

141 TFS and 119 TFS New Jersey ANG

F-105 History

26-Jan-64

284

The 141 TFS, McGuire AFB, New Jersey ANG began converting to F-105Bs obtained from the 334 TFS and 336 TFS, 4 TFW, Seymour Johnson AFB NC. The two 4 TFW squadrons replaced their "Bs" with F-105Ds and "Fs".

The 334 TFS was responsible for training the ANG pilots. By 23 June 1964, the last of the 334 TFS's F-105Bs were delivered to MOAMA for Phase II of Operation "Look Alike".

4 TFW History, Jul - Dec 63, USAF microfilm MO291.

16-Apr-64

251

The 108 TFW, 141 TFS, NJ ANG, McGuire AFB NJ, received their first F-105Bs from the 4 TFW, Seymour Johnson AFB NC. The McGuire Group was the first ANG unit to operate F-105s.

F-105B 57-5804 was the first F-105B assigned to the Air National Guard when it transferred from Seymour Johnson to the 108 TFW, McGuire AFB NJ. Brig. Gen. Donald J. Strait was the 108th Wing Commander. (The Air Reservist, May 1964).

"Republic F-105 Thunderchief", Joe Baugher on the Internet.

09-May-64

29

"On 9 May, at 1841 PDT, as the Thunderbird team was arriving at Hamilton AFB, California, for an Armed Forces Day demonstration scheduled there on 10 May, Capt Eugene J. Devlin, left wing, was killed when his aircraft experienced structural failure on pitch-up." (4520 CCTW history, 1 Jan - 30 Jun 1964, pg 36)

"Capt Eugene J. Devlin, 31, of San Diego, left wing man for the United States Air Force official precision aerial demonstration team, the Thunderbirds, was killed Saturday when his F-105 aircraft exploded at Hamilton AFB, Calif. The team was arriving at Hamilton to present an aerial demonstration there Sunday. The explosion occurred in a base fly-by before landing at 500 feet altitude. ... [The pilot] ... reported for duty with the Thunderbirds in January, 1964."

The pilot was married with three young sons. Paul Kauttu, Thunderbird flight lead, recalled, "Gene was a publicist's dream and a model Thunderbird. He had a big smile and was always mingling with kids at show sites. He was absolutely dependable and always ready to do more than required. Our left wingman, a fighter pilot, a husband, and father were gone." (Paul Kattu, article in Thunder Rolls, the Thunderbirds Alumni Association Newsletter, Fall 2002, on line at http://www.thunderbirdsalumni.org/news/thunder_rolls.cfm.)

It would have been the Thunderbird's seventh performance of the 1964 season in the F-105B. "... an eyewitness at Hamilton said Devlin was on the left of the three-airplane first element, which had just completed a low pass over the field. Then, as they rose in a vertical climb when Devlin's aircraft (F-105B 57-5801) was in about a 45-degree attitude traveling about 300 KT, it broke in half and blew up ...".

The cause was determined to be that "... a primary structural splice plate at the top center line of the fuselage had failed due to fatigue. The structure snapped, then the fuselage broke just forward of the leading edge of the wing." Project Backbone replaced the splice plate in the F-105Bs with a stronger one.

"It was determined that additional modifications to the aircraft would be necessary. Rather than cancel the remainder of the show season to do these modifications, General W. C. Sweeney, Jr, Commander of the Tactical Air Command, made the decision to transition immediately into the F-100D. It was originally intended to revert back to the F-105s for the 1965 season, but the work involved, coupled with the changing military climate, brought an end to the Thunderbird F-105s." (Replica in Scale, Vol 3 No 3, 1976, pg 129.)

"The accident board estimated that the aircraft pulled over 14 G's - - causing abrupt structural failure. A contributing factor was that the Thunderbird F-105's had been extensively modified, and among those modifications the CG was moved well aft. (The factory removed all of the guts from the nose and placed a "traveling closet" and some ballast in instead.) In that overall process, the CG was deliberately moved aft because the F-105 had a heavy stick (like all Republic aircraft) and that was thought to be especially aggravating when doing 30 minutes of loops, rolls, and

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whifferdills. This modification allowed the pilot to to over-G the aircraft if he snatched it with a light fuel load.

The Thunderbirds flew F-100Ds for the remainder of the 1964 season. Capt Charles R. Hamm replaced Capt Devlin in the left wing position. The Thunderbirds remained with the F-100D until changing to the F-4E in 1969.

"As a result of this crash all Thunderbird F-105s were grounded and release only for a one-time flight to Brookley AFB, Alabama, to undergo inspection by the Mobile Air Materiel Area."

"I was working in the service engineering division at Brookley when it happened. The official report as I remember stated that the metal cutout around the big cylinder used to eject the internal nuc was the wrong thickness. When he pulled up the metal broke and he broke in half. I was at RAC in Oct 65 when they had the parts in a hanger and were putting it together. Seems that several aircraft were made with the wrong thickness. A drawing at RAC was in error. When the remaining T-birds made the last flight to Brookley they were approved for a one time flight and under orders to stay straight and level. Everyone on the base it seems was out to see the arrival. During the flyby one of the a/c appeared to start a roll but thought better of it. That same day the aft section was removed and JP-4 was up to some of the stringers. If he had rolled he would have blown." (sowellpe@CYBERTRON.COM, e-mail to the Weasel Net, 15 Apr 2002.)

"After this accident, the Thunderbirds turned in their F-105B's for F-100D's. The F-105's scattered. Of the nine F-105B's that were modified for the TB mission, some stayed at Nellis for dart tow, while others had the gun installed, etc. and went to the 141 TFS ANG at McGuire AFB." (JAMESJ987@AOL.COM, e-mail to the Weasel Net, 15 Apr 2002.)

Las Vegas Review-Journal, Sunday 10 May 64, pgs 1 & 2, Aviation Week & Space Technology May 18, 1964, Pg 38 & Republic F-105 Thunderchief by David Anderton, pg 183.

30-Jun-64

5450

"On 30 June, six F-100Ds were delivered to Nellis from Luke AFB, Arizona, for Thunderbird use and two others were flown to Palmdale, California, for modifications and painting by North American Aviation there." Paul Kauttu commented, "Luke AFB gave us their best F-100Ds, and we were back in business in short order."

