guys in the Squadron along with sketches while on the C-141 and at Korat. Marbury passed in 1997.

Keith and his wife, Peggy, have been very active in all of the Squadron's activities and reunions and Keith has been able to borrow "Bad News for Uncle Ho" and "F-4 Squadron Names The 469th In Korat" from the Air Force Art Collection and bring them to a couple of our reunions.

Keith was enshrined in the National Aviation Hall of Fame in 2012. The Mission of the Hall of Fame is: To honor America's aerospace pioneers and memorialize and share their impact for the inspiration of leaders to come. From early flight to space travel, we strive to create a distinctive educational resource that will inspire future generations to appreciate our nation's extraordinary aviation heritage and the men and women who created it.



Bad News for Uncle Ho, by Keith Ferris

More of Keith's paintings from Korat

ROLLING THUNDER

Rolling Thunder was the code name for the first American air offensive against North Vietnam, involving almost every combat aircraft type flown by the Navy and Air Force. Seventy-five per cent of Air Force missions over the North were flown by the F-105 Thunderchief. These aircraft and their crews faced the heaviest anti-aircraft defenses in the history of aerial warfare.

Taxiing out of spot 28 at Korat, in F-105D 61-093 "Honey Babe," is my friend Maj. George Avila of the 469th Tactical Fighter Squadron, representing the 388th Wing effort in the Republic trio of paintings.

30" x 50" Oil (1968)
Fairchild Republic Company



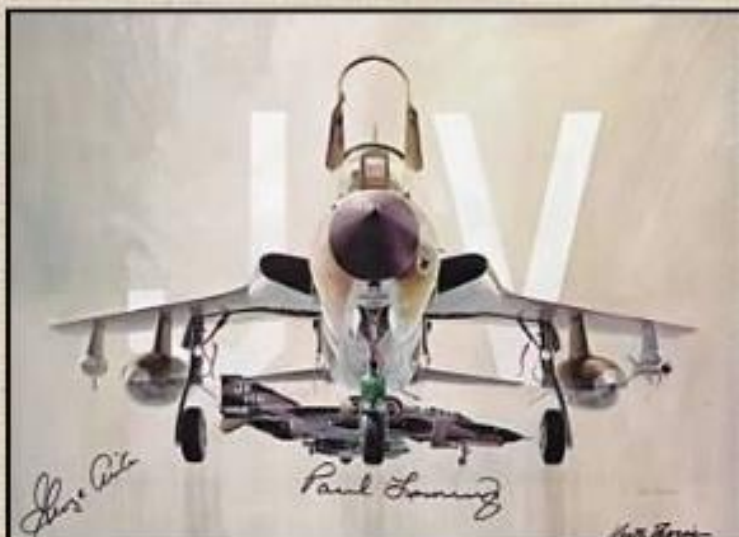
mighty big shoes to fill

This painting is a tribute to all F-105 "Thud Drivers," particularly those of the 469th Squadron who were based at Korat, Thailand. It is also a tribute to the F-105 Thunderchief which flew the majority of strikes against those heavily defended targets in the northeastern sector of North Vietnam around Hanoi.

The F-105D dominating the scene, 60-422, was lost north of Hanoi on 17 December 1967 while flown by my friend, Capt. Jeff Ellis. Jeff spent over six years as a POW.

The F-4E carried me across the Pacific during the 1968 deployment. This Phantom, proudly bearing the 469th's JV on its tail, was later severely damaged and nearly downed by ground fire while flown by Capt. Mike Carra and Maj. Ted Dowd—the F-105s certainly represented mighty big shoes to fill.

30" x 40" Oil (1971)
U.S. Air Force Art Collection



Unpacking 'Bad News for Uncle Ho' at Dayton Reunion in 2011

BAD NEWS FOR UNCLE HO

When the call came for an F-4 deployment, I was to go on Tactical Air Command classified Operation 47 Back 9... the first internal gun equipped F-4E squadron to Southeast Asia.

For two seven hour plus legs as Major Paul Lanning's G3B (Guy in Back), I flew in the first Call of eight Phantoms, seen here in the company of two of our three tankers on 17 November 1968. I wanted to capture the feeling of hanging out there in the sun, hour after hour, over the vast Pacific and the relentless march into the unknown as these men faced their first combat tour.

When we got to Korat, Thailand we were welcomed as the 469th Tactical Fighter Squadron, a unit famous for giving bad news to Uncle Ho during the previous three years. I had added an entire squadron to my list of friends.

40" x 72" Oil (1968)
U.S. Air Force Art Collection

Paintings and Sketches by Marbury Brown

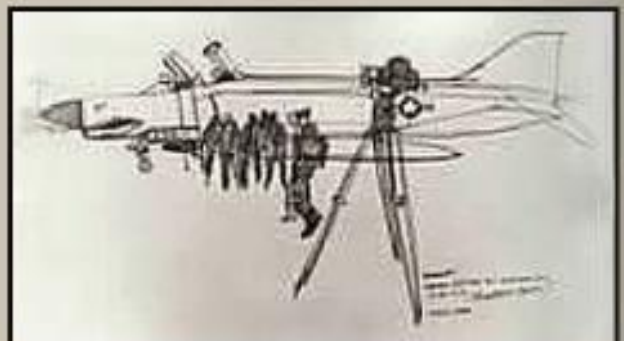


'F-4 Squadron Names - The 469th in Korat'

Marbury joined the deployment at Eglin and then flew in one of the C-141s that carried baggage, supplies, and some of the the 469th aircrew members. He seemed to do more sketches of the F-105s than the F-4s. Also, a few sketches of crew members. I have included just a few of his many sketches. The titles of each sketch are Marbury's.



'Lt G. S. Harlan Eglin', Final Briefing at Eglin



'Preparation Eglin'



'To The New 469th TAC at Korat wosig'
Became the 'F-4 Squadron Names - The 469th at Korat'
at top of page.

Marbury's Sketches - cont.



'C-141 Cockpit Enroute'



'C-141 Airlift Enroute'



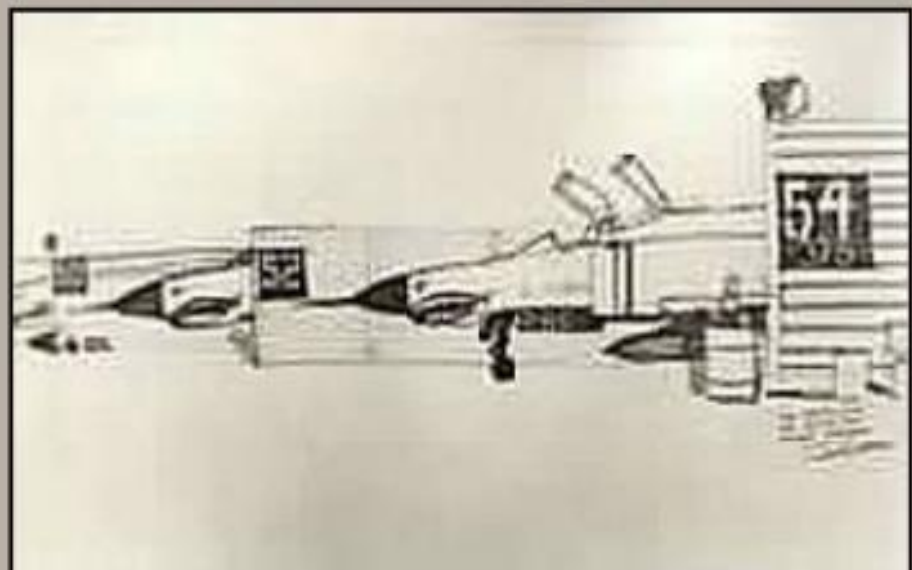
'Capt Pete Hayes, Korat'



'C-141 Airlift Enroute'



'Sujin Korat'

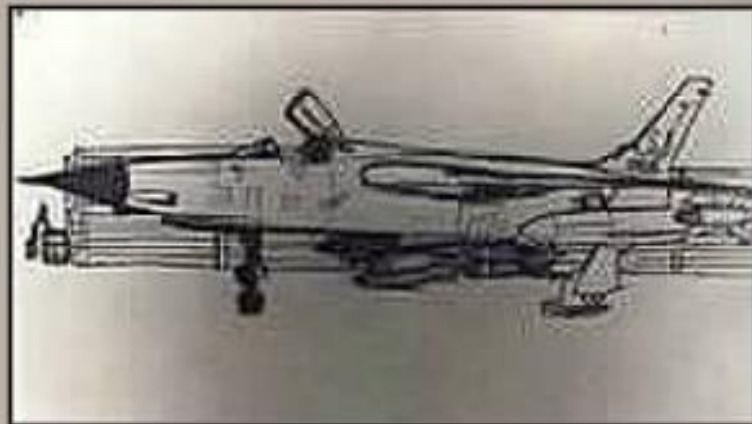


'The Hungry Eye Korat'

Marbury's Sketches - cont.



'Major George Avila' - Flew the last F-105 mission in the 469th.



'F105 Full Sketch w bombs Korat no sign'



'Maintenance F105 Korat'



'Capt Mike Carns Korat'



'The Jefferson Airplane F105 Korat'

This is the two-seat model of the F-105 that George Giddens and John Winston flew prior to their joining the World's Finest.



Michael Patrick Chamberlain Carns

Date of birth: 1937

Place of Birth: Kansas, Junction City

Home of record: Shelton Washington

Silver Star

Awarded for actions during the Vietnam War

The President of the United States of America, authorized by Act of Congress, July 8, 1918 (amended by act of July 25, 1963), takes pleasure in presenting the Silver Star to Captain Michael Patrick Chamberlain Carns, United States Air Force, for gallantry in connection with military operations against an opposing armed force as Pilot of an F-4E Phantom in the 469th Tactical Fighter Squadron, Korat Royal Thai Air Base, Thailand, PACIFIC Air Forces, in action in Southeast Asia on 14 May 1969. On that evening Captain Carns led a flight of two Phantoms directed to seek out and destroy a 7th Air Force designated anti-aircraft high threat area. With complete disregard for his personal safety, Captain Carns repeatedly attacked hostile gun emplacements, while himself under a heavy barrage of hostile fire, destroying two gun emplacements, obtaining four huge secondary explosions and setting ten medium sustained fires plus one large sustained fire. Using his ordnance to the maximum possible effect, Captain Carns greatly added to his own danger but rendered losses to the hostile forces which otherwise would not have been possible. By his gallantry and devotion to duty Captain Carns has reflected great credit upon himself and the United States Air Force.

Action Date: 14-May-69

Service: Air Force

Rank: Captain

Company: 469th Tactical Fighter Squadron

Division: Korat Royal Thai Air Base, Thailand

Don Drinnon note: I found the above citation and information on the following website:

<http://valor.militarytimes.com/home.php>

I subsequently asked Mike who was in his backseat for the mission in order to include that information in the squadron history notes. This is his reply via email dated 31 March 2015 from Mike to me:

"Per the mission details, I am sorry to say that I do not know who the GIB was on the SS mission. The whole award is unusual. It was not submitted by us/469/388. The actual story goes like this:

At a standard awards ceremony in the Pentagon in April '70 with lots of captains, I had no knowledge that a silver star recommendation had been submitted. Over the ensuing months, I looked into it as best I could and eventually found that the 8th TFW/Ubon DO, Col Slade Nash had been in the mission area that day and had witnessed the strike. On his own, he submitted the recommended award directly to 7th AF. A couple of years later while I was still in the Pentagon, Slade Nash showed up on the staff as a MGEN...and one day I asked him about it. He remembered the mission and said, yes, he had submitted the nomination...and said no more...very gruff guy. I saw him on and off at various events in ensuing years, even into retirement (AFA etc) but he never discussed it or the war at all. Strange stuff..."

