

127 TFTS Kansas ANG

F-105 History

01-Dec-70

346

Maintenance technicians from the Virginia and Kansas ANG units (The 149 TFS and 127 TFTS) began F-105 training at the 23 TFW, McConnell AFB KS. The 401 Field Training Detachment conducted the training of the 110 students in the first set of classes. Training courses were planned for two other unspecified ANG units that would begin in the spring and summer of 1971.

23 TFW History, Oct - Dec 70, USAF microfilm MO556.

20-Jan-71

354

The first two F-105Ds were assigned to the 184 TFG, 127 TFTS, of the Kansas ANG in acceptance ceremonies held at McConnell AFB KS. The F-105s replaced the unit's F-100s and were accepted by Brig Gen Edward R. Fry, Kansas ANG Commander. The 18 F-105s the unit eventually received were previously assigned to the 355 TFW, Takhli RTAFB, Thailand, and were stored by the 23 TFW since their arrival at McConnell in October 1970. The Group was scheduled to become the Air Guard's F-105 training organization.

23 TFW History, Jan - Mar 71, USAF microfilm MO556.

25-Mar-71

68

The 184 Tactical Fighter Group, Kansas ANG, McConnell AFB KS, was redesignated the 184 Tactical Fighter Training Group and assigned responsibility for F-105 crew training. Group personnel, themselves, trained on the F-105 through October 1971. On 1 Nov 71, the first six ANG student pilots, all Second Lieutenants, began the 26-week F-105 course.

"The Story of the 184th/127th, Kansas Air National Guard, McConnell AFB KS, 1941-1986". pp 145-146.

16-Jun-71

F-105D 581152 127 TFTS KS ANG McConnell Operational loss due to engine failure shortly after takeoff. Crashed 5 NM north of Wellington, Kansas. Maj Edwin W. Merkel 127 TFTS pilot received minor injuries. Call sign: "Power 41". "A McConnell Air Force Base pilot parachuted to safety moments before his F-105 Thunderchief crashed and burned Wednesday evening near U.S. 81, six miles north of Wellington."

"Pilot of the downed craft was Maj Edwin W. Murkel [sic], 46, Wichita, of the 127 TFS, Kansas Air National Guard. Murkel and Capt S. R. West, pilot of a companion F-105 were flying south on a routine low-altitude instrument and navigation mission when the accident occurred about 6 p.m., a McConnell spokesman said."

"'The pilot ejected, then the plane kind of fluttered, glided down and crashed,' according to a witness, Jerry Lewallen of Wellington. Lewallen, who phoned the Sedgwick County sheriff's dispatcher before the pilot touched ground, said the aircraft 'really rumbled the ground when it crashed.'..."

"The \$2 million jet left a deep gash at the point of impact, destroying a section of barbed wire fence between a wheat field on the north and an alfalfa field to the south. 'Apparently the plane disintegrated on impact,' Maj Freddie Buck, flight safety officer, reported from the scene. Small pieces of debris, scattered over a wide area, set two small brush fires which were quickly extinguished. A number of expended shell casing from practice ammunition carried on the craft also were found in the vicinity."

"Murkel was picked up by a Sumner County sheriff's officer about three miles north of the crash site and later was transferred to an Air Force helicopter for the trip back to McConnell."

History of Flight

"On 16 June 1971, at 1754 CDT, Aircraft F-105D-5RE, Serial Number 58-1152 assigned to the 184th Tactical Fighter Training Group (ANG), McConnell AFB, Kansas crashed in a field 17 nautical miles on the 190 radial from McConnell AFB. Aircraft impacted on a fence line between an alfalfa and wheat field 5 miles north of Wellington, Kansas, approximately 320 yards east of Highway #81. The pilot, Major Edwin Merkel assigned to the 184th Tactical Fighter Training Group, ejected successfully. Post-ejection physical examination, however, uncovered a possible major injury sustained on ejection (traumatic aortic insufficiency.)

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"Preflight and flight operations were conducted as follows:

"Major Merkel and Captain West discussed mission requirements and profile with Major Edward Cummins, the 127th TFTS Operations Officer. Following this discussion, Major Merkel briefed for a low-level navigation and ground attack without FAC mission, terminating with multiple instrument approaches at McConnell AFB. Briefing commenced at approximately 1550 CDT, two hours prior to scheduled takeoff time. Normal taxi, takeoff, navigation, airwork, and instrument recovery procedures were briefed. A discussion of emergency procedures, to include radio failure, engine problems, and HEFOE signals, followed the normal briefing.