Over the next several months, the Thunderbird's eight remaining F-105Bs were demodified at the depot at Mobile AFB and returned to service at Nellis and the New Jersey ANG. None has survived:

57-5782 - Scrapped in the 1990s after use as a target for weapons studies at the New Mexico Institute of Mining & Technology, Socorro, New Mexico.

57-5787 - Scrapped in the 1990s after use as a target for weapons studies at the New Mexico Institute of Mining & Technology, Socorro, New Mexico.

57-5790 - Crashed 2 Feb 71 when it caught fire after taking off for a test flight at McGuire AFB, New Jersey.

57-5793 - Destroyed in the hanger fire at the Yankee Air Museum, Belleville, Michigan, on 9 October 2004.

57-5797 - Scrapped in January 1997 at Kelley AFB, Texas, after use for Aircraft Battle Damage Repair training.

57-5798 - Crashed at takeoff 26 June 1975 when the pilot retracted the landing gear too soon at Luke AFB, Arizona.

57-5802 - Crashed 4 October 1976 en route to emergency landing at Shaw AFB, South Carolina.

57-5814 - Scrapped in the 1990s due to severe deterioration after being displayed for several years at the airport in Salt Lake City, Utah.

The Thunderbird pilots who had flown their F-105Bs in only six shows completed the 1964 season with their F-100Ds and continued their Air Force careers.

Maj Edwin D. "Lucky" Palmgren - Commander. Killed in the combat loss of an F-111A on 22 April 1968.

Maj Paul A. Kauttu - Flight Leader. Retired as a brigadier general on 1 June 1971.

Capt Jerry M. Shockley - Slot. Died in 1966.

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Capt William G. Higginbotham Right Wing.

Capt Ronald E. Catton - First Solo. Retired as a colonel after being a Fighter Weapons School instructor and flying F-4s in Vietnam.

Capt Clarence I. Langerud - Opposing Solo.

Capt Lloyd Reder - Maintenance Officer. Died on 7 July 1995.

Capt Russell C. Goodman - Narrator. Died on 20 February 1967 in the combat loss of an F-4B during a Navy exchange tour aboard the USS Enterprise.

4520 CCTW history, 1 Jan - 30 Jun 1964, pg 37 & Paul Kattu, article in Thunder Rolls, the Thunderbirds Alumni Association Newsletter, Fall 2002, on line at http://www.thunderbirdsalumni.org/news/thunder_rolls.cfm.

13-Mar-65

7705

The 4 TFW, Seymour Johnson AFB NC transferred F-105B 57-5830 to the 108 TFG NJ ANG, McGuire AFB NJ.
AFHRA Tail Number Microfilm AVH-3.

19-Mar-65

7699

The 4 TFW, Seymour Johnson AFB NC transferred F-105B 57-5817 to the 108 TFG NJ ANG, McGuire AFB NJ.
AFHRA microfilm AVH-3.

19-May-65

6468

Nine pilots graduated from F-105 class 65-G at the 4520 CCTW, Nellis AFB, Nevada. The class started on 2 Nov 1964 and was assigned to the 4523 CCTS, the "Hornets". It was the second class made up of inexperienced pilots directly from pilot training. The student pilots were:

1Lt Lee Aaron "Larry" Adams. Born 29 March 1938 in Willits, CA, he was an 1963 Air Force Academy graduate. He went through pilot training at Reese AFB in Class 65-B. After his F-105 training, he was next assigned to the 4 TFW, Seymour Johnson AFB, NC, and flew combat with the 334 TFS during their deployment to Takhli in September 1965 then joined the 333 TFS in the 355 TFW when they moved to Takhli in November 1965. KIA 19 April 1966.

1Lt William E. Ardern. He graduated from the AF Academy in 1963. He went to the 563 TFS, 23 TFW at McConnell. He deployed with the 562 TFS on TDY to Takhli between August - December 1965. He returned PCS to fly more combat with the 354 TFS, 355 TFW at Takhli.

1Lt Leonard C. "Lucky" Ekman. Born 16 March 1942 in Omaha, NE, he also graduated from the Air Force Academy in 1963 and completed pilot training in Class 65-B at Williams AFB, AZ. After F-105 training at Nellis, he went to the 563 TFS, 23 TFW, McConnell AFB, KS, that, in April 1965, had deployed to Takhli. He transferred to the 562 TFS at McConnell where he accumulated 120 more hours, doubling his time in the F-105 then flew combat with the 562 TFS when they replaced the 563rd on TDY to Takhli during August - Dec 1965.

1Lt Richard E. "Dick" Guild was born 27 Dec 1939 in Cedar Rapids, IA. He graduated from the AF Academy in 1963 and went through pilot training at Reese AFB in Class 65-B. After F-105 training, he was assigned to the 35 TFS at Yokota, arriving 8 June 1965, and completed 100 Missions North 17 Sep 1967 via four TDY tours all at Takhli (flying with the 35th/335th, 354th and twice with the 333rd TFS).

1Lt Dean Albert Klenda. Born 20 August 1940 in Marion, KS, he was a 1963 graduate of Kansas State University. In June 1965, he was assigned to the 67 TFS, 18 TFW, Kadena AB, Okinawa. KIA 17 Sep 65.

Capt John F. Rehm. Was assigned to the 12 TFS at Kadena where he arrived on 25 June 65. He became one of the radar bombing instructor pilots for the early Ryan's Raiders crews.

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1Lt Steven J. Savonen. Born 27 Oct 1940 in Astoria, OR, he was a 1963 Air Force Academy graduate and received undergraduate pilot training in Class 65-B at Craig AFB, AL. In June 1965, he was assigned to the 9 TFS, 49 TFW, Spangdahlem AB, Germany.

1Lt Joseph F. Schuchter. Was born 25 Sep 1940 in Los Angeles but grew up in Miami, FL. For two years, he attended Parks College in Cahokia, IL, studying Aeronautical Engineering before transferring to the USAF Academy where he graduated in 1963. He earned his wings at Craig. After Nellis he was assigned to the 22 TFS, 36 TFW, Bitburg AB, Germany. He accumulated 255 hours in the F-105 but, beginning in March 1966, the 36th wing began transitioning to F-4Ds. He went to Luke AFB, AZ, for F-4 training and returned to Bitburg to fly F-4s. He didn't stay long in Germany since he volunteered for SEA and flew 201 combat missions from Cam Ranh Bay AB, South Vietnam.