I subsequently discovered that Tom Briggs was in Mike's back seat on the mission and also received the Silver Star. Don

Citations for Silver Stars

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

THEODORE DOWD

Major Theodore Dowd distinguished himself by gallantry in connection with military operations against an opposing armed force in Southeast Asia on 30 April 1969. On that date as Aircraft Commander of Tiger 01, F-4E, Forward Air Controller, Major Dowd directed multiple attacks on firing antiaircraft gun batteries and on two vital storage and bivouac areas. His actions in directing these air strikes required multiple marking passes and continuous exposure within the lethal envelope of the antiaircraft guns. Despite battle damage to his aircraft, known superior odds, low fuel situations and fading sun light, his courageous and aggressive attacks succeeded in destroying both storage complexes and destroying or damaging six antiaircraft gun positions. By his gallantry and devotion to duty, Major Dowd has reflected great credit upon himself and the United States Air Force.



CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

THOMAS W. BRIGGS

Captain Thomas W. Briggs distinguished himself by gallantry in connection with military operations against an opposing armed force in Southeast Asia on 30 April 1969. On that date as Pilot of Tiger 01, F-4E, Forward Air Controller, Captain Briggs directed multiple attacks on firing antiaircraft gun batteries and on two vital storage and bivouac areas. His actions in directing these air strikes required multiple marking passes and continuous exposure within the lethal envelope of the antiaircraft guns. Despite battle damage to his aircraft, known superior odds, low fuel situations and fading sun light, his courageous and aggressive attacks succeeded in destroying both complexes and destroying or damaging six antiaircraft gun positions. By his gallantry and devotion to duty, Captain Briggs has reflected great credit upon himself and the United States Air Force.



First Tiger Loss

"The Blue Mags" and Paul Lang SAR, August, 1969 By Chuck Magsig



During the spring of 1969, the Tiger FAC program was getting started at Korat RTAFB, Thailand. I had been flying, up to that point, with Captain Michael "P.C." Carns with whom I had been paired since RTU at George AFB, California, July - December, 1967. After RTU, we were assigned (as a crew) to the 40th TFS at Eglin AFB. There we became immersed in follow-on training leading up to the deployment later that fall to Korat.

Our primary mission was air superiority. We had trained extensively for it but we were frustrated by President Johnson's bombing halt and no over-flight of North Vietnam ROE-rules of engagement. We were assigned to ground interdiction missions (both night and day) attempting to disrupt NVA re-supply efforts to South Vietnam along the "Ho Chi Minh trail", which extended for several hundred miles down a good part of Laos.

When the opportunity came to leave this mission for the more exciting, and hopefully more productive, Tiger FAC mission operating in Barrel Roll (Northern Laos), we jumped at the chance.

Within the Tiger program, Mike and I sometimes flew together but not nearly as regularly as before. I flew many missions with Ted Dowd, Don Madonna, Rick Perlotto, and Paul Lang along with Mike. I have fond memories of exciting missions with each. Our procedures were so standardized and the mission so normalized (up to a point) crew coordination seemed not to suffer regardless of whom we flew with.

I was only weeks away from rotation back to the States on August 22, 1969 (6 weeks before the rest of the squadron since I had deployed to Southeast Asia early with the Advance Party the previous September). I had established two combat flying goals; most importantly, hit or surpass 200 combat missions, and secondly, surpass 500 hours combat time. We were all very aware of our mission counts, dutifully logging each sortie with an indelible marker on our bush hat bands within hours of landing. We were definitely proud of our "hash marked" bush hats; it is the one souvenir I most wish had remained in my possession.

First Tiger Loss - cont.

Paul Lang and I were assigned to work with several flights in the "Plaines des Jarres" (PDJ) area of Barrel Roll. This area was not part of the trail but did have several points of interest and plenty of logistical and AAA activity. Our first flight of F-4s was directed on targets of opportunity without incident. We headed to our assigned tanker for a top-off. With a full load of fuel we rendezvoused with a flight of "Thuds" (F-105s) and decided to have a go at a bulldozer we had sighted earlier. Perhaps the normally excellent enemy camouflage had been placed in haste or blown off but the bulldozer was in plain sight.

We marked it with white smoke, allowed one pass each from the four Thuds and then took a recce pass to see how we had done. On the pull off from the low pass to check for BDA, I noticed the Master Caution light had come on and alerted Paul, the front-seater. He quickly informed me that it was triggered by a "Fuel low level" caution light and our fuel state was below 2000 pounds and decreasing rapidly. This was approximately 16 minutes after leaving the tanker fully topped off with fuel. Something unusual was going on with our fuel system!

We immediately called off the mission with the Thuds, turned south, started a climb, and initiated a "Mayday" call to "King", the ABCCC- airborne command and control center. Our climb was complicated by an intermediate cloud layer which extended from 10,000 to 20,000 feet on the altimeter. We followed checklist procedures without success and jettisoned the centerline tank to reduce our gross weight and drag. A tanker was turned north to rendezvous with us, but we couldn't see it due to the clouds. I located the tanker on our radar and the tanker turned in front of us at 21 NM, nautical miles. We broke through the cloud deck at around 20,000 feet about 2,000 - 4,000 feet below the tankers altitude, 3-4 miles in trail, and offset a couple miles to the side. With the tanker in sight now, we thought we might have a chance for a wet hook-up even though our fuel was now below 500 lbs.

We initiated the chase with hopeful, but anxious, hearts... but it was not to be. At a range inside two miles, the first of our engines wound down followed by the second flame-out only seconds later. We requested the tanker go into a toboggan maneuver. The tanker pulled his power back and slowed with all the drag they could muster. But we just couldn't close the gap before re-entering the clouds.

Recognizing that bail-out was now our only recourse, we thanked the tanker for the "good try" and contacted ABCCC asking them to maintain a good fix on our position. Paul and I maintained intercom communications for the next few minutes as we set up our 230 knot glide speed. We decided on individual bail-outs, as opposed to an auto sequenced ejection, with me pulling the handle at 10,000 feet. With my cockpit secured, my straps all re-tightened, my clipboard discarded, and posture erect... I watched the altimeter with thoughts that had never entered my mind before. Fortunately, the wait was not all that long!

At precisely 10,000 on the altimeter, I bid my "Adios and good luck" to Paul and pulled the lower ejection seat handle of our now "six million dollar glider". With a loud "swoosh" and a fairly stiff jolt, I was propelled upward into the clouds. I believe I did a backward somersault and was quickly aware I had lost my helmet but more importantly, had a good parachute. Seat separation occurred instantly and my survival seat kit pack was hanging from the 20 foot

First Tiger Loss - cont.

foot lanyard below me. So far so good! I attempted to pull out one of my two radios to establish contact and report my condition, but ran into my first post-ejection glitch. As I pulled out the recessed antenna to enable the call, it separated from the radio and hung limply from my hand!

Deciding to put off another attempt until landing, I set about thinking all I had learned (but not as well as I now wished!) in previous parachute training sessions. I broke through the clouds at around 2,000 feet above the ground in hilly jungle terrain. I tried to make a mental note of all the terrain features to assist in rescue efforts. A small village off to the east and a very small road or pathway leading through it might help. Looking straight down, it was all jungle with tree canopy hiding all clues to their heights.

As I started crashing through the tree limbs, I was thankfully aware of no severe pain before coming to a rather soft "landing" with my feet definitely not yet on the ground. As I hung in the heavy foliage, I had no idea how high above ground level I was. I quickly became aware that my only way down was to unhook from my parachute and climb, fall, or jump the remaining distance. I searched beneath trying to determine my height above the ground and slowly became convinced it was a matter of some feet, but not dozens of feet. With some apprehension, I decided to take what came and released from the parachute risers. I immediately rotated 180 degrees and found myself hanging upside down after falling only a few feet. Now, to my relief, I saw the ground only 3-4 feet away. Realizing that the lanyard to my survival seat kit was the only thing holding me, I punched it off and fell to the ground - unhurt. After collecting my thoughts on the ground, I got out my second radio and made contact with "King", the ABCCC. I was relieved to hear Paul on the radio. We were told by ABCCC, that due to the time of day a rescue could not be mounted until morning. Since we were assured of a morning effort, Paul and I decided not to attempt to link up but rather stay close to our parachutes to help with the rescue.

The night proved mostly uneventful, although torrential rains and the occasional rifle shot heard in the distance kept me from getting any rest. At one point during the rain, I heard a loud crashing sound from a near-by stream. I was momentarily convinced an elephant was heading my way. At dusk, I saw what I thought were two eyes slowly approaching me from a near-by embankment. With pistol drawn, I was on the verge of firing when the "eyes" separated and I realized I was looking at two fireflies momentarily flying in formation. The mind will play tricks on one under unusual circumstances.

The sleepless, rain-drenched night was followed by the welcomed dawn and shortly thereafter the drone of approaching A-1E Skyraiders. These vanguards of the rescue force from Nakhon Phanom (NKP) beat up the local area near me with CBU (Cluster Bomb Units) and other light ordnance. (The rescue choppers had been ambushed on prior occasions and these guys were not about to let it happen again.) Satisfied that there were no "bad guys" lying in wait, the H-53 rescue chopper made its way overhead. With a combination of my voice directions and the H-53 pilots seeing my parachute, they were soon in a hover near my position. After the cable lowered from the helicopter was grounded, I pulled down the seats on the forest penetrator and waved them to "pull away". I have to say that the trip up through the jungle canopy was much more traumatic than the one down. I was nearly scraped off a couple of times and the abrasion on my arms caused by scraping through the tree limbs was the most painful experience of the whole ordeal.

First Tiger Loss - cont.

All pain was soon forgotten when I was pulled into the chopper and we headed south for Udorn. Paul was already on board and the muffled celebration got a little more vigorous with every passing mile as we got closer to "freedom". We landed uneventfully at Udorn, the most Northern, non-secretive, base with medical facilities in Thailand. We were medically checked out, given a short debriefing and then sent on our way down to Korat.

The "welcome back" reunion celebration at Korat remains one of the emotional highlights of my life! The welcome we received at home base was joyful, loud, and spirited. We were given a short parade through the base (accompanied by fire trucks with hoses spraying water onto the waving bystanders along the way) to the Officers club and surrounded by well-wishers at the bar where every space was filled! It was a great afternoon!

In retrospect, Paul and I never did know for sure what got us. The brief time between tanker and flameout convinced us that a fuel line had either been severed by enemy fire or come loose from other causes. Either way, we were both just thankful to be alive. We made sure to let the Personal Equipment technicians, the Sergeants who worked on the ejection seats and packed our parachutes, know our gratitude for their professionalism and quality work. (A task that, although seldom put to the test, when needed is all that hangs in the balance between life and death.) The warm and raucous welcome of our friends in the 388th Tactical Fighter Wing back at Korat formed a lifelong memory of camaraderie and to this day warms my heart.