"The pilots arrived at the aircraft as approximately 1720 CDT and accomplished their normal preflight inspection. Both aircraft were configured with an empty SUU-21 bomb dispenser on the centerline multi-weapon pylon, two 450 gallon drop tanks on the inboard pylons, and two empty LAU-59 rocket pods on the outboard pylons. Start and taxi to runway 18R were normal. This included an intermediate stop in the arming area for a 'last chance inspection.'

"Prior to takeoff, the pilot recorded the following readings on engine run-up:

" *EGT - 587-degrees C after 45 seconds at full military.
EPR - 2.40
Fuel Flow - Approximately 10,000 lbs/hr.
RPM - 102%
Oil Pressure - 48 PSI
Acceleration to full military required 15 seconds.

"Major Merkel noted the slightly lower than usual EGT, but felt it adequate since all other engine readings were good. TSgt Douglas Teachman, an Avionics Technician working on the Air National Guard ramp, later reported observing three puffs of darker than usual smoke emanating from the left aircraft (152) during run-up. Brake release occurred at 1750 CDT, five minutes ahead of scheduled takeoff time. Formation takeoff was made with Power 42 initially falling behind due to late afterburner light. The remainder of the takeoff was normal with Power 42 moving into proper wing position at nosewheel lift-off. Mr. James Sugimoto, a Republic Aviation Division Technical Representative, also noticed a black puff of smoke emanating from the left aircraft, approximately 2000 feet after brake release. Gear and flap retraction, as well as afterburner shutdown, were normal.

"A VFR departure to the West was made. Contact with Departure Control for traffic advisories was not attempted due to radio congestion on the departure frequency. After passing over the prebriefed start nav point, Major Merkel turned to a heading of 201 degrees to commence the first leg of the route. This turn was performed while simultaneously passing 3,000 feet MSL and signaling the wingman to the 'route' formation position. As the flight passed 3,500 feet MSL, Major Merkel heard a 'muffled pop' in the engine section, followed by various flame patterns as reported by his wingman ... The wingman, Captain West, called Major Merkel three times to notify him of the fire. After the fire warning light illuminated, Major Merkel ejected at approximately 1754 CDT. Captain West immediately advised Departure Control that his leader had ejected and to initiate rescue operations. After landing in an open field, Major Merkel was immediately picked up by its owner, Mr. Marion Rodgers, and taken to Mr. Rodgers' home. The rescue helicopter departed McConnell at 1759 CDT and proceeded to the accident scene. The police transported Major Merkel to the helicopter and he was transported to McConnell AFB for further medical evaluation. Power 42 flew low rescue cover over the crash scene until the helicopter arrived, then returned to McConnell and landed at 1843 CDT."

The Wichita Eagle, Thursday, 17 Jun 1971, pgs 1 and 8A & Louie Alley, Air Force Safety Center, E-mail 12 Apr 00 & AF Form 711 USAF Accident/ Incident Report ANG 71-6-15-1, dated 8 Jul 71, signed by Col Robert M. Bond, Investigating Board.

20-Aug-71

367

ANG F-105 pilot training class 72ANG-2 completed training. This was the last F-105 upgrade training class conducted by the 561 TFS, 23 TFW, McConnell AFB KS. It consisted of pilots from the Virginia and DC ANG units, the 149 TFS and 121 TFS. All subsequent classes were conducted by the 184 TFTG, Kansas ANG, at McConnell. The 561 TFS was to convert to a Wild Weasel squadron.

23 TFW History, Jul - Sep 71, USAF microfilm MO556.

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10-Sep-73

F-105D 610070 127 TFTS KS ANG McConnell Operational loss due to an in-flight ATM fire and loss of oil pressure causing the engine to quit. Crashed 2 NM southeast of McConnell AFB, Kansas. 1Lt William D. Walsh 127 TFTS student pilot was not injured. He was from the 121 TFS, D. C. ANG. "The pilot of an F-105 fighter suffered only bruises Monday morning when he ejected from his aircraft southeast of Wichita at 47th South and Rock Road. 1Lt William D. Walsh, 29, was listed in good condition at the McConnell Air Force Base hospital where he was admitted for observation."