1Lt Raymond Ronald Wagner. Born 18 Jan 1936 in Pennington, NJ, he was an F-100 pilot in the 141 TFS, NJ ANG. He returned to the Guard to fly F-105Bs from McGuire AFB. On 21 Dec 1988, he was the 52 year-old First Officer of Pan Am flight 103 that was blown up over Lockerby, Scotland, killing all aboard.

4520 CSG SO P-170, 24 May 65 & Steve Savonen, interview 1 Aug 2009 and AF Form 11, & E-mail 23 Jan 2010 & Lucky Ekman, e-mails 23 and 24 Jan 2010 & Joe Schuchter, e-mails 24 Jan 10 & Dick Guild, e-mail, 4 Mar 10.

01-Dec-65

2964

F-105B 57-5779, from the 141 TFS, NJ ANG, was damaged during a landing accident at McGuire AFB, NJ. During roll-out, the left main gear collapsed and the plane ran off the right side of the runway. The nose gear was ripped off and the plane's nose dropped to the ground. The pilot, Capt Robert V. Thompson, climbed out of the cockpit and slid to the ground unhurt.

History of Flight

"(1) On 1 December 1965, 2 F-105Bs, Acme 11 and 12, were scheduled to fly a low-level navigation flight in the local area from McGuire AFB, N.J. Both aircraft were assigned to the 108th TFG, New Jersey ANG. Acme 12 ground aborted due to a hydraulic leak and Acme 11 took off at 1120E (1620Z) and flew an alternate mission in the local area.

"(2) Acme 11 returned to McGuire AFB at approximately 1220E (1720Z), contacted the tower and requested a VFR practice traffic pattern and low approach. Acme 11 completed the low approach and requested permission to enter initial approach of a VFR pattern and full-stop landing. Permission was granted and Acme 11 entered initial approach, right-hand traffic, for Runway 24. Landing gear and flaps were extended on downwind and the pilot checked gear down and locked with the tower on base. The runway supervisory unit was in place, adjacent to the ADC RSU, manned by an O/R Flying Training Supervisor. An ADC Officer was also observing from the ADC RSU. Both RSU Officers watched the pattern and approach and observed the gear to be down throughout the final approach and touchdown. Wind conditions at this time were 270 - 300 degrees, 9K gusting to 14K. Touchdown was smooth at approximately the 400 - 500 foot point, slightly short of the two RSUs. Shortly after touchdown, the aircraft began yawing left and right and the drag chute deployed at the 1000 - 1500 foot point. Smoke and sparks were observed coming out behind the aircraft and the aft section was dragging. Acme 77 (ANG RSU) directed the tower to sound the crash alarm and the Crash-Rescue was alerted. The aircraft weaved back and forth on the runway, alternating wings down, finally veering off the runway at the 5200 foot point. As the aircraft left the runway to the right, the left main gear was folded in the partially retracted position. When the aircraft hit the dirt the nose gear dug in and broke off. The aircraft came to rest approximately 50 feet off the runway. There was no fire or explosion. The pilot shut off the switches, opened the canopy, and evacuated the aircraft without injury. Acme 77 and the base crash-rescue equipment arrived shortly thereafter.

"(3) Salvage equipment arrived, the aircraft was lifted, the left main gear dropped down, was pushed out and the down-lock clicked into place. The aircraft was towed back to the maintenance area on the main gear with the nose section on a dolly." Seymour Johnson AFB submitted the accident report. (AF Form 711 USAF Accident/ Incident Report 65-12-1-2, dated 9 Dec 65, signed by Capt Larry G. Mason, Investigating Officer.)

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The 9th Air Force accident investigation board concluded the probable cause of the accident was "inadvertent gear retraction by the pilot". However, later investigations into two more similar accidents found a locking pin in the landing gear down lock assembly was 1/100 of an inch too short, which allowed the gear to retract under cross-wind side loads.

After 10 months in repair, the aircraft was returned to service.

"Sabres, Hogs and Thuds, The Diary of a Part Time Cold War Fighter Pilot", by Robert V. Thompson, pgs 313 - 323.

31-Aug-66

5150

Five pilots assigned to the 34 TFS at Korat, all of whom had flown missions during earlier TDYs, completed flying 100 missions during August 1966. They were:

Maj Richard P. Fitzgerald
Capt Wayne D. Hauth
Capt John R. Layman
Capt Robert H. Jones
Capt David H. Groark

On his 100th mission, Capt Groark remembered that, "I landed about 1030 and was on a flight to Bangkok and return to the States by 1200 that day." He was assigned to the Test Wing at Eglin AFB, Florida. "Arrived there and had orders to ARPS at Edwards. After graduation, I returned to the Eglin Test Wing. Left active duty on 1 April 1972 and flew F-100s with the Georgia Air Guard and then AC-130s at Duke Field Eglin. While at Eglin I was triple current in the F-100, F-105, and A-7. On my last day of active duty, I flew a mission in each airplane."

Capt Bob Jones "... resigned my regular commission, accepted a reserve commission, and separated from active duty on 3 September 1966. I was hired by American Airlines, and flew for the company until June 1998. During my airline career, I flew B-727, 707, 757, 767, BAC -111, L-188, DC-10 and MD-11 equipment. I joined the NJ ANG in late 1966, and flew F-105Bs with them until 1971. I transferred to the AF Reserve then and flew F-105D T-Stick II birds, F-4Es, and A-10s before retiring in 1992 as an O-7."

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Dave Groark, e-mail 10 April 2010 & Bob Jones, e-mail 24 Apr 10.

30-Sep-66

5151

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

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

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

Carl Hamby last flew the F-105 in March 1968. He had accumulated 738.5 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

As a replacement pilot, Maj Edward C. Jones was assigned to the 34 TFS in September 1966. He had qualified in the

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

After landing from his 100th mission, Jim Miholick donned a World War II flying helmet and goggles with a white scarf around his neck. "I got the scarf, WWII flying helmet, goggles, and O2 mask from a B-57 driver at Clark AB; I can't remember the details. I do remember that I 'donated' the scarf to the squadron which later became the 100 Mission scarf. I had the O2 mask 'modified' by Life Support so I could talk to Ground Control during the taxi back to the chocks, so all the enlisted guys knew what I was planning." (Jim Miholick e-mail to Jake Shuler July 12, 2014.)