Footnote: During an airline flight on May 1, 1975, I had a life-changing encounter while seated next to an NFL linebacker, Greg Brezina (then the Atlanta Falcons defensive captain). During the 2-hour flight he talked to me about the opportunities I was missing by my long-postponed decision to become a Christian. I have since come to fully believe that the prayers of my parents, Rev Floyd and Leown Magsig, played a major role in my safe recovery that day in 1969. It could have been otherwise...and for many, tragically, it was.



Chuck Magsig



Paul Lang

First Tiger Loss - cont.

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Chuck Magsig



Paul Lang

Second Tiger Loss (Almost)

Captain Mike Carns and Major Ted Dowd

14 March 1969

F4-E 67-0268

By Mike Carns

Introduction

In 2015 I asked Mike if he would write the story of the aircraft "incident" he had at Udorn while we were at Korat. All I had heard while at Korat was that Mike had had to recover at Udorn from a mission. I did not know any of the particulars. Below is Mike's story. Wow! Note that the airplane involved in this story is 67-0268. That is the airplane memorialized in Keith Ferris' "Bad News for Uncle Ho". Some of Mike's original 2015 story has been updated as additional facts have been discovered, like the tail number and date of the incident. The real heroes of this incident were the crew members of the tanker. Unfortunately, I could find no evidence that they ever were recognized for their efforts. Mike was in the front seat for his first Tiger FAC check-out mission and Ted was the instructor pilot in the back seat. A great tale of airmanship by all. Don Drinnon

9 May 2015

Don

Just returned to CONUS tonight and read your note....

I do remember a mission something like what Ted describes when he was in my back seat. Seems to me it was somewhere between May and July...it is too long ago to remember. What I can recall goes something like this:

We were tasked by Cricket, the call sign of the airborne command post, to put a flight into an area on a group of gun emplacements. We got up there well northeast, up near Happy Valley, an area in Laos, and while doing a recce realized they were already shooting at us...knew it was going to be a tricky mission.

I do not remember exactly how it went but going down the chute there were tracers surrounding the canopy (I think I still have some of it on Tiger Film). We fired the marker rocket, started the turn, telling the aircraft behind us to go 'high release' due to rather "generous" ground fire swirling around us.

Somewhere in the turn/climb, I realized that we had lost PC-1 (one of the two redundant flight control hydraulic systems), assuming it was because of strikes on the aircraft. We struggled to gain altitude and I felt burner was necessary. I think we got up to around 12K-15K and then kinda "looked around".

Second Tiger Loss (Almost) - cont.

Noting that PC-1 was gone, I thought I'd better declare an emergency for fuel...could see that the internal fuel was decreasing, assuming that the drop tanks were not feeding, plus fuel was streaming from both wings. I couldn't see much from the front seat and as we tried to take stock (heading west), a flight of two F-105s came up alongside and one of them...Cookie Flight, as I recall, said: looks like you're hit bad...one flap gone, 1/2 of an aileron gone, half of the left stabilator gone and part of the tail. My recollection was that it was flyable but we had to keep the speed up to keep one wing from rolling off.

A tanker up on Green Anchor Extended (could have been Orange but I think it was Green) came up on Guard and asked where we were and said he'd come get us (illegal as hell). Ted read out our coordinates. I said that we might be pulling contrails because we could see fuel streaming out of both wings....and all we had left was fuselage fuel.

The tanker was pretty amazing. We spotted him quite early...he said he was at full throttle. We said that he would have to turn on us because we could not maneuver. Somehow, he bent his way around the turn, rolled out and we approached him quickly. The fuel was now down in the 2000-pound range as I recall, and going south fast. The boomer started talking in "open mike", telling the Tanker AC which way to turn and what speed to change to. We plodded straight ahead and as our fuel passed through around 800 pounds, the boomer "stuck" us with a hell of a thump.

The AC then came on the intercom and said that he would "tow" us to Udorn and where did we want to be dropped off? I said that I did not think I could turn and would like a drop at 25 miles lined up with the runway. He then started gently pulling us around using the boom...we never disconnected...for probably 20-30 minutes...and suddenly he said, "Udorn at 12 o'clock dead ahead, pulled the boom and moved off to the left.

We were showing 12,700 pounds of fuel...full. I then tried to determine what sort of landing speed we could tolerate and as we decreased speed through 230, I could not keep it level, using burner to pick up the wing. So, 230 it was.

By that point, I noticed that the utility hydraulic pressure was zero and knew we would have to blow down the gear...and, near as we could tell, it seemed to go down. Then it was all concentration. All I remember was making sure I touched down before the first cable (Udorn had five) and as soon as we did, the left, then the right tires blew (max tire speed was 193). The left tire blowing first started us in a drift to the left side of the runway, cutting the first cable instantly.

I recall pushing the right brake (pneumatic at this point) but nothing seemed to happen. The second cable came up pretty fast and by that time we were probably halfway between the centerline and the edge of the runway...and the second cable couldn't hold us either...and snapped, (my recollection was that it was the second cable that whacked us) this time whacking the left side of the aircraft and putting a slash in it from the front of the intake all the way back to the tail (I didn't sense a thing...saw it after we dismounted). Finally, perhaps 10 feet before departing the runway on the left, the third cable caught the landing gear, or something, and we trundled out into the grassy area tilted well to the left. The left main had been ground down by at least half its extension...looked like a fat stub.

Second Tiger Loss (Almost) - cont.

The aircraft came to a halt in a severe left tilt (30 degrees?). I shut down the engines, raised the canopy, and got down the ladder to the ground without incident. Admittedly, the aircraft was quite a mess, especially the left main "stub" but the right main was also ground down (no wheel on either stub). The fire crews came up but did not spray the aircraft that I am aware of. There was no fire that I recall.

I remember leaning on the wing and filling out the forms. Eventually a blue car came up, asked us if we were OK (yes, we were) and he took us to the Bar, not the Flight Surgeon. It was about 1030 in the morning, I think. We joked about the mission, called down to Korat and they said to stand by, the C-47 would be sent up to pick us up. Sometime after lunch, we boarded the Gooney and headed south....

And, believe it or not, to the best of my recollection, no one ever asked us anything else "official" about the incident....

My recollection, which could be absolutely wrong, was that the aircraft was crated at Udorn and shipped back to Ogden, Utah, refitted, and was flyable again within the year. I have no way of verifying that because I do not know what the tail number was. (Now we have learned it was 67-0268 and the airplane was transferred to Turkey in 1987).

Mike



Captain Mike Carns



Major Ted Dowd



Note: While this loss happened after we all had left Korat, I've included this in our 469th history album since the aircraft lost was F-4E 67-0293. Charlie Jones and Ed Figueroa flew the plane from Eglin to Korat, but once 293 arrived in Korat, Art Jones' and my names were painted on the canopy rails. The "Third Tiger Loss" was my airplane and I am not over it. A piece of trivia...I was Ted Sweeting's Instructor at Webb AFB in Primary Pilot Training. Don Drinnon

The Third Tiger Loss **By Dave "Scud" Yates**

I was flying on May 7, 1970, in the back of a Tiger FAC mission in an F-4E out of Korat with another pilot, Ted Sweeting. For the whole day we put Thuds, F-105s, in on guns and truck parks along Route 7 in north Laos' Ban Ban Valley. Once their bombs were off we sent them to a Raven T-28 FAC trying to stanch an overrun at Lima Site 32, a friendly outpost just north of the PDJ. The F-105s would make one pass for us and then as many strafe passes for the Raven as they needed or could do. At the end of day and about four hours into our mission we ran out of Thuds and offered our 640 rounds of 20mm to the Raven. He was only about twenty miles away. The target he wanted us to get was a couple of 82mm mortars about half a klick - kilometer, away from the fence. The enemy mortars were knocking down buildings inside the Lima Site. Most of the Lima Site was either emitting dust or burning as far as I could see.

It was May and the bad guys were on their yearly rout of the good guys in the dry season. There was only one way to get to the mortars as they were sheltered from a westerly run in. After two passes we could see what needed to be done. There was a lot of stuff going by us each pass so they knew where we were coming from. On the fourth pass, as the FAC was saying we finally hit the target, we took a shattering series of hits. Ted yelled about all the lights in the cockpit being on but managed to get us headed south and upward. BLC - boundary layer control and Engine Fire lights were coming on as we passed six-grand climbing. We were headed to the PDJ as it was the best chance for a pick up. I managed to get a calm call out to the ABCCC that we were getting out soon and gave a TACAN cut, "Zero three zero for thirty from Channel 108."

About then the flight controls froze up and as we rolled past 90-degrees Ted pulled the handles and out I went. It must have been a quick roll as he went out 1.4 seconds later and ended up above me. We had made it about four miles away from the target and were another four miles short of the edge of the PDJ. I watched the airplane spiral down and hit near Route 71 and then watched as Ted fell past me with about a third of his chute torn away. He was not moving so I figured he had had it. We were descending from between seven-to-eight thousand feet, about five AGL; I found what they don't prepare you for in survival training -

Third Tiger Loss - cont.

the hang time. It takes about a minute for each thousand feet. Many panic opportunities can happen when you have this much time. It was a spectacular view until I realized I was falling into a "free fire zone" just named that week. It was at the staging area for the attacks on the PDJ and this Lima 32 site. Then, there was the little detail of the bullets zinging by every so often even if I could not see the flashes or hear the shots. I beat back panic about thirty times until it was time to prepare for landing. I had to dump the seat pack to be ready for a tree landing. I tried for a clearing but got caught in the last pine tree on the edge. A fifty-foot tall, two-foot thick, one. After hitting a bunch of branches and banging up my legs and back, I was hanging about thirty feet up looking into the second story of a barn or a barracks. The latter was what it appeared to be most likely. I did see someone look out and run away but could not tell who it was. The tree-lowering device was not quick enough for me and I crawled in close to the trunk and released. The climb down was going well until the branches started getting brittle, as lower ones do on pine trees, and I put my arms around and slid the last ten feet. Now what?