"Three Wichitans, Leonard Collins, Jr., Will Bryant, and Luther Randall, observed the crash. Bryant said he saw flames coming back from the nose of the single-seat fighter. When the pilot ejected, he said, the airplane started to turn and struck the ground about a half mile east of Rock Road. 'The pilot seemed to be jarred up some,' Bryant said, 'but he said he was all right.' Bryant added that rescue units were on the scene within minutes after the crash."

"Wreckage of the airplane was scattered almost three-quarters of a mile to the west and across Rock Road. Air force investigators kept spectators from the crash site because of live ammunition scattered around."

"A spokesman at the base said Walsh was on a routine training mission. Walsh is on temporary duty with the 184 TFTG, Kansas National Guard. His home station is the 121 TFS, Andrews AFB, Washington, D.C."

"Monday's accident was the 37th crash of F-105 fighters based at McConnell since June 1, 1964."

History of Flight

"On 10 September, at 1050 CST, Aircraft F-105D-15RE, Serial Number 61-070 assigned to the 184th Tactical Fighter Training Group (Kansas ANG), McConnell AFB, Kansas, crashed in a field approximately two nautical miles east - southeast of McConnell AFB. The aircraft impacted in a pasture field 1,120 feet east of Rock Road (Sedgwick County Highway 831) and 500 feet south of East 46th Street. The ensuing wreckage scattered through a small milo field, across Rock Road, and into a plowed field bordering Rock Road on the west. The pilot, 1Lt William D. Walsh, assigned to the 127 Tactical Fighter Training Squadron, ejected successfully and suffered only minor injuries.

"Preflight and flight operations were conducted as follows:

"The flight leader and instructor, Maj Young, began the flight briefing at 0700 hours, two hours prior to scheduled takeoff. The flight consisted of Maj Young, Lt Walsh as number two, 1st Lt Axtell, deputy flight leader and instructor, as number three, and Capt Parsons, the second student pilot, as number four. All syllabus required maneuvers were briefed using the 184 TFTG expanded briefing guide. Immediately following the briefing the flight was placed on a weather hold due to fog in the vicinity of McConnell AFB. At 0930 the flight was given a go-ahead for launch by the supervisor of flying.

"Lt Walsh arrived at his aircraft at 0935 and conducted a normal preflight. The aircraft was configured with two 450 gallon drop tanks on the inboard wing stations and an empty SUU-21 bomb dispenser suspended from the centerline multi-weapon pylon. Start and taxi were normal, as was the 'last chance' inspection at the end of the runway.

"The flight lined up on Runway 36 Left in left-hand fingertip formation with Lt Walsh on the left wing. Engine runup was normal and he had ample time to recheck his instruments before the remainder of the flight was ready to go.

"Brake release and afterburner ignition were normal. Lt Walsh's formation position on takeoff roll was normal until the gear was coming up. At that time his aircraft drifted wide while moving through greater than normal fingertip formation positions. Maj Young asked Lt Walsh if he was having trouble. Lt Walsh replied that he was only over controlling. Immediately thereafter he noticed the master caution light, AC generator, fuel inlet pressure, stab aug, and all three boost pump teelights. He then checked the utility hydraulic pressure at zero and confirmed Air Turbine Motor (ATM) failure by noting his primary flight instruments failed. Lt Walsh assumed the lead position and Maj Young dropped back to a chase position on the right wing. Lt Walsh began a right turn, climbing to 8,000 - 9,000 feet

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while completing a climb check and selecting external fuel.

"Lt Walsh began looking through his checklist for ATM failure procedures. Maj Young requested that he attempt a start on the ATM and he did. However, once the ATM start switch was released (utility pressure stable at 3,000 PSI) the ATM died. The right turn had been continued and the flight was heading southeast. Also, in this turn the second element was instructed to proceed with the briefed mission, after which Maj Young and Lt Walsh switched from departure control frequency to UHF channel 5 to talk to squadron operations.

"Both pilots began discussing the problem with the supervisor of flying (duty officer) when Maj Young's radio transmission and reception became intermittent. Maj Young instructed Lt Walsh to turn 330-degrees to head back toward the field in hopes his radio reception might improve. The flight passed over McConnell AFB at about 10,000 feet on the northwesterly heading.

"Shortly after this Lt Walsh noticed his fuel low level warning light illuminate for a few seconds and then go out. He was advised that the fuel low light was normal on gravity feed and that his fuel sequencing would be o.k. He checked the main tank quantity and verified that it read about 1,000 pounds. About this time operations advised him to pull the AC generator control circuit breaker, reset it, and attempt to start the ATM.