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

07-Apr-67

6559

In the 4520 CCTW at Nellis AFB, NV, F-105 Class 67-F graduated seven pilots from USAF Operational Training Course number 111106E. The class started on 30 September 1966 and was assigned to the 4523 CCTS. The student pilots, their previous bases and commands, and their follow-on assignments (where known) were:

Capt Carl D. Eliason - Web AFB, TX (ATC). Assigned to the 12 TFS.

Capt Thomas H. Platt - Moody AFB GA (ATC). Assigned to the 469 TFS.

2Lt Lee E. Hollingsworth - Moody AFB GA (ATC). Assigned to the 333 TFS.

2Lt Neil A. Nessa - New Jersey ANG.

2Lt Joseph W. Ralston - Laughlin AFB, TX (ATC). Assigned to the 12 TFS.

2Lt Kenneth J. Steffan - New Jersey ANG.

2Lt William A. Stout, Jr. - Laughlin AFB TX (ATC). Assigned to the 357 TFS.

Special Orders MD-38 Hq 4520 Combat Support Group, dated 4 Oct 1966 in History of USAF TFWC, 1 Sep - 31 Dec 66, AFHRA Call # K417.0735 Vol III.

15-Jun-68

2594

(Estimated date). (A New Jersey ANG unit, the) "... 108 TFG, based at McGuire Air Force Base, New Jersey, has received the United States Air Force Flying Safety Plaque. The 108th equipped with (F-105B) Thunderchief fighter-bombers, was cited for flying nearly 15,000 accident-free hours over a 31-month period. Brig. General I. G. Brown, Assistant Chief, National Guard Bureau, presented the award to Lt Col Charles Young, commanding officer of the 108th, at a recent ceremony. 'Participating in exercises such as Guard Strike, Sentry Post I, and many other close support missions for the Army, plus operating the F-105 in the nation's highest air traffic density area, your accident-free record is truly remarkable,' Brown said. 'We know of no other F-105 unit who matched your record.' On hand for the ceremony was Don Strait, general manager of Republic Aviation and a former commander of the 108th who as a major general is presently New Jersey's Assistant Chief of Staff for Air." [Donald J. Strait]

Thunderchief Worldwide Report Vol III No 11 July 1968.

17-Aug-68 25-Aug-68

6673

The 109th TFW, New Jersey ANG from McGuire AFB "... participated in the NATO exercise 'Deep Furrow 68' in Tanagra, Greece. They deployed 12 F-105B aircraft from 17 to 25 August 1968." The aircraft and pilots were from the 141 TFS.

Capt John C. Gordon was one of the pilots on the deployment to the Greek base located 30 miles north of Athens. "The Greeks hosted us and were very gracious. At the end of the exercise, I was in a four-ship flight of Thuds in the middle diamond of five diamonds led by a Greek Colonel flying lead in a four-ship diamond of F-104Gs. Great fun, drinking Ouzo, looking in the pots in the kitchen at the O' Club."

John Gordon, e-mails 1 Sept & 1 Oct 2010.

15-Apr-70

7703

The 141 TFS NJ ANG, McGuire AFB NJ, transferred F-105B 57-5830 to their sister unit, the 119 TFS at Atlantic

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City Airport. The plane stayed with the Atlantic City unit only until 8 Oct 71 when it was transferred back to the 141 TFS at McGuire.

AFHRA tail number microfilm AVH-14.

20-Apr-70 01-Jun-70

266

Nine pilots from the New Jersey ANG were trained in the F-105B at McConnell AFB KS. The course included 18 F-105B sorties and was conducted by the 419 TFTS.

The ANG student pilots were:

Lt Col Harold Walsh
Lt Col Robert Fowler
Maj Eli Warlick
Maj Richard Sanders
Capt James Wiltjer
Capt Randy Thomas
Capt John Jay Closner
Capt Harry Haarup
1Lt Mike Kelly

Afterwards, the 23 TFW turned over the F-105Bs that had been used in the F-105 RTU class at McConnell to the 177 TFG, 119 TFS, NJ ANG based at the Atlantic City Airport. It was the second F-105 squadron in the NJ ANG. One of the first aircraft transferred from McConnell was F-105B 57-5803 that moved on 5 June 1970. A second McConnell "B" 57-5835 was transferred to Atlantic City on 10 June 1970. A third McConnell "B" 57-5820 moved to Atlantic City on 15 June 1970.

"The [Atlantic City] squadron flew the Thud for only 2 1/2 years. ... It began exchanging its F-105Bs for F-106A/Bs in October 1972 and completed the conversion process in January 1973."

Some of the squadron's F-105Bs were transferred from Atlantic City to the 466 TFS AFRES at Hill AFB UT. Others were transferred back to the McGuire ANG unit before being transferred from there to the 466th.

23 TFW History, Apr - Jun 70, USAF microfilm MO555 & "The Republic F-105 Thunderchief Wing and Squadron Histories" by James Geer, Schiffer Publishing, 2002, pg 301.

28-Aug-70

7700

The 141 TFS NJ ANG, McGuire AFB NJ, transferred F-105B 57-5817 to their sister unit, the 119 TFS at Atlantic City Airport.

AFHRA microfilm AVH-14.

09-Oct-70

214

Due to the lessened demand for F-105 pilots in South East Asia, the last two F-105 RTU classes at the 23 TFW, McConnell AFB KS were cancelled. Class 71ERM with 6 students (one Maj, one Capt, and four 2Lts) had started on 3 August 70, and class 71FRM also with six students, all 2Lts, started on 28 September 70. Both classes were assigned to the 419 TFTS commanded by Lt Col Billy J. Dulin. The students were transferred to other bases.