I grabbed my trusty pistol and faced the building. Nothing moved and I figured out my helmet was not helping to hear oncoming problems. Off it came and then with nothing happening and no way to clear my 'flag like' parachute to hide it, I started moving away from the clearing. It was not easy to hide as this was a well-worn area with deep paths. I made it a couple of hundred yards and hid in a bush. When I tried the first radio, the buttons were jammed into the case from hitting the tree. The second one was ok but there was a beeper going. It was not mine so I figured it was from Ted's and he was not likely to turn it off. The backup channel got me talking to the T-28 FAC. Talking only after I drank an entire bottle of water to get moist enough to make a sound. He said the SAR forces were notified and it should be about an hour before anyone showed up. I did not think I was going to last that long in this area and said so. He was short of fuel and passed the effort off to an O-1, another Raven. The T-28 Raven, John Fuller, a classmate of mine I found out later, introduced the O-1 as taking over babysitting me. This was about twenty-five minutes after the bailout. The new FAC was trying to find me and flew right over me at about 1,500 feet. I told him to turn left and then talked him into putting me off his left wingtip. He still did not see me and at that point I said I was in a bush with the pistol out one side and the radio antenna out the other. I then pulled out my glasses cleaning cloth, a white hanky with my initials on it and waved it out the side of the bush the plane was on. The hanky I waived was from my dear old grandma and had my initials on it. She would have gotten a kick out of it, but she died before I went to war. He saw my hanky waving and then he said to go back to the clearing on the other side of my chute. then out into the clearing and get ready for a pick up. I liked some of that part, but not the clearing part, but he insisted it was the only chance. I ran back up and stopped at the edge of the trees about fifty yards from the building and asked again if I had to get out there. He yelled affirmative and about then a UH-34D, came around the corner of the building into my view and I ran as he came to a hover. A horse collar started down and then went back up and the bird set its front gear down as I ran up. The hill was enough the back wheels were off the ground but the rotors were clear. I hit the door at about my chest level and a strong arm pulled me on board. I was in a heap on the floor sorting things out as we escaped back down the clearing getting up steam to climb.

This bird was blue and white with Continental Airlines written on the side. Both pilots, one Anglo and the other Oriental, were in airline-style short-sleeved uniforms. The guy that

Third Tiger Loss - cont.

grabbed me was dressed more casual and had a big helmet on. I tried to say something to him and he hit me in the chest with an M-16 weapon and told me to get into the strap in the door and shoot at any muzzle flashes I saw. We started circling another clearing near my old one at about a thousand feet. I asked what was up and he said the other guy (Ted) was going to be picked up by us if he could get away from the people shooting at him. It was good to hear Ted was still around but it did not sound all that good for him. We swooped down and Ted would tell us we were drawing heavy fire so we would climb back up. On the second or third "decoy" run, I was to find out later, a UH-1 came low up the center of the clearing and set down in the middle as Ted came running out for the 50-yard dash to the bird. He was jinking hard to avoid being killed but I never saw any of the enemy to shoot at. The dirt was flying up around him when he got within twenty feet of the bird. He got in and off we all went to the north.

The Huey was shot up and people are hurt on-board, I was told. Both birds set down on the top of a karst, after what seemed about thirty minutes of flying, this hilltop looked like hell with wounded walking among the dead lying beside barrels of fuel and supplies. The other bird was hit badly. The crew chief had hits in his knee and elbow and Ted was bloody - some on his neck. His blood came from a cut he got in the violent parachute opening but the cut on the neck was superficial, just looked bad. We, and the wounded crew chief, now heavily drugged, were shuffled into a third copter, another UH-1, and we took off for a trip south. This was what seemed to be an hour long ride that ended at Long Tieng, TACAN Channel 98, the head Raven base south of the PDJ. We were met by the FAC we were working with, the second Raven who directed the SAR. They offered some medical help for the wounds and then gave us some beers while we waited for another ride home.

It was a busy place so we were left alone. It was now about 1300 or thereabouts. We had briefed at 0300 and gotten started with a 0500 takeoff to start this day. About the time the SAR would have started if Air America hadn't helped out, along came a Jolly Green H-53. They took us back to Udorn, another hour plus flight. The crew of the Jolly Green was disappointed we were not a combat save but thought they made up for it by shooting up some boats on the river along the way. The brass at Udorn and a big party were there to meet us as they did not hear it was not a 'combat' save. We were whisked off to the hospital to do the blood work but it ended up they only patched up Ted. No blood taking was better after I told them we were full of beer from the last stop.

A steak and a couple of hours later and we were on a C-47 for a ride back to Korat. By then the juices were starting to settle and we were smiling but tired out. It was the fifth flight of the day. My legs were starting to hurt and looking at them for the first time showed how hard I had hit the tree. The whole base turned out for our arrival as nobody from the wing had been recovered in a long time. There had been several shoot-downs in the last year but no survivors. We had a few minutes with friends and were then taken in and seated in front of all the O-6s in the Wing, the top three. The first question from the Wing King was, "Why in hell were you strafing when you know you are not supposed to do that?" The tone of voice and the looks on the other two colonels seemed to say we were in for a scolding. Ted stood up and announced, "Any man that did not do what we did today could not be called an American." And then he said, "Come on Scud, were out of here." Out the door we walked to the stunned looks of our colonels. The assistant DO, a good guy, followed and talked us back in. He said the "word" had been passed that we were shinning our

Third Tiger Loss - cont.

asses and got hit. They knew nothing about anything that had gone on but were sure we were f**k-ups. Captains and lieutenants are only put on this earth to ruin careers of colonels. The second seating took place with a flustered look on the commander's face, but he asked this time, "What happened to you all today?" The rules are no strafing except for a SAR or TIC. We qualified there. "Why more than one pass?" was the second concern. Ted said "We would have made passes after running out of ammo if they needed it." They accepted the story and we had to go back to the hospital for checkups as the sun went down. They did not buy the beer story this time and we got stuck. It had been hours since beer time or they did not care about that now. My wounds were just heavy bruising and scratching and Ted's were just about the same. He may have had some stitches. We went home and fell asleep.

I awoke as the sun came up and made a tape as the sun rose. I talked standing alone in my shorts feeling happy to be alive. After getting the whole story out, I found I had not turned on the tape machine. The second version had less cussing and might have been a better organized thing. More damage occurred to my body at a party the next night when I fell through a roof and had a hard landing on a "carrier landing deck" behind the 34th Squadron party hootch.

We flew injured a few days later on a strike mission just to "get back on the horse that threw you." Nice flight and we got to chase an enemy tank all over the trail in south Laos even though the NVN forces did not use Laos and we did not fight there. I then got to go on convalescent leave for a few weeks as a mid-tour break. Ted was killed several years later in Europe in another F-4E of the 32 TFS in Holland. The Lima site was not overrun and we had helped by getting the offending guns and mortars. They had time to clear out. They would get the place back when the rains drove the bad guys out again next year.

Dave "Scud" Yates



The Lightning Strike By Gary Burton



Let me tell you the story of just another night at Korat when members of a 2-ship from B-Flight went out to fight. The 2-ship consisted of Major Cec Lefevers with yours truly (Gary Burton) in the rear cockpit (GIB) of the lead aircraft. On the wing was Captain Rick Perlotto with Captain Bob Morris as GIB. During mission planning we knew the weather was bad in the target area, so we were to execute a Commando Nail drop on a target in Laos. Target was another suspected truck park along the Ho Chi Minh Trail.

Commando Nail consisted of using aircraft mapping radar to find a target and make a straight and level run and ripple the bombs off in one pass. On this pass we were using a known ground radar reflector point and then using a known offset vector to the target. The execution of this procedure was for the lead GIB to find the radar target and place a range cursor and cross track (azimuth) cursor on the reflector and press freeze which would then keep the cursor on the target using the inertial navigation system (INS). On this run, Bob and I talked via radio and compared range and azimuth and it looked OK. At this point adjustments of the cursors on the freeze point can still be made. A few seconds later I pressed Insert and watched the cursors jump to the bomb target offsets. After Insert, the weapons computer takes over and gives steering guidance commands for the pilot to steer to the target and, at the calculated bomb release point, will release the bombs. The bomb button (Pickle) must be held. The computed release point considers altitude, airspeed, and wind drift.

So, after I went Insert, I told Cec he had steering to the bomb release point. The pilot at this point flies the given heading, planned altitude and airspeed and needs to Pickle before reaching the computed bomb release point. The No. 2 aircraft will arm his bombs in direct mode and Pickle when he sees the bombs falling off the lead aircraft. Everything was looking OK and we were still some distance from bomb range but I told Cec to go ahead and Pickle. Just as I said Pickle there was a loud bang and bright light from our 10:00 o'clock position. My first reaction was a bomb had exploded but in a second I knew we were still alive. Then, almost immediately, Cec started hollering, "Take the Airplane", then asking do you have an attitude indicator? I took the stick and immediately understood the lightning fried the radar and INS and therefore his attitude indicator was tumbling. I told Cec to reach up and select standby on his ADI and it should be OK. Somewhere in there Rick called lost wingman, meaning they could no longer see our plane, and reported they were all right. Our run-in heading was easterly toward the North Vietnam border, so I turned to the west. Shortly after that Invert (Airborne Radar Control) called and said we were in North Vietnam. That's when I got the hint to look at the whiskey standby compass and it read North. (As a frame of reference by flying North the NVA border angles from about the 4:00 to 10:00 clock position). With another a-ha moment I told Cec to reach over to the right console and re-sync the compass and Cec took the aircraft back. Heading west now, but the fun was not over.

Cec asked Invert if they had radar with both aircraft. They said affirmative, so Cec asked them to vector us back together. With that underway, we safed-up the bombs and turned on the aircraft external lights. With no radar, I was blind but listened to Invert give No. 2 headings. I was under the impression they were coming in at our 7-8 clock position. But one more call and I realized they were coming from our 10:00 position. I looked at 10:00 and saw two red flashes of Ricks anti-collision light as he went right under us. Only two flashes meant the clouds were still thick.

The Lightning Strike - cont.

After that practice near miss, Cec told Invert thanks but we'll do this ourselves. (In retrospect nobody thought to take altitude separation.) Cec told Rick what TACAN radial and DME we were on and fairly quickly we were joined back up. With our equipment degraded and fun meter pegged we decided to return to Korat and land with all or bombs.

To recap, everyone agreed the strike came from 10:00. The sound I heard sounded like someone hit the radome of our aircraft with a sledge hammer. Our radar and INS were fried and the right wingtip lights on both aircraft were burned out. In post-flight debriefing, Cec said he had the sensation that we were in a right bank during the entire run. That certainly explained his reaction when the ADI tumbled. I carried a small Sanyo light in my left zipper pencil pocket and saw the bulb was black like a used flash bulb on a camera. I was surprised to learn we were all grounded until the Flight Surgeon gave us a short physical (check teeth fillings, eyes, ears etc.).

As the years passed, I had missed a couple of reunions and word got around that some claimed they were in Cec's back seat and others speculated they were in the No. 2 aircraft. They may have experienced many hairy or odd flying events and after a few years couldn't keep them all straight! At the reunion in Colorado Springs in 2000, I decided to tell the story about who the real actors were and the events.

I write this not out of a sense of great accomplishment but of the odd coincidence of Pickle and an immediate loud boom. This of course started the next actions. There were clearly some lessons learned.



Major Cec Lefevers
Black flying suit



Captain Gary Burton

When 22 years old, then Lt. Cecil Lefevers shared a MIG kill in Korea while flying the F-86F.



The Lightning Strike, Epilogue

By Don Drinnon

I asked Gary to write the story of the Lightning Strike for a couple reasons. First, it was a very exciting mission that was well flown by the crews from B Flight. Second, I needed a lead-in to expand on Gary's next-to-last paragraph about who was in the two airplanes.

But first, a little background on how the Squadron operated. Our daily Operation Order from 7th Air Force Headquarters in Saigon, called a Frag Order, told us how many missions we would fly each day, our take-off times, weapons load, tanker support, and which airborne command aircraft may be involved in the execution of the mission. The Frag usually had requirements for both day and night missions, probably about 60% day and 40% night. We then assigned one or two of the five squadron flights to exclusively fly night while the other three or four flights flew day missions. The assignment would last one or two months. This system was primarily for safety and effectiveness, thus ensuring proper crew rest and increases proficiency.