"Lt Walsh mistakenly pulled and reset the AC hot bleed warning circuit breaker, which is on the left side of the cockpit, and attempted to start the ATM. It started normally but unwound once the start switch was released. Lt Walsh reported the start as unsuccessful and was then informed that the AC generator control circuit breaker was on the right side of the cockpit. At this time Maj Young's radio was very poor and he was unsure exactly what was being communicated between Lt Walsh and operations.

"Lt Walsh then pulled and reset the AC generator control circuit breaker and attempted another ATM start. This time the ATM continued to run and appeared as a normal start to Lt. Walsh. He tried to reset the AC generator but it would not work.

"Very shortly after this (within seconds), smoke rolled into the cockpit from behind the left side of the instrument panel and flames were seen on the right side of the aircraft. Maj Young noted the fire coming from the ATM exhaust port and extending well past the cockpit.

"Maj Young instructed Lt Walsh to shut down the ATM, which he did immediately. Next, he selected 100 percent oxygen and went to ram on the air conditioning lever as smoke was becoming worse. The smoke was dense, white, and had an acrid odor. The nature of the smoke did not change throughout the remainder of the flight. The actual volume of smoke did vary at times.

"Maj Young observed the original long streak of flame recede into the ATM exhaust port and become a small series of flickering flames. About three minutes after the first fire was seen, all visual evidence of flames disappeared.

"After shutting down the ATM, Lt Walsh pulled the AC generator control circuit breaker and left it out, as advised by the SOF.

"An immediate right turn was started at this point, for return to McConnell. In this turn Lt Walsh noticed his oil pressure go to zero, bounce to 100 psi, and then return to zero where it remained for the duration of the flight. He made a transmission that he had lost oil pressure, and Maj Young advised him to set the power at 85 - 90 percent, which Lt Walsh did. Maj Young then began briefing him on landing with utility hydraulic failure.

"Now heading southeast, Lt Walsh heard and felt a random thumping noise. He feared at this time that the engine might be failing, based on the loss of oil pressure indication. Now in a slow descent, Maj Young's radio failed again. Lt Walsh received instructions to jettison his external tanks. He elected not to do so because he was now over the north edge of Wichita. About this time he noticed another fuel low warning light.

"Just northeast of McConnell AFB the thumping noise increased noticeably. The air refueling probe extended on its

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own and the compartment overheat and fuel low warning lights came on.

"Simultaneously with this, Maj Young transmitted for Lt Walsh to turn east and jettison the external tanks in a clear area, however, Lt Walsh's radio had failed and he did not receive these instructions. Lt Walsh then pointed at the McConnell AFB runways and gave the 'land immediately' hand signal. Maj Young pointed straight ahead, indicating a base leg position, and shook his head 'yes'.

"At the same instant a large fire engulfed the upper right side of the nose section of Lt Walsh's aircraft. It extended from just aft of the radome to the ATM exhaust port. Lt Walsh noted a strange cessation of noise just as smoke filled the cockpit. As the smoke rolled in, he noticed his standby airspeed go to zero.

"With complete loss of vision due to the smoke, and the aircraft on fire, Lt Walsh decided to eject. At this time he also felt that the abrupt absence of noise may have been the engine quitting. He reached for the ejection handles but could not locate them. He sensed vertigo due to the loss of visual clues and experienced panic at not being able to find the ejection handles.

"While searching for the handles, Lt Walsh lost all ability to breathe, so he pulled his mask off, feeling that any air, however bad was better than none. Next, he grabbed his legs and proceeded from there to locate the handles. This time he was successful. He assumed the ejection position, feet on the rudder pedals, raised the leg braces and squeezed the triggers. The ejection itself appeared normal to Lt Walsh and to Maj Young.

"Maj Young had been transmitting for Lt Walsh to eject since seeing the large fire in the nose but was unaware of whether his transmissions were leaving his aircraft or not. After seeing Lt Walsh separate from his aircraft, Maj Young maneuvered in an attempt to keep both Lt Walsh and the aircraft in sight."

The Wichita Eagle, Tuesday, September 11, 1973, pg 5A & Louie Alley, Air Force Safety Center, E-mail 12 Apr 00 & AF Form 711 USAF Accident/ Incident Report 73-9-10-1 dated 1 Oct 1973, signed by Col Philip O. Bradley, President Investigating Board.