The one remaining RTU class was 71DRM that graduated on 23 November 1970. The students were:

Maj Ronald G. Standerfer	2 Lt Andrew N. Arnold
Capt Robert W. Highley, Jr.	2 Lt Richard C. Collins
2 Lt Claude M. Bolton, Jr.	2 Lt Brian W. Nelson
2 Lt James A. Machos	2 Lt David B. Osborn
2 Lt Clem B. Myers, Jr.	2 Lt Charles D. Volmer
2 Lt Sammy C. White	2 Lt Duane A. Riddle

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Maj Standerfer was an F-100 pilot from the 108 TFW, New Jersey ANG at Atlantic City. He was much more experienced than his classmates having 1500 hours and a Vietnam combat tour in the F-100 that included being a Misty FAC. On his first day in class, the squadron commander told him he would only get 14 F-105 sorties and a check ride then he had to return to his Guard unit. He had three simulator rides and then flew an F-105D on his first F-105 solo. On his third flight, his engine flamed out. He successfully managed an air start at 500 feet over the far end of the runway and managed to land the plane safely. A maintenance check revealed a fuel control had failed. The squadron commander was so grateful for his saving the plane that he let him take the full three-month F-105 upgrade course.

He received the TAC Pilot of Distinction and the USAF Well Done Awards.

When he returned to Atlantic City, he flew the F-105B for only six months then accepted an active duty assignment to the National Guard Bureau in Washington DC. He never flew the F-105 again.

23 TFW History, Jul - Sep 70 & Oct - Dec 70, USAF microfilms MO555 & MO556 & "My Brief Affair With the Thud", by Ron Standerfer, "The Intake, Journal of the Super Sabre Society", Issue 9, Spring 2009, pp 28 - 29.

16-Jan-71

F-105B 575788 141 TFS NJ ANG McGuire AFB Operational loss. The pilot flew into 160-foot high Bear Swamp Hill. Crashed 5 miles SW of Warren Grove Gunnery Range. Maj William F. Dimas 141 TFS pilot was killed. Call sign: "Nap 21". The pilot was on a dive bomb pass at the range and ran into the top of a hill and sheared off a 25-foot fire tower.

History of Flight

"(1) NAP 21 flight consisted of Major William F. Dimas, I.P. and Flight Leader; Captain Russell R. Schoonover, I.P. and Stand/Eval Flight Examiner, NAP 22; Major Henry A. Crescibene, I.P, NAP 23; Lieutenant Edgar Davidson, NAP 24. Major Dimas, Major Crescibene, and Lieutenant Davidson were assigned to the 141st TFS. Captain Schoonover is assigned to the 108 TFG and attached to the 141st TFS for flying.

"(2) Briefing for the flight was scheduled for 0845 EST IAW TACM 55-154 and 108 TFG Sup 1 thereto. This was to be a Tactical Evaluation Check Ride for Major Dimas. The briefing lasted 1 hour 10 minutes with all portions of the mission reported to have been covered adequately. The route to the Range would be by approved New Jersey low level #7. Major Dimas briefed that the flight would take spacing at the IP and make the first pass hot so as to accomplish a minimum of 2 passes in each of 5 events (i.e., skip, dry strafe, 30 degree dive, RX, 45 degree dive). Range work was briefed event by event with emphasis on patterns, techniques, minimums, and error analysis. He briefed to set up all weapons switches early except to leave the master arm switch in sight, camera, and radar and leave the SUU-21 doors closed. These would be set on the final run-in.

"(3) The aircraft in NAP 21 Flight were configured for air-to-ground gunnery as follows: NAP 21; Two 450 gallon external tanks inboard; SUU-21 centerline on multiweapon pylon, LAU-59 rocket pod on RH outboard on universal pylon; AIM-9B missile LH outboard on AIM-9 adapter. NAP 22, 23, and 24 were configured the same as 21 with the exception of the AIM-9B adapter. No discrepancies were reported on the pre-flight.

"(4) Engines were started at around 1020 EST. Just prior to departing the chocks, NAP 24 said he would be delayed due to a fuel feed problem. He was told to join the flight in the arming area. NAP 21, 22, and 23 departed the chocks at 1030 EST. The active runway for the base was 36 while the active for the F-105s was 06. This required a change in arming areas because the normal arming area for RW-06 lies directly in the approach path for TW-36. Flights would normally have been cleared down R/W 18 and would arm on taxiway parallel to 06/24. However, a C-141 was on TW 18 so the flight had to taxi the long way around, arm on the parallel, then enter R/W 06/24 and back track for line up on RW-06.

"(5) Take-off from McGuire AFB was at 1053 EST as single ships, Major Dimas was flying F-105B-15RE, 57-5788. The flight joined in close formation after take-off and then were signaled to spread formation. NAP 21 flight leveled off at 4500 MSL and proceeded to the first check point for the low level route. Flight maintained 4500 MSL until crossing the Delaware Bay south bound. The low level was cut short at the coast and the flight reversed in an attempt

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to make the range TOT of 1120 EST.

"(6) NAP 21 descended and crossed the shore at 3500' MSL. Major Dimas called the flight over to range frequency and gave the flight line up and events to the range officer. Abeam the drive-in theater at Hammonton, NAP 21 flight descended to 1500' MSL. At this time NAP 22 was 800' out on 21's left wing, NAP 23 was 2000' above and 5000' to the right of 21. Major Dimas allowed the airspeed to build to 450 KIAS. Approximately 15 NM from the IP, Major Dimas requested and received permission from the range to make the first pass a hot low level bomb delivery. At this time a bogey (light aircraft) was spotted and called out by 22 at 12:30 slightly high. NAP 22 suggested that 23 take it down and the aircraft was cleared with no difficulty.

"(7) NAP 21 flight was echeloned to the left in order to take spacing for a right turn at the IP for the hot run-in. NAP 21 started his right turn and departed the IP at approximately 1100' MSL. NAP 22 and 23 fell into trail with approximately two mile spacing. On his roll out heading of approximately 170 degrees, NAP 22 stated that he saw NAP 21 in his 11:30 position at approximately 2 miles and the range at 11 o'clock. NAP 22 flew straight and level for a few seconds and observed NAP 21 make a turn to the left then back to the right, as if looking for the range. During NAP 21's right turn, the range officer picked up visual contact and observed Major Dimas to roll out of his right turn, make a slight left hand turn as if to line up on final, then begin a gradual descent into the ground with resultant impact and explosion. NAP 22 stated that just prior to ground impact of NAP 21, his attention was diverted away from 21 and into the cockpit until he saw a ball of flame ahead of him. Major Dimas made no radio call of difficulty prior to impact. Last radio contact was at the IP.