Major Lefevers was the flight commander of B Flight and B Flight seemed to like night flying and volunteered for that mission often. I was in D Flight and we certainly did not volunteer. I had never heard of the Lightning Strike until the first reunion. This would not be unusual as there was very little interaction between the day flyers and the Nite Owls, as they were called. The day flyers would be going to breakfast while the Nite Owls would be leaving the bar and heading to bed.



Nite Owls usually had a board in their window for daytime darkness.

The main activity at reunions of a bunch of fighter pilots, is to stand-around telling war-stories and most start with "remember when...." Our first stateside reunion was in Colorado Springs in 1996 and was very well attended. By then it had been about 35 years since many of the guys had seen each other. Well, the Lightning Strike mission came up quickly among the B-Flight guys and whoever else were flying the Nite Owl missions at that time. Those of us who were clearly not involved with the mission thought the lightning strike "war stories" were quite entertaining and funny.

It seems that at one point there were eight guys who claimed to have been in the four seats available. They were all serious. Our next reunion was in 1998 in Fort Walton Beach and the stories and debates continued. I believe the maximum number remained at eight in the four seats, not necessarily the same eight, but again we non-B-Flight guys thought this whole discussion was hilarious. As Gary states, he got up and told the true story stating that the lightning strike mission would no longer be discussed at future reunions. That received a big laugh from a good percentage of the guys, but not the four who did not receive a seat.

469 TFS Veteran Biography

By George Giddens

I became a member of the World's Finest in January, 1969. I arrived in Korat in August 68 as one of four crews assigned to the 44 TFS flying the F-105F 2098 mod (back seat stick removed and replaced with a CRT pedestal for night, single ship radar bombing) using Terrain Avoidance radar. After LBJ's bombing halt on Halloween the squadron reverted to a Wild Weasel mission, and the pilots continued to fly day strike sorties with the squadron. We navigators (we weren't called WSOs until later) were in limbo. John Winston asked someone in the 469th about the possibility of joining the squadron as back seaters. He and I were accepted (two others went to Udorn). Our RTU was an afternoon going through egress training and another afternoon on the F-4E's WRCS (Weapons Release Computer System). My first ride in the F-4 was in the back seat of Chuck (I'll only be a minute) Sharp on a mission to Northern Laos.



George Giddens

I lived in the C-flight hootch, rooming with John Winston. We moved into Emo Boado's and Joe Wilson's room. We were welcomed into the GIB world, and I finished my tour there with a total of 173 missions, most of them in the F-4E.

Stories:

One of my early missions was with Jim Woods. I had become familiar with his TDY name, Speed Davis, and in the process of preflighting the weapons that day, I had a question and called to him Capt Davis. He said "What did you call me?" I said Capt Davis seriously. He just laughed. How was I to know what his real name was, green as I was.

Since I was not crewed with a pilot on a regular basis, I frequently flew with wing staff. Jack O'Donnell the Wing Director of Operations, also a Thud pilot, was not a fan of back seaters and suggested I go cold mic. I did so, monitoring all the things I was supposed to. We were carrying rockets on mission to the PDJ (Plain of Jars area of North Central Laos). Just before rolling in, he casually mentioned over the intercom that he liked to fire rockets to hit within the burn time. While trying to figure that out, I saw a thatched roof on both sides of the limited view forward that I had before he fired and pulled off. Ah, so that is what he meant.

On a mission with Skip Dudgeon, he asked me on the way to the tanker if I wanted the pre or post-strike refueling. A little perplexed since I hadn't done that yet, I told him to take it. On the way home he suggested I take the refueling. I said I wasn't checked out on that. After debrief, he took me to Gordy Thomas, the squadron Operations Officer, and told him Lt. Giddens couldn't air refuel. Gordy gently stabbed my navigator wings with his index finger and mentioned to Skip I wasn't a pilot.

After Korat, I was assigned to Yokota flying the F-4C (what a letdown) in the 347th TFW. I checked in and was asked about why my F-4 training was not in my 846. I said that I had not been through training at Davis Monthan. That created more concern than I understood at the time, and thought

469 TFS Veteran Biography - cont.

was given to sending me through the RTU at DM. After answering some questions about how many air refueling missions (all of them) and heavy weight ordnance deliveries (all of them) in the F-4, I was certified OR. We relocated to Kadena in 71 from the 347th TFW to the 18th TFW. There I got my vampire patch back as a 44 TFS WSO.

From Kadena I went to Cannon to check out in the F-111D. Bad timing. The oil embargo of 73 and other cost cutting moves reduced flying hours and increased simulator time. To school at Leavenworth in 77 and to TAC HQ as a staff weenie. Back to flying in 81 at HMN (Holloman AFB) flying the AT-38 at LIFT (lead-in fighter training). I led the 465th TTS academic squadron. From there to Pentagon (84-88), to Kunsan 88-89 as CSG/CC. I think I got that job because Pete Hayes was 7AF/CV and there had been some morale issues at the Kun. I had run into Pete at TAC where we both worshipped at the chapel. From Kunsan I took over the MacDill CSG from an old college friend. In 90, I deployed to Riyadh to run the CSG during Desert Shield/Storm. Finished my career in 96 at Shaw on the 9AF staff. Moved to Fredericksburg VA in 97 to be near children and grandchildren (now 9) and found work in industrial coatings and later into residential remodeling. Completely retired in 2009 and doing busy work at home and helping at church and community.

Because of the 469th tour I applied for pilot training but was turned down because of a Catch 22. I couldn't get an age waiver because I hadn't applied before reaching the age limit. I couldn't apply then because of vision restrictions. Denied on appeal. It all worked out, and I am grateful for the guys I served with.

George Giddens, 2020

George read a draft of this album and provided some comments. They add to our story and are provided here. Thanks, George. Don, Feb 2023

Igloo White. I flew a few IW missions, and the description provided seems pretty close to what I recall. I do remember plotting "strings" on a map that corresponded with sensors that Batcat monitored and relayed to us. My recollection is that our missions were part of the "Dawn Patrol" (night) in 3-ship formations where we did interdiction along the Trail. We did get good BDA, and some thought that brought attention to the Task Force Alpha and 7AF, which put the kibosh on our real time truck killing. Attack would proceed with lead dropping flares, then 2 & 3 strafing or laying BDUs 24/48. George, Nov 2022



George Giddens

My Best Mission

By Don Drinnon

I flew what turned out to be my best mission while we were at Ubon in February 1969. The mission was a two-ship mission with Ted Dowd/Buddy Barnes leading and myself and Art Jones on Ted's wing. We did not have a target but the routine then was to takeoff, air-refuel and proceed to the target area while contacting an airborne command post (CP). The CP would then direct us to a FAC that had a target. We called our assigned FAC and were told that he had discovered a new 23 mm AAA array in a location about 25 miles east of NKP RTAFB, Thailand, that was a great threat to all aircraft flying in the area. The weather was not good, with a broken (meaning 50% or more coverage) cloud layer at about 2,500 feet above the ground. Normally, we were supposed to stay above 4,000 feet to avoid small arms fire. The FAC gave us the standard target area briefing including that the guns were very active and he had to stay back as they were shooting at him. As we descended into the target area, I saw the FAC first and radioed Ted that I saw the FAC. He immediately said, you have the lead meaning that I became #1 and he #2. This was standard procedure but he then radioed back that he saw the FAC and resumed the lead. The gun area was easy to see once we got below the clouds as the guns were placed like the five spots on a die. Ted radioed the FAC that we had the target in sight and were attacking. We each had ten 500-pound bombs, six CBUs (cluster bomb units) and a full load of ammunition for the gun. A CBU is a large canister containing a large number of small baseball size submunitions that were mainly used as an anti-personnel weapon. We each made several passes attacking the target and I could see Ted getting shot at many times. Ted circled the target counterclockwise while I circled clockwise to make shooting at us more difficult. I tried to closely follow Ted on the bombing passes so that the smoke and debris from his bombs made it more difficult for the bad guys to shoot at me. We fired the gun over the target area as we rolled in, again to make the bad guys dive for cover and not fire their guns. It worked. We were given credit for destroying four of the five guns and several KIA.



Don Drinnon

Upon landing at Ubon, Ted and I ran to each other and hugged. We knew we had "done good". As part of the mission debrief to the intelligence personnel, we reported all we had done. Before long, Ted was in trouble. Unknown to us, our Wing Commander had led a flight just before us that had been assigned the target and he had refused to attack believing the target to be too dangerous. Another F-105 flight had not even been able to find the target. Our finding and destroying the target made the Wing Commander look bad. We probably should not have done it either but that was what we had been trained to do. And Ted was not known as "Crazy Ted" for no reason. The Wing received a commendation letter concerning our performance written by the FAC. All four of us were recommended for Silver Stars but, due to the political issues, the awards were downgraded to Distinguished Flying Crosses (DFC) for Ted and Buddy, while Art and I received Air Medals.



Emo Boado By Jon Gallo



Written in 1993 for a newsletter in Aurora, Colorado.

Memorial Day traces its roots back to 1863, when the women of Columbus, Mississippi decorated the graves of their Confederate war dead. It spread nationwide by 1868 when the Union Army veteran's organization declared May 30 as a day of remembrance. New York made "Decoration Day" a legal holiday in 1873. In 1882, it became Memorial Day. In 1971, Congress established the last Monday in May as Memorial Day. It is a day set aside to remember our fallen heroes from more than a dozen conflicts.

Many of us have relatives or friends who did not return from a war, who made the ultimate sacrifice. It is important to remember that these were people, not just numbers--but people--just were like us--each with dreams and aspirations.

I remember an American airman with an unlikely name--Emo Boado. Emo's father was Filipino. His mother Irish. Emo was born in the United States. He looked Filipino, although taller and broader. Some mistook him for a native Hawaiian, particularly when he was playing the ukulele, which he did very well. Emo was a major in the United States Air Force--a fighter pilot. We were in the same squadron and flight when we deployed in 1968 from Florida to Korat Royal Thai Air Force Base in Thailand. We deployed to Korat to fly in the air war over Southeast Asia.

Our airplane was the F-4E, but before we could fly combat missions, we first had to attend Jungle Survival School at Clark Air Base in the Philippines. While few people looked forward to Jungle Survival School, the opportunity to visit the Philippines was a dream come true for Emo. He had always wanted to visit the land of his father's birth--a land that Emo Boado knew would be almost like home.

Emo talked about that coming visit for weeks before his departure. He managed to schedule his itinerary so he could have a weekend in Manila after Jungle School. Upon Emo's return to Korat, we all insisted on hearing how his visit "home" had gone, I, in particular, because I'd earlier had a tour in the Philippines.

Emo said he had a good time and was enthusiastic about the whole trip--including the survival training. He said, however, there was one event that stood out as the highlight of the whole ten days. In his words, the story went like this:

"I got to Manila and it was a beautiful day. I decided just to walk around and enjoy the city, the sounds and the people. I was walking around smiling at people, waving at shopkeepers. But I got the feeling that something was wrong. I couldn't figure it out. Here I was among all these Filipinos and something was wrong. Finally, I was standing on the street corner and suddenly I looked down. I was wearing Bermuda shorts. I realized I was the only one in Bermuda shorts. I thought here is this crazy American walking around Manila trying to look like a Filipino wearing Bermuda shorts. That's when I realized I really was an American."