03-Jul-74

F-105D 600488 127 TFTS KS ANG McConnell Operational loss due to a failure of the engine main accessory gear train. Crashed shortly after take off from McConnell AFB, Kansas. Maj Jerry E. Jamison 127 TFTS pilot ejected with minor injuries. Call sign: "Babe 33". "The pilot of an F-105 fighter from McConnell Air Force Base, Wichita, ejected moments before it crashed into a pasture 14 miles southeast of here Wednesday afternoon. Maj Jerry E. Jamison, 43, Goddard, was listed in satisfactory condition at a Salina hospital. A hospital spokesman said he suffered a broken rib, bruises, and minor cuts."

"Jamison of the 184 TFG at McConnell, was flying an aircraft attached to the Kansas Air National Guard, an Air Force spokesman said. Cause of the crash was not immediately known. The plane exploded and disintegrated on impact. Witnesses said the biggest single fragment was the engine. Debris and ammunition were scattered over 10 to 15 acres surrounding a four-foot-deep hole carved out by the plane. ... "

History of Flight

"Major Jerry E. Jamison reported for duty at 0930, 3 July 1974, to the 184th Tactical Fighter Training Group, McConnell AFB, Kansas. He reported for duty a little later than usual that day since he had flown the previous evening and did not land until 2050 hours. The remainder of that evening was spent at home with his family and he had a good nights rest.

"His activities during the day of the accident were routine matters relative to his position as Chief of Safety. At 1215 hours he reported to Operations to begin preparation for his afternoon mission. The flight leader, Lt Col. Cummins, began the flight briefing at 1230 hours, one hour and thirty minutes prior to the scheduled 1400 takeoff. The flight consisted of Lt. Col. Cummins as flight lead, Major Smith as number two, and Major Jamison as number three. Call signs were Babe 31, Babe 32 and Babe 33, respectively. The flight was to be a high-low-high radar/Doppler navigation training mission utilizing the Russell 631 training route as published in the FLIP planning guide. The mission was briefed using the 184 TFTG expanded briefing guide out of TACM 55-105. The flight lead allowed

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fifteen minutes to meet the briefed station time of 1315.

"Major Jamison arrived at his aircraft at the briefed station time and conducted a normal preflight. Start and taxi were normal, as was the 'last chance' inspection at the end of the runway.

"Engine runup for takeoff was normal with engine instruments all reading within limits. Weather for takeoff was clear with fifteen miles visibility, temperature 96-degrees F, winds ??? at 18 knots gusting to 29 knots, pressure altitude of 1400 feet. The aircraft were configured with two 450 gallon external wing tanks.

"Single ship takeoffs were made because of high outside air temperature and gusty surface winds. Maj Jamison noticed no unusual occurrence during takeoff or during climb. Actual takeoff time was 1356 CDT. The flight joined in close formation. A climb check was made and then the flight was positioned to route formation.

"The climb to altitude was continued in route formation. The flight leveled off at the planned altitude of 14,500 feet, and a level off check accomplished. The flight then assumed a modified tactical formation with the number two aircraft being on the left of the lead aircraft approximately two thousand feet out and the number three aircraft on the right side approximately four thousand feet out and slightly back.

"Approximately five minutes after level off, while in normal cruise conditions of flight, Major Jamison noticed a flutter sound similar to continuous series of light compressor stalls. Suspecting a fuel control malfunction, Maj Jamison selected the emergency fuel system; however, the noise continued. He did not remember seeing the Master Caution Light or the Emergency Fuel Light on the Caution Panel illuminate. Both should illuminate if the system actually transfers. The noise was not accompanied by any noticeable vibration. He then noticed a fluctuation of five PSI oil pressure. At this time he notified the flight leader, Lt Col Cummins, of the fluctuation. The flight was approximately fifty miles north of McConnell AFB and twenty-four miles south of Salina, Kansas.

"Flight time was approximately twelve minutes. Lt. Col. Cummins suggested a 180-degree turn and return to McConnell. The oil pressure fluctuations had then increased to 10 PSI and Major Jamison elected to continue to Salina Municipal Airport for a landing as soon as possible. The flight lead suggested that the external tanks be jettisoned at Smoky Hill Gunnery Range, if possible, to reduce landing weight. Approximately thirty seconds had elapsed since the beginning of oil pressure fluctuations. By now the fluctuations were major. The oil pressure then decreased to zero along with the engine RPM, primary one and two flight control hydraulic pressures and utility hydraulic pressure. Flight controls were lost but were regained by using the emergency hydraulic pump powered by the Ram Air Turbine. An airstart attempt was then made using the normal airstart button.