"(8) NAP 22 orbited low over the crash site and directed 23 to go high and contact the 108 TFG Command Post and Lakehurst NAS tower for chopper rescue. NAP 22 then directed range ambulance and fire truck to crash site. Crash site is 5.2 statute miles from the range complex on the extended run-in line for the low level bomb targets.

"(9) NAP 21 flight had filed a DD 175 VFR Flight Clearance. There were slight communications difficulty upon initial range contact attributed to the distance from the range. Weather was clear and visibility 15 miles. Terrain in the flight path generally ranges between 80 to 125 MSL with the exception of the crash site; Bear Swamp Hill at 160' MSL on which the 70' high forestry service tower was located. Tree contact occurred just prior to the peak of the 160' MSL hill.

"(10) Specific times as established by testimony and statements are:

- 0850 mission briefing
- 1020 - 1025 engine start
- 1030 taxi
- 1053 take off
- 1120 impact
- 1140 Helicopter and ambulance arrival."

"Sabres, Hogs and Thuds, The Diary of a Part Time Cold War Fighter Pilot", by Robert V. Thompson, pgs 366 - 371 & AF Form 711 USAF Accident/ Incident Report ANG 71-1-16-2 dated 28 Jan 71, Col Louis W. Weber, Board President.

02-Feb-71

F-105B 575790 141 TFS NJ ANG McGuire AFB Operational loss. Caught on fire after taking off for a test hop. Crashed at McGuire AFB, New Jersey. Col Arthur E. Martone 141 TFS NJ ANG pilot survived. Call sign: "Ego 97"

History of Flight

"1. On the morning of 2 February 1971, Ego 97, an F-105B, serial No. 57-5790, was scheduled for a Functional Check Flight (FCF) following an engine change by the 141st TAC Ftr. Sq. The pilot to fly the FCF was Colonel Arthur E. Martone, Director of Operations, 108th TAC Ftr. Wg. The proposed take off time was 1240 EST.

"2. A review of the aircraft forms and briefing were accomplished in Quality Control by Colonel Martone prior to going to the aircraft.

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"3. The aircraft fuel configuration was full internal, plus two full 450-gal. wing tanks, plus bomb bay tank. The total fuel on board was 15,900 lbs.

"4. The pre-flight walk-around inspection, pre-start, after-start checks and end-of-runway inspections were accomplished with no discrepancies noted. Colonel Martone called for and was cleared on the runway. He accomplished the FCF card required on check flights. All engine instruments were noted and recorded. They were normal as stated by Colonel Martone.

"5. Col Martone released brakes and started his take off roll at 1245:40 EST. The take off was normal in every way according to Colonel Martone and witnesses. After becoming airborne at the 6000' remaining marker on the 10,000' runway, Colonel Martone raised the gear and started his climb. He noted the airspeed increasing, rapidly approaching 240 KTS. The main gear indicated up and locked but the nose gear remained unsafe.

"At this point Colonel Martone rotated the aircraft to a higher pitch attitude. The nose gear indicated safe at approximately 240 KTS. Colonel Martone then reached for the flap handle to retract the trailing edge flaps. It was at that instant, approximately 240 KTS, that a loud 'BAM' was felt and heard. Colonel Martone checked and feels sure there were no fire or overheat lights on as he increased his pitch attitude and started to assess his difficulty. He then felt and heard a series of rumblings in the aft portion of the aircraft, the cockpit filled with smoke and the fire and overheat lights both were illuminated. Colonel Martone feels that the canopy had left the aircraft at this point due to unknown causes.

"The Runway Supervisory Officer, Major Gerald R. Leonard, was following the aircraft with field glasses. He observed what he described as a large fire ball at the aft section. The aircraft then trailed flames and black smoke as it continued to climb. At 1246:20 EST (40 seconds after release brakes) Major Leonard made the following transmission, 'You're on fire 97, you're on fire, you're on fire 97! Eject! Eject! You're on fire, eject!'

"SSgt Byrd was in the control tower monitoring a trainee, A1C Dias, on local control when he saw Ego 97 take off and begin a climb. He saw streaming fuel and the drop tanks fall off the aircraft and the aft section become engulfed in flames. A1C Dias saw excessive blackish grey smoke being emitted from the fuselage of the aircraft and then the wing tanks came off almost simultaneously. The aircraft then became engulfed in flames.

"Colonel Martone decided to leave the aircraft and began the ejection procedure. He used the right leg brace and trigger to exit the aircraft. His ejection was successful and considered normal. The aircraft continued to climb near vertical and appeared to stall, roll over and crashed 1500' from the departure end of runway 24. Colonel Martone was picked up by Mr. Lawrence Cascarino and Major Gerald Leonard.

"6. Specific times as established by the control tower tape are as follows:

1243L - Clearance on runway
1245:40L - Ego 97 rolling
1246:20L - RSU tells Ego 97 to eject
1248 - McGuire runway closed for crash debris."

(AF Form 711 USAF Accident/ Incident Report 71-2-2-2, dated 24 Feb 71, signed by Col Charles J. Chenault, Board President.)

"As Art Martone began his takeoff everything was normal until right at or immediately after lift off as he became airborne. At this point events happened in milliseconds that almost took the life of Art Martone. His memory of the incident was, as he lifted off the runway hearing and feeling the effects, of almost another afterburner (AB) flight. At that instant, Jerry Leonard, always as conscientious a person in or out of the mobile unit as there was, watching the takeoff through binoculars observed the aircraft become enveloped in flame, his impression was the aircraft was completely hidden from about 1/2 of the fuselage back in flames. He instantly called Art Martone's call sign and said'