Emo laughed and told us, "You know, I'm happy. If I don't go home from this war, it will be OK. I finally saw the Philippines and Manila, but more important, I learned I was an American." Emo Boado didn't come home to his family from the war in Southeast Asia. He was a proud American, and honored in the Air Force by having a building at the Air University in Alabama named after him.

Emo Boado - cont.

Each of those we remember on Memorial Day was a real person with their own story. Emo Boado's story is very pertinent today. It makes no difference what an American looks like; Emo learned and taught the rest of us that an American is simply an American--it's in the heart--actions count, not words, not looks.

Jon Gallo



These two pictures were taken of the "Memorial Missing Man Formation" flyover at Korat for Emo and his Weapons System Operator, Joe Wilson, at Korat in January 1969. Gordy Eells and Gary Studdard were in the lead aircraft, Charlie Jones and Ed Figueroa in two, Jon Gallo and Conrad Borzych flew the missing man position and Don Drinnon and Art Jones were in four.



This was taken at a "pre-deployment" party in Florida in November 1968, a couple weeks prior to the deployment to Korat. Left to right are Ed, Jon and Emo. No pictures of Emo in Bermuda shorts are available.

The First Page
from
"The World's Finest"
by Steve Stephen

*This book is respectfully
dedicated to these men who are
Truely the World's Finest*



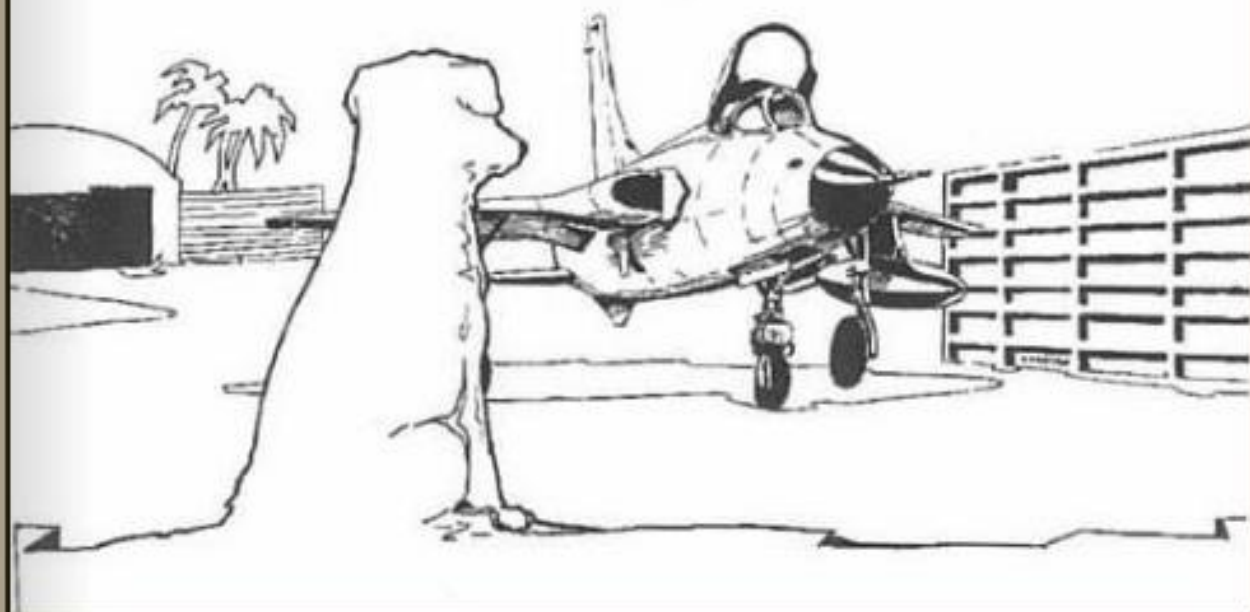
*Major Emil E. Boado
1st. Lt. Joseph G. Wilson III
14 January 1969
KIA*

*Major Russell K. Utley
1st. Lt. Daniel E. Singleton
26 January 1969
MIA*



The Passing of a Friend

By Capt Marty Stoers
HQ TAC/SEPP



Fighter pilots everywhere lost a friend recently. Roscoe, the only official mascot of the 388th TFW, Korat RTAFB, passed away 13 September 1975.

Roscoe was named after Captain Roscoe Anderson, an F-86 MIG killer in Korea, who was killed in an F-105 landing accident at Yakota. Roscoe was brought to Korat in June 1966 by Major Ray Lewis when the Thuds arrived to form the 34th TFS.

When Major Lewis didn't return from a mission up North, Roscoe was adopted by the "Men in Black" of the 34th and became the squadron mascot. Years later, Roscoe became the wing mascot with the honorary rank of Colonel.

Many of the pilots who flew their "counters" out of Korat thought Roscoe was psychic. He would sit in at all the briefings and if he was alert and restless, the pilots knew it was going to be a rough mission. If he fell asleep in the Wing Commander's chair, it would be an easy one.

Soon, all of the aircraft and fighter pilots will leave Korat. The men of the 388th will leave behind them a legend and a friend. Maybe Roscoe knew the days of the wing were numbered and that the men he loved would soon be leaving. Korat was a fighter pilot's base and Roscoe was a fighter pilot's dog. . . we'll miss him.

ROSCOE



Roscoe, probably the best known dog in USAF and for nine years mascot of the 388th Tactical Fighter Wing, died on September 12. Death, from a heart attack, came outside his favorite place—the Officers' Open Mess at Korat RTAFB, Thailand. Roscoe was the subject of Letters to the Editor in our October '74 issue (p. 8) and December '74 (p. 14). He received a military funeral.



Roscoe, March, 1967

Roscoe, March 1967



Roscoe's Memorial Plaque

The Plaque on the right is displayed in the Memorial Park at the National Museum of the United States Air Force, Dayton, Ohio. It reads:

Forty F-105 'Thud' Fighter Pilots were killed in action while flying combat missions to North Vietnam from May 1966 to December 1972. One of those fighter pilots was Ray Lewis who was shot down in July 1966. His faithful dog, 'Roscoe' waited for Ray to return to Korat AB until he passed away in September 1975. Beloved 'Roscoe' is once again with his pilots.

40th/469th Tactical Fighter Squadrons Reunions

By Don Drinnon

In September 1992, while working for Northrop, I was in Newbury Park, California, doing something relating to the BQM-74 drone program, when I ran into one of the World's Finest who was with us at Eglin and Korat named Don Madonna. Madonna had joined the 40th Squadron near the end of our time at Eglin, pretty much just in time to deploy with us. Madonna was an AF Academy classmate of Jon Gallo and Mike Carns and was then working for Northrop in the business development office in Newbury Park. He and I got to talking and reminiscing about our time at Korat and he suggested that we needed to have a reunion. The squadron had held a reunion in Germany in 1972 with a good turn-out since so many of the guys were assigned to Europe when they left Korat. A good number of guys from the U.S. also were able to attend. I agreed with Madonna and the plan and took on the task of locating all the guys and trying to organize a reunion. Unfortunately, shortly after our meeting, Don left Northrop and went to work at the Burbank Airport Aviation Museum and he was subsequently killed in an aircraft accident while ferrying a World War II British airplane from Louisiana to the museum in California. I was now the sole guy working the reunion effort. I had a good list of all the guys since I had copies of our orders from Eglin to Korat. That list had 57 guys but there were several others who joined the Squadron during our time at Korat including those from the 34th TFS who had joined us when the second Squadron of Es arrived in June 1969. Over time we added several of the guys who had been with us in the 40th but had not deployed to Korat. I knew where about four of the guys were and was able to contact them to get started.

I had 'borrowed' a copy of the Air Force Register in 1974 from some desk when I was stationed at Fuchu Air Station in Japan. The Register contained the names, SSAN, birthdates, ranks plus some other data for every officer who was in the Air Force in 1974. This gave me more information about all those whom I was trying to locate. Note: I still have the Register and use it frequently. One of my colleagues at work had a set of four or five CDs that contained the phone directories for the entire United States. This was a great help for those with somewhat unusual names, like Conrad Boryzch, but of no help for Arthur Jones or John Fisher. After a couple months of calling and sending postcards, I used another source for addresses. Another colleague who worked with me was in the AF Reserves at March AFB in Riverside. He said he would see if he could sweet talk someone in the Base Personnel shop to search the master retiree records in their computer system. He succeeded in getting me the information for 22 names. Yeah!

There is a funny story regarding my search for Ray Miller. I found a name match in Ohio on one of the CDs that kind of matched where I remembered Ray was from. I called the number and told the lady who answered the phone who I was and what I wanted. I had included that I was looking for the Ray Miller who had flown F-4s in Thailand in 1968-1969. She told me he had died. I marked Ray deceased and continued down the list. A month or so later, I got a note from Truman Whiting, asking why his front seater, Ray Miller, was not on the list. He gave me the real Ray's address in South Carolina. I never did find out who died in Ohio.

40th/469th Tactical Fighter Squadrons Reunions - cont.

I found the last guy 11 months after I started my search and then started planning for our first reunion for the fall of 1994. Six of the guys were deceased, all in aircraft accidents. By this time my wife, Kathy, and I had completed seven cruises with six of them being in the Caribbean and felt a cruise might be a fun way for us all to connect.



Back: Gary Burton, Chuck Aly, Ed Hilding, Don Drinnon and Jack Fisher — Front: Connie Burton, Jean Hilding, Mina Aly, Kathy Drinnon, Judy Fisher

I decided that the reunion would be a Caribbean cruise over Thanksgiving. This turned out to not be a good choice. I subsequently found out the cost was more than many wanted to spend and the Thanksgiving holiday was not a good time. I had thought that the wives would enjoy not cooking...wrong! We sailed from Fort Lauderdale on a Western Caribbean cruise with only five couples. Fortunately, our commander, Colonel Ed Hilding, did attend as he subsequently passed away before our next reunion.

Ted Dowd and Mike Sember, who lived in Florida came to the hotel the night before we sailed and visited with everyone. While not many attended, we had a great time and all supported more reunions. After the reunion, I contacted everyone and we agreed that our next reunion would be in 1996 in Colorado Springs and hosted by Jon and Jacquie Gallo.

The picture above shows Jean and Mina holding a copy of The "World's Finest", a book created by Steve Stephen, which documents our year at Korat. I've included a scan of the book's cover and a couple of the pages.



Cover



Don and Art's Page



Bob and Gypsy's Page

40th/469th Tactical Fighter Squadron Reunions - cont.

The 40th/469th Tactical Fighter Squadron has held 20 Reunions, including the ones in Europe in 1972 and the Caribbean cruise in 1994. We've selected a couple of the reunions from which we will present some of the happenings and pictures. The 1996 reunion, held in Colorado Springs, was especially significant in that 36 of the original 57 deploying members of the squadron attended and we were able to get many group pictures and renew many friendships. Several pages from the album prepared in 1996 are presented. Jon and Jacquie Gallo hosted the reunion and set the bar for all future reunions.