"The initial indication of an emergency situation developing, occurred while the flight was on UHF channel five, the local group common frequency. The flight leader called the flight to Guard Channel now that a serious emergency had developed.

"On initial check in, Maj Jamison confirmed that he had attempted a normal airstart. He then attempted another airstart by moving the throttle to off, recycling the emergency fuel system switch to off and then on again to start the 26 second ignition time cycle. He confirmed that his fuel selector was in the main tank position. He also stated that he had 6400 lbs internal fuel, zero oil pressure, zero RPM, all hydraulic pressures were zero, and that the emergency hydraulic system powered by the Ram Air Turbine was being used for flight controls. At this time he confirmed that the engine had seized and the decision to eject was made. Aircraft altitude at this time was approximately 7000 feet MSL.

"The aircraft was turned to an area of open fields. Maj Jamison first intended to jettison the canopy but after advice from the number two aircraft to eject using the normal system, he then used the normal ejection system sequence. Ejection was initiated at approximately 4000 feet mean sea level with average terrain elevation being 1500 feet above sea level. The aircraft was observed by Maj Smith in a wings level condition of flight at 240 kts. indicated airspeed. Maj Smith continued observing the aircraft to impact while Lt. Col. Cummins observed Maj Jamison until landing. Weather in the area of impact reported by Smoky Hill Gunnery Range Special Observation was 7000 feet scattered, 15,000 feet broken, 30,000 feet broken with visibility of better than fifteen knots gusting to twenty-eight knots.

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Canopy and seat separation appeared normal, but the parachute opened with a figure eight inversion causing a higher than normal rate of descent. The pilot received injuries consisting of severe neck strain, fractured fourth right rib and mild abrasions to chin and forehead. The aircraft was destroyed on impact."

The Wichita Eagle and Beacon, Thursday, 4 July 1974, pg 9A & Louie Alley, Air Force Safety Center, e-mail 20 Apr 00 & AF Form 711 USAF Accident/ Incident Report 74-7-3-2, dated 19 Jul 74, signed by Col Ralph C. Budde, President Investigation Board.

16-Mar-77

7491

Lt Col Frederick L. Claussen flew the F-105 for the last time. Since 1972, he had been assigned as the Air Force Advisor and F-105 IP to the Kansas ANG's 127 TFTS at McConnell. Since his first flight on 1 May 1969 at Nellis, he had accumulated 1837.5 hours in the airplane.

After a series of assignments to Soesterberg, Holland, Osan AB, Korea, Langley AFB, VA, and Fort Hood, TX, he retired as a Colonel in 1992 as USCENTCOM Director of Combat Analysis at MacDill AFB, FL.

F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma & Fred Claussen letter to Rick Versteeg, 26 Feb 2015.

07-Aug-79

7687

The 127 TFTS, Kansas ANG, received their first F-4Ds at McConnell AFB, KS. "... On 8 October, [the unit] was redesignated the 127th Tactical Fighter Squadron as it assumed both an operational and training mission with its new Phantoms. The last of the unit's Thuds ... departed by the end of 1979"

"The Republic F-105 Thunderchief Wing and Squadron Histories", by James Geer, pg 305.

28-Mar-80

7697

The 184 TFG Kansas ANG at McConnell AFB KS transferred F-105D 62-4299 to the 466 TFS AFRES, Hill AFB UT. It was one of the first "D" models that the 466th received to replace their older "B" models. The 466th "... completed the conversion process with the departure of the last F-105B on 5 January 1981."

Also on 28 March, the Kansas ANG transferred F-105D 62-4347 to the 466 TFS with 6,070.9 flying hours on its airframe. The 466th flew it until 3 October 1983 by which time it had accumulated 6,730.5 flying hours, the highest time of any F-105. On 25 Feb 1984, during the "Thud-Out" ceremonies hosted by the 419 TFW AFRES, at Hill, the plane was mounted on a pylon and "... dedicated as a monument to all Air Force personnel who lost their lives while flying the Thunderchief ...".

USAF aircraft status report GO33B 24 Jun 80 & "The Republic F-105 Thunderchief Wing and Squadron Histories" by James Geer, pg 294, & Wings Magazine, Apr 91 & Thud-Out Program Handout.