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you're on fire.' A micro second after he called "Art, you're on fire, eject, eject, eject", as Art was struggling with the aircraft, which remember was all happening in milliseconds was beginning to pitch up past normal takeoff attitude. The call 'Art, eject, eject, eject', got through to him as the aircraft continued to pitch up into a higher nose high attitude and began to roll to the right. This was described by Jerry as well as the tower personnel as a violent maneuver. That transmission convinced Col. Martone that was his only choice. Reaching down with both hands, he pulled both handles on both sides up and squeezed the triggers. Again I want to emphasize the whole incident from the first explosion to his ejection, according to several witness accounts took 5 - 8 seconds at the most. As the canopy came off the aircraft in the ejection sequence and the seat began its travel out of the aircraft it pitched up to 60 degrees or so and rolled to the right. At the 90-degree point of the roll, the seat left the aircraft which continued to roll inverted. As the seat left the aircraft, the seat separator worked as advertised, separating him from the seat and the shot gun charge fully deployed his parachute. His estimated airspeed was about 200 kts and at an altitude of about 200', everything worked beautifully. The chute was immediately fully opened and as he was in the first swing at the bottom of the shroud lines, about 20' below the chute canopy, he hit the ground. The aircraft tumbled tail over nose and crashed about 100' beyond a road that runs through Fort Dix to Browns Mills and about 300' from the end of the runway. Normally the area the aircraft impacted was used by the Army as a training area; fortunately it was empty this day. At the time he impacted the ground it was estimated that Col. Martone was moving at 20 - 25 m.p.h., an impact similar to falling from a 25 - 30 foot height. Col Martone suffered a severe back sprain. He would return to flying after several weeks ..." ("Sabres, Hogs and Thuds ...")

Immediately after taking off, the aft half of the plane became engulfed in flame. The mobile control officer at the end of the runway called for the pilot to eject. The aircraft pitched up and began to roll to the right. At about 90-degrees roll, the ejection seat left the aircraft and the pilot's parachute opened just as he hit the ground. He sprained his back but returned to flying several weeks later. The aircraft crashed about 300 feet from the end of the runway. (Jim Butler interview)

Mr. James J. Butler, Jr. former F-105 pilot, phone interview 12 Nov 97 & "Sabres, Hogs and Thuds. The Diary of a Part Time Cold War Fighter Pilot" by Robert V. Thompson, 1st Books Library, pp 372 - 373.

04-Aug-71

F-105B 575796 141 TFS NJ ANG McGuire AFB Operational loss due to suspected pilot vertigo while flying in weather. Crashed at 1514 EDT 4 miles south of Holiday City, Ocean County, near NAS Lakehurst, New Jersey. 2Lt John W. Anderson 141 TFS pilot was killed. Call sign: "Sport 62".

History of Flight

"1. Sport 61 flight consisted of Capt William R. Easter, Flight Leader; 1Lt John G. Anderson, Sport 62; and Capt Ritchie L. Griffith, Sport 63. All members of the flight were assigned to the 141st Tactical Fighter Squadron.

"2. Briefing for the flight was at approximately 1725Z and was conducted IAW TACM 55-105. According to the statements during the board proceedings by the other members of the flight, the briefing was normal and complete. Lost wingman procedures were covered. Capt Easter reports that Lt Anderson was attentive and alert during briefing. A DD Form 175 flight plan was filed for IFR, Radar Vectors to Coyle TACAN, IFR to Atlantic City, VFR local area, and IFR on return from the McGuire 221 radial at 29 nautical miles, for 1 hour and 20 minutes en route. At the time of the weather briefing, 1725Z, the McGuire AFB observation was: Measured 2000 feet broken, 3300 feet overcast; visibility 9 miles; temperature 79-degrees F; surface winds calm; altimeter setting 30.05 ins Hg. The 1656Z NAS Lakehurst observation was estimated 1200 broken; 8000 feet overcast; visibility 5 miles in haze; temperature 80-degrees F; dew point 70-degrees F; surface winds 270 degrees at 4 knots; altimeter setting 30.06 ins Hg; remarks: rain ended 30 minutes after the hour. The 1700Z Atlantic City observation was 2000 feet scattered; estimated 10,000 feet broken; visibility 12 miles; temperature 80-degrees F; dew point 71-degrees F; surface winds 270 degrees at 4 knots; altimeter setting 30.06 In Hg. Shortly before takeoff, the 1843Z McGuire AFB weather observation was: Partial obscuration, 2100 feet scattered, estimated 4000 feet broken, 10,000 feet overcast; visibility three miles in haze; surface winds 020 degrees at 7 knots; altimeter setting 30.05 ins Hg; remarks: 1/10 of sky obscured by haze, overcast partly thin, visibility to north 2 1/2 miles. The 1856Z NAS Lakehurst observation was 800 feet scattered, estimated 1200 feet broken, 8000 feet overcast; visibility 4 miles in a very light rain showers and haze; temperature 71-degrees F; dew point 69-degrees G; surface winds 360 at 8 knots; altimeter setting 30.06 ins Hg; remarks: rain began 35

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minutes after the hour.

"3. The aircraft in Sport 61 flight were configured with two full 450-gallon external fuel tanks and full internal fuel together with SUU-21 centerline mounted bomb dispenser and, additionally, Sport 61 had a rocket pod mounted on the right wing.

"4. The preflight walk-around inspection, after-start procedures, and pre-takeoff maintenance check and arming procedures were normal except for delay in start-engine time due to late delivery of aircraft from Maintenance and a slight delay in starting to taxi by Sport 63. The McGuire AFB RAPCON cleared Sport 61 flight on a local IFR clearance to Coyle TACAN via Point Pleasant Six Standard Instrument Departure to Cassville intersection and Victor 16 to Coyle, to maintain three thousand feet; and the Flight Leader accepted this clearance as given anticipating a radar hand-off from McGuire RAPCON to Atlantic City Approach Control at Coyle where the two control zones are contiguous.

"5. Takeoff roll from McGuire AFB was initiated at approximately 1859:40Z from runway 06. The flight lined up in right echelon and Sport 61 and 62 made a formation takeoff followed at a 12-second interval by Sport 63. Lt Anderson was flying F-105B-15RE #57-5796.