Another very significant reunion was held at the National Museum of the US Air Force, located at Wright-Patterson AFB, six miles northeast of Dayton, Ohio, in October 2011. At that reunion, the Squadron presented the 40th/469th Tactical Fighter Squadron Memorial Plaque to the National Museum of the US Air Force. The Plaque is on display in the United States Air Force Museum Memorial Park. Carl and Peggy Smith hosted the reunion with amazing support from the Museum Staff that included our Saturday evening dinner in the Museum's Southeast Asia War Gallery.

Location	Year	Host
Wiesbaden, Germany	1972	x
Caribbean Cruise	1994	Don Drinnon
Colorado Springs, CO	1996	Jon Gallo
Fort Walton Beach, FL	1998	Chuck Aly
Colorado Springs, CO	2000	Jon Gallo
San Antonio, TX	2002	Gordon Eells
Fort Walton Beach, FL	2004	Jon Gallo
Branson, MO	2006	Don Drinnon
DuPont, WA	2007	Chuck Aly
Orlando, FL	2008	Paul Brown
Nashville, TN	2010	Wendy Ward/Chuck Magsig
Dayton, OH	2011	Carl Smith
Fort Walton Beach, FL	2013	Jon Gallo
San Antonio, TX	2014	Hank Bishop
Tucson, AZ	2015	Don Drinnon
College Station, TX	2016	Paul Leming
Fort Walton Beach, FL	2017	Jon Gallo
Dayton, OH	2019	Carl Smith
Parsippany, NJ	2021	Paul Brown/Hank Bishop
San Antonio, TX	2022	Paul Brown

Reunion Caribbean Cruise 18-26 November 1994

This reunion cruise was introduced in the lead-in discussion consisted of only five couples, but we had the opportunity to visit with two other couples who joined us on the evening before our sailing at our hotel in Fort Lauderdale.

We sailed roundtrip Fort Lauderdale to Ocho Rios, Jamaica, Grand Cayman and Key West. We sailed aboard the Celebrity Cruise Line ship MV Zenith which carried about 1,800 passengers.

Attendees:

Ed and Jean Hilding
Chuck and Mina Aly
Don and Kathy Drinnon
Jack and Judy Fisher

Gary and Connie Burton
Ted and Carol Dowd (hotel only)
Mike and Ruth Sember (hotel only)



Chuck, Ted and Mike



Chuck, Jack and Ted



Mike, Kathy, Mina and Ed



Jack, Ted, Chuck and Don



Mina, Carol, Judy, Kathy and Jack

Caribbean Cruise At Sea



Ed and Jean



Celebrity's MV Zenith



Chuck and Mina



Gary and Connie



Don and Kathy



Jack and Judy

Reunion
Colorado Springs, Colorado
1996

World's Finest Flights

B Flight



F Flight



Colorado Springs, 1996



Staff



*A
Flight*



*B
Flight*

Colorado Springs, 1996



C Flight



D Flight

Colorado Springs, 1996



Chuck and Mina Aly



Ted and Carol Doud



Wendy and Sonja Turner



Jon and Jacquie Gallo



Wendy and Sandy Ward



Jack and Sara Cockran

Colorado Springs, 1996



Don and Kathy Drinnon



Chuck and Jennie Magsig



Kim and Louise Smith



Jack and Judy Fisher



Tom McInerney and Maria Elena Tellez



Mick and Mary Tims

Colorado Springs, 1996



Mike and Ruth Sember



Jim and Lynette Mueller



Paul and Betty Leming



Ray and Mary Lou Miller



Dick and Barbara Francis



Jon and Patty Hope

Colorado Springs, 1996



Rick and Nancy Perlotto



Stan and Lis Stanton



Mike and Victoria Carns



Keith and Peg Ferris



Pete Hayes and Michelle Carns



Gary and Connie Burton

Colorado Springs, 1996



*Mary Wicks, Olla Sharp,
Chuck Sharp, Ollie Wicks
(l to r)*



*Gary and Patsy Studdard
Gordy and Marie Elena Tells
(l to r)*



*Walt and Vera Bills
Ed Bills*



Walt Bills, Judy and Ed Bills

Colorado Springs, 1996



Bud Barnes



Cecil Lefevers



Jim Hubbard



Carl Smith



Al McDonald



Tom Briggs



Al Sickel



Dennis Prash

Colorado Springs, 1996

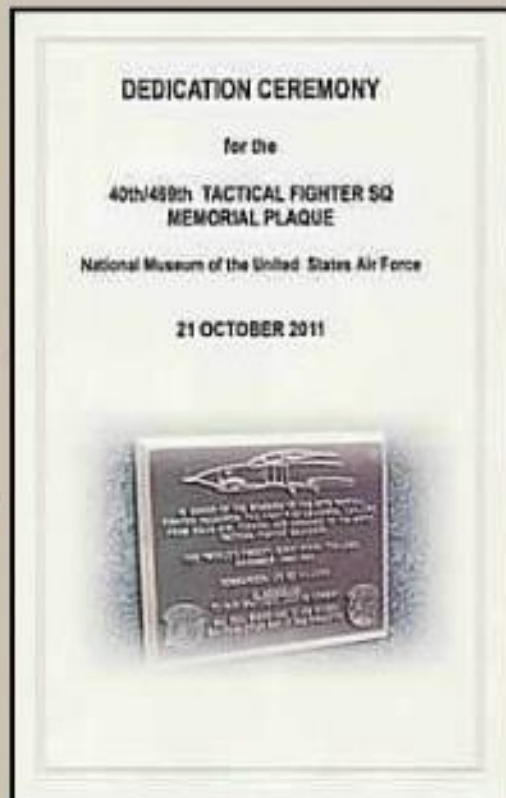


*It
Still
Fits!!*



Reunion
Dayton, Ohio
2011

Dedication Ceremony

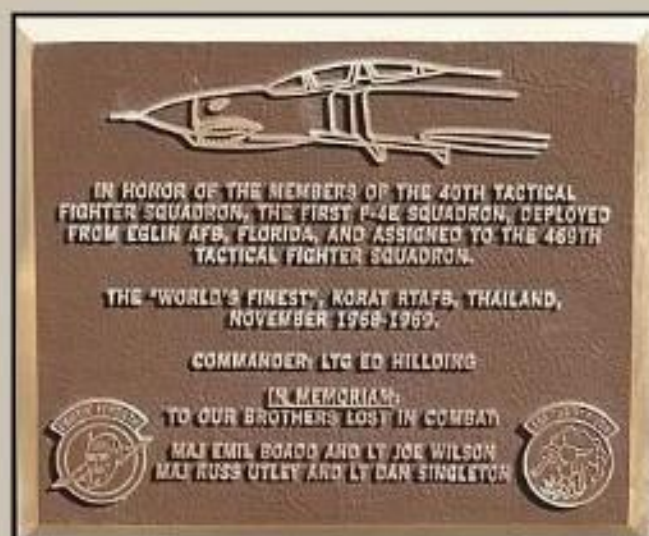


Emo Boado and Joe Wilson



Russ Utley and Dan Singleton

Unveiling the Memorial By Steve Stephen and Joann Utley



Steve, Joann and Steven



The Utley family



Steve Stephen, designer of the plaque.

Presentation of Memorial By Chuck Aly

Welcome, and thank you for allowing me speak both to you and for you. I assure you that I know my being at this podium has more to do with attrition than erudition.

"We few, we happy few, we band of brothers," and if I may add, sisters. We have lived at the best possible time in the history of our profession. I define that time as after the widespread use of manned fighter aircraft, and before the widespread use of unmanned fighter aircraft.

On behalf of us all, I would like now to thank some people:

To General Hudson, General Moorman and the entire staff and volunteers of this magnificent museum for their help in bringing us together in this inspirational, even spiritual, venue, and for preserving our heritage for those who follow -- thank you!

To Ed Hilding, without whom we would never have come together in the first instance.

To Don Drinnon, without whose efforts over the years we would not have come together again.

To Carl and Peggy Smith, without whom we would not be together here today. If you have forgotten, Carl is "A" flight.

To Steve Stephen, Chief Beane, Paul Leming and all those who created the teeth, put them where they belonged, and kept them there! And further to Paul for guaranteeing the cost of the plaque while we waited for the contributions to come in, and for financing our hospitality suite.

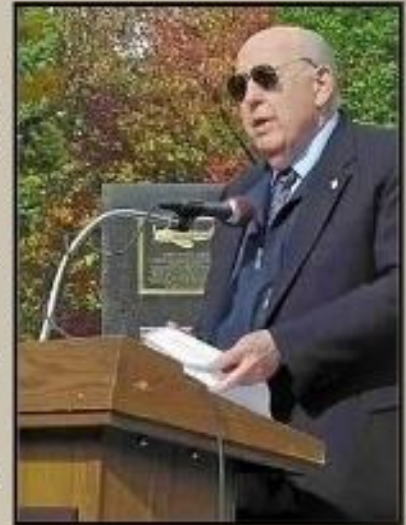
To Keith and Peggy Ferris and their family for their many contributions to this group, and for their valued friendship.

To Mike and Victoria Carns for all they have meant to us and for their contributions over the years, and to Victoria for being the official reunion photographer.

Lastly, to Jon Gallo for another great job.

Again, thank you for honoring me by letting me represent you today. You were all there, in body or in spirit, on our, "Saint Crispin's Day."

There was a 469th before us and a 469th after us, but there was never a 469th quite like us. Some of us had flown together for more than a year before we deployed, and we truly knew each other like brothers. We were, "Bad News for Uncle Ho," and we had, "Mighty Big Shoes to Fill." Both missions accomplished. I do not know of another fighter squadron which had a yearbook.



Presentation of Memorial - cont.

Now to our heroes....

It is tricky to speak of heroes, because people have different views on what a hero is.

My dad told me to choose my friends carefully, my enemies even more carefully and my heroes with the utmost care. He was telling me that if we choose false heroes and they become tarnished or fall, then we do likewise, because our heroes are what we would like to be in the same circumstances. The skies above Southeast Asia were full of heroes when ours gave their all.

Well, after over forty years, here is something upon which we can all agree -- our heroes are tall and unstained.

Russ Utley, Dan Singleton, Emil Boado and Joe Wilson are heroes to us all, and none of them has fallen. They are with us here today, and with the dedication of this plaque, they have been enshrined in history, and are a part of this museum as they have been part of our lives.

General Moorman -- on behalf of my warrior brothers here assembled, those who could not be here, their families, friends and loved ones, it is the ultimate honor of my life to present to you for the Air Force Museum this plaque which warrants that we gave our best! Sir....



Presentation of Memorial - cont.



Museum's Southeast Asia War Gallery Dinner with a B-52



The Utley Family



Carl and Peggy Smith receiving
"Bad News for Uncle Ho" from
Keith Ferris for a "Job Well
Done."



Table of Remembrance



"Uncle Ho" Wine comes in
both red and white.

Group Pictures from Reunions



Colorado Springs, 2000



Branson, 2006



Nashville, 2010

Group Pictures from Reunions



Fort Walton Beach, 2013



College Station, 2016



Ferris Home, Morris Plains, 2021

Our Commander Colonel Edward Hilding



469th TFS Living Quarters



This had to be a good Omen!



Post-strike, looking for elephants

'Famous Airplanes of the World'



I bought this book in the early 70s while stationed in Japan. The name of the book is 'Famous Airplanes of the World...McDonnell Douglas F-4E Phantom II.' I just realized that the picture on the cover is from the first combat mission of the F-4E. It is slightly different from the black and white one I 'borrowed' at Korat but the lead tail number 268 and the pilot's checklist in the windscreen is in the same place as in the picture I used in the history at the very beginning of this album. The wording inside of the book is all Japanese with the only English, almost

exclusively, the credits for the photos. There are several photos from Korat. The picture of 308 has the emblem on the nacelle that says 'Betty Lou'. Tail number 308 was Lt. Col. Gordy Thomas' plane. Gordy was the Operations Officer in the Squadron and his wife was Betty Lou. Standing in front of the 'Betty Lou' emblem is Carl Smith. Carl thought his AC for this mission was probably Pete Hayes, seen standing behind Carl. The photo was taken by Maj. Albert Piccirillo.



Betty Lou, 67-0308



Truman and Marlene Whiting made a plaque for each of the guys attending the Fort Walton reunion in 1998. The appropriate names were on the canopy rails.

Tail number 67-0268 again.



Laundry day at Korat



Collage made by Steve Stephen for a reunion hospitality suite

Misc. Photos



Jim Woods, Joe DeGrande and an AGM-12 Bullpup



A section of the Ho Chi Minh Trail, with trucks, in Laos

The AGM-12 Bullpup was a short-range air-to-ground missile. The weapon was guided manually via a small joystick in the front cockpit and the pilot needed to continue guiding the weapon throughout its flight, great for the enemy gunners. We used the weapon sparingly in the early months of our tour, mostly to destroy trucks on Ho Chi Minh Trail or to cut the Trail itself. Note that there is no vegetation in the area of the Trail.



Stan Stanton with MK 82 500 lb bombs.

The F-4E had a computer assisted bombing system called Dive Toss that was very accurate. The F-4E quickly got the reputation of hitting their targets. Our weapons load usually included five MK 82s on each outboard station and CBUs (cluster bomb units) or rockets on the inboard stations. We always had a 600 lb fuel tank on the centerline station.



Waiting for an End of Tour Flyby

L to R: Bob Hanson, Chuck Aly, Gordy Thomas, Mike Carns



Stan, again, preflighting a load of MK-82s on the outboard and CBUs on the inboard station



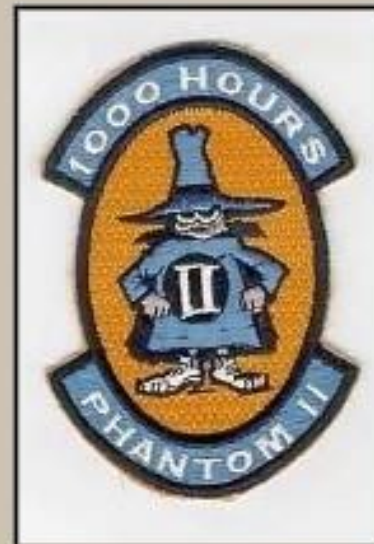
Pete Hayes, 191 missions

Misc. Photos - cont.



D Flight

Back L to R: Don Drinnon, Charlie Jones, Gordon Eells, Emo Boado, Jon Gallo - Front L to R: Art Jones, Ed Figueroa, Gary Studdard, Joe Wilson, Conrad Borzych



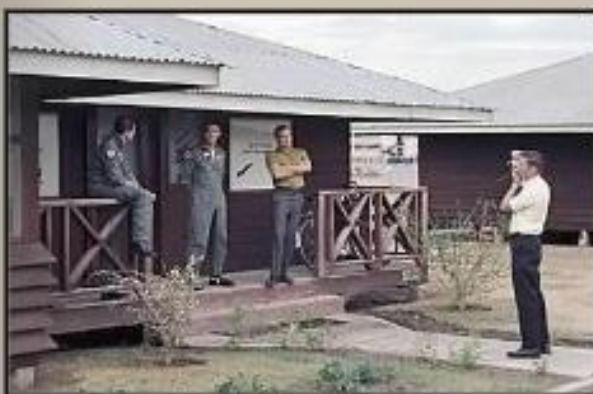
McDonnell Douglas awarded pilots a patch for every 1,000 hours they achieved. Our Gary Burton has a 3,000 hour patch.



D Flight Truck



Monsoon Season



Down Time

L to R: Mike Carns, Russ Utley, Dan Singleton, Wendell Turner



Thai parade on base for a Thai holiday

Misc. Photos - cont.



Eglin AFB Memorial Park - OUR NOMADS HAVE CEASED THEIR WANDERING



Even Roscoe is recognized in the Memorial Park



We all attended the Grand Ole Opry at our 2010 Reunion in Nashville, Tennessee. Great fun!



We were also able to experience Tennessee's 1,000-year flood.



And I got seat F4. My last flight.

Misc. Photos - cont.



Luke Poole and Mick Tims



40th Tactical Fighter Squadron Wives,
Eglin, 1968



Mick Tims and Bob Hanson



Roscoe in his party suit.



Carl Smith, Jon Hope, Les
Fairweather and Mick Tims



Les Fairweather



Jim Woods and Ed Hilding



Joe Franklin
"Joe the Baptist"



Jack Fisher



Les Fairweather, Kim Smith and
Joe DeGrande



Chuck Sharp, Tom Briggs and
the Phantom

Misc. Photos - cont.



F-105 Thunderchief Takeoff



F-4E Phantom II Takeoff



Rod Franklin next to a bunker



Jon Gallo, with his Thai flying suit, after his last mission



Just a couple of nice pictures for the ending.

Blood Chit, Far East Version

These Blood Chits were carried by all combat aircrews in SEA for use if they had the 'misfortune' to find themselves in hostile area. Until making this page, I had not noticed that the flag has only 48 stars. Using a magnifying glass I can see that this is the Far East version of the Chit and in the lower left corner it states it was made in February 1951. That explains the flag having only 48 stars as we got our fiftieth star in August 1959, when Alaska became a state. On the Internet, these Chits are called several different names. Some, dated 1951, claim to be USAAF Chits and others dated 1951 have 50 stars. The USAAF went away in 1947 when the USAF was founded. Other versions of the Chits have different languages.



The Languages

Japanese
Korean
Chinese
German
Burmese
French
English
Hindi
Russian
Urdu

The English statement reads:

I AM AN AMERICAN. I DO NOT SPEAK YOUR LANGUAGE. MISFORTUNE FORCES ME TO SEEK YOUR ASSISTANCE IN OBTAINING FOOD, SHELTER AND PROTECTION FROM THE COMMUNISTS. PLEASE TAKE ME TO SOMEONE WHO WILL PROVIDE FOR MY SAFETY AND SEE THAT I AM RETURNED TO MY PEOPLE. I WILL DO MY BEST TO SEE THAT NO HARM COMES TO YOU. MY GOVERNMENT WILL REWARD YOU.

The Table of Remembrance

Table of Remembrance

The table is small, set for one but also set for all. There is a jacket which kept us warm in the thin, freezing air, miles above the earth.

The tablecloth is white, for the purity of a citizen's response to his country's call to arms. There is a pair of sunglasses, representing the steely-eyed stares that fighter pilots used to scan the skies during their many hours of flight during both war and peace. A solitary red candle stands tall, straight, and proud, like our comrades. It is red for the blood they shed and stands alone, as they have stood, courageously striving for the victory.

The single red rose represents the families who kept the faith, sometimes for years, awaiting our comrades' return. A red ribbon tied on the vase is a reminder of the red ribbons worn by thousands bearing witness of the unyielding determination to demand a proper accounting of our missing after the Vietnam conflict. The napkin is unfolded, as though used, as the lives of our fellow airmen were used in the service of our country.

The glass is inverted. They will not drink with us tonight. The chair is empty. They are not here.

The lighted candle symbolizes their presence in our hearts, and its light shines as a beacon of our resolve never to let the memory be forgotten of those who have made their LAST FLIGHT.



Table of Remembrance
Dayton Reunion, October, 2011



*40th/469th Tactical Fighter Squadron
1968-1969
In Remembrance*



<i>Charlie Dray</i>	<i>1968</i>	<i>Jack Cochran</i>	<i>2009</i>
<i>Charles Townsend</i>	<i>1968</i>	<i>Sara Cochran</i>	<i>2009</i>
<i>Emil Boade</i>	<i>1969</i>	<i>Joe Dan Franklin</i>	<i>2010</i>
<i>Joe Wilson</i>	<i>1969</i>	<i>Gordy Thomas</i>	<i>2010</i>
<i>Russ Utley</i>	<i>1969</i>	<i>Betty Leming</i>	<i>2012</i>
<i>Dan Singleton</i>	<i>1969</i>	<i>Stan Stanton</i>	<i>2012</i>
<i>Bob Morris</i>	<i>1971</i>	<i>Ray Miller</i>	<i>2013</i>
<i>Bill Coppock</i>	<i>1985</i>	<i>George Kandel</i>	<i>2013</i>
<i>Dottie Hildling</i>	<i>1991</i>	<i>Ruth Sember</i>	<i>2014</i>
<i>Don Madonna</i>	<i>1992</i>	<i>Helen Brown</i>	<i>2018</i>
<i>Ed Figueroa</i>	<i>1996</i>	<i>Tom Briggs</i>	<i>2018</i>
<i>Ed Hildling</i>	<i>1996</i>	<i>Jen Gallo</i>	<i>2018</i>
<i>Marbury Brown</i>	<i>1997</i>	<i>Bob Hanson</i>	<i>2019</i>
<i>Kay Bishop</i>	<i>1998</i>	<i>Jack Fisher</i>	<i>2019</i>
<i>Ollie Wicks</i>	<i>1999</i>	<i>John Winston</i>	<i>2019</i>
<i>Al Sickel</i>	<i>2000</i>	<i>Paul Leming</i>	<i>2019</i>
<i>Betty McDonald</i>	<i>2002</i>	<i>Fed Dowd</i>	<i>2019</i>
<i>Ola Sharp</i>	<i>2003</i>	<i>Charlie Jones</i>	<i>2020</i>
<i>Jack O'Donnell</i>	<i>2004</i>	<i>Wendell Turner</i>	<i>2020</i>
<i>Connie Franklin</i>	<i>2005</i>	<i>Buddy Barnes</i>	<i>2021</i>
<i>Chuck Sharp</i>	<i>2005</i>	<i>Peggy Ferris</i>	<i>2022</i>
<i>Al McDonald</i>	<i>2007</i>	<i>Connie Boryzch</i>	<i>2022</i>
<i>Bill Craig</i>	<i>2007</i>	<i>Vera Bills</i>	<i>2022</i>
<i>Kathy Drinnon</i>	<i>2007</i>	<i>Carol Hayes</i>	<i>2022</i>
<i>Gary Studdard</i>	<i>2008</i>	<i>John Winston</i>	<i>2022</i>
<i>Curt Clauson</i>	<i>2009</i>		