"Shortly after taking off, at 1901Z, Sport 63 reported that he did not have the lead element in sight and was advised by Sport 61 to get a separate IFR clearance. Sport 61 states that he entered the clouds at approximately 1500 feet MSL. He reported to McGuire RAPCON at 1902:00Z maintaining 3000 feet. Sport 63 was descended from 2500 feet to 2000 feet by McGuire RAPCON at 0902Z and turned to a 180-degree heading at 1903Z. At 1904:18Z, Sport 61 reported established on the 122 radial of Robbinsville TACAN and at 1904:30Z was given instructions to turn right to proceed direct to Coyle TACAN, maintaining 3000 feet. At 1905:50, Sport 61 was instructed to climb to 4000 feet and at 1905:55 reported leaving 3000 feet for 4000 feet. At 1906:22Z, as Sport 61 was rolling out on a heading to Coyle, Sport 62 reported that he had lost visual contact. At 1906:31Z, Sport 61 confirmed to RAPCON that Sport 62 had lost visual contact, and he told Sport 62 to continue his turn to 270-degrees to insure separation. At 1907:51Z, Sport 61 was instructed to fly heading 240-degrees.

"Neither Sport 61 nor McGuire RAPCON were able to regain radio communications with Sport 62. Sport 61 was handed off to Atlantic City Approach Control at 1909Z. VFR conditions existed at Atlantic City, and Sport 61 was able to effect a rendezvous with Sport 63 after further unsuccessful attempts to contact Sport 62. After completing an instrument training mission, Sport 61 and 63 returned to McGuire AFB. During the return flight, Sport 63 was forced to break off from Sport 61's wing because the clouds were so dense as to make it difficult to maintain visual contact with the lead aircraft. Sport 61 and 63 remained separated and landed at McGuire AFB at 2013Z and 2026Z, respectively.

"6. Sport 61's DD Form 175 flight plan, filed IFR to Atlantic City, then VFR local area was misunderstood by McGuire Base Operations and, thus, mis-transmitted to RAPCON where it was understood to be an entirely IFR local flight with McGuire RAPCON prior to and subsequent to the arrival of the flight at Coyle TACAN. However, since the point of separation of Sport 62 from the flight was approximately 20 miles prior to Coyle, this misunderstanding probably did not bear on the accident. The synoptic weather situation was that of a weak, slow moving cold front with a wide band of clouds associated and with generally 3 to 5 miles visibility in the McGuire AFB area.

"7. Specific times as established by testimony, statements, and analysis are:

1725Z Mission Briefing Start Time

1810Z Mission Briefing Complete

1825Z Start-Engine Time

1859:40Z Takeoff Time

1907Z Impact

1920Z Helicopter without aircrewman aboard arrived at crash site from NAS Lakehurst.

1930Z Helicopter with aircrewman aboard arrived at crash site from NAS Lakehurst." (USAF Accident Report)

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During climb to altitude inside a cloud, the wingman disappeared. Radar returns showed a momentary trace away from the two F-105s but dropped off the scope within 2 to 3 seconds. The accident investigators concluded that the pilot became disoriented while flying on lead's wing. The aircraft had impacted in nearly level flight. 2Lt Anderson had completed USAF pilot training 6 or 7 months before. (Thompson book)

AF Form 711 USAF Accident/ Incident Report 71-8-4-1, dated 14 Aug 71, signed by Col Chester L. Van Etten, Board President & "Sabres, Hogs and Thuds, The Diary of a Part Time Cold War Fighter Pilot", by Robert V. Thompson, pgs 377 - 378.

20-Mar-72 29-Mar-72

2965

The 141 TFS of the NJ ANG from McGuire AFB deployed eight F-105Bs to Kelley AFB, TX for "Gallant Hand III", a close air support exercise with the Army. Bad weather limited the air-to-ground missions but the planes and pilots were able to work with a FAC on several days during the exercise that simulated napalm drops and rocket attacks against tanks and ground troops. Maj Robert V. Thompson was one of the F-105B pilots. He flew a total of 8 hours, 15 minutes during the exercise.

"Sabres, Hogs and Thuds, The Diary of a Part Time Cold War Fighter Pilot", by Robert V. Thompson, pgs 381 - 382.

07-Dec-72

7702

The 119 TFS NJ ANG at Atlantic City Airport transferred F-105B 57-5820 to the 466 TFS AFRES, Hill AFB UT. The plane remained at Hill until October 1980 when it was assigned to the Aircraft Battle Damage Repair (ABDR) program at Robins AFB GA.

AFHRA tail number microfilm AVH-18 & AFLC GO33B report 22 Jan 81.

04-Apr-73

7698

The 141 TFS ANG at McGuire AFB NJ transferred F-105B 57-5814 to the 466 TFS AFRES, Hill AFB UT. In 1964 the aircraft had flown as Thunderbird 1.

AFHRA tail number microfilm AVH-20.

02-May-73

7701

After keeping the airplane for a little over two years, the 119 TFS NJ ANG at Atlantic City Airport transferred F-105B 57-5817 to the 466 TFS AFRES, Hill AFB UT. The plane remained at Hill until October 1980 when it was sent to the boneyard at Davis-Monthan AFB AZ.

AFHRA tail number microfilm AVH-20.

15-Jun-73

2967

Maj Robert V. Johnson from the 141 TFS, NJ ANG, flew F-105B 57-5780 on a one hour-35 minute, 853 nautical mile round-robin cross-country flight with wingman Maj Fred Decker. At 42-years old, it was Maj Johnson's last flight in an F-105 before he retired from the Air National Guard. Flying as "Pacer 11" and "Pacer 12", the two planes flew up through New York state, out to Buffalo and down through Pennsylvania. Maj Johnson then broke formation and made a diving attack on the New Jersey Turnpike bridge over the Delaware River. He flew at 50 feet altitude at 440 knots and passed underneath the bridge before rejoining his wingman at 19,000 feet and returning to McGuire AFB.

"Sabres, Hogs and Thuds, The Diary of a Part Time Cold War Fighter Pilot", by Robert V. Thompson, pgs 1 - 7 and 391 - 399.

03-Mar-74

F-105B 575836 141 TFS NJ ANG McGuire AFB Operational loss during practice air maneuvers and the pilot flew into the water. Crashed in Chesapeake Bay at coordinates 38-08N and 75-54W. 2Lt Robert H. Drosendahl 141 TFS pilot died. "On the morning of 3 March 1974, 2Lt Robert H. Drosendahl, ... assigned to the 141 TFS, was scheduled to fly number 2 in a four ship air maneuvering mission to R-4006.

"The flight members attended the 0845 EDT pilot's meeting for the weather briefing. ... Weather at McGuire AFB was 1000 broken, 4,000 overcast 10 miles for takeoff. Weather in R-4006 was clear and 7 miles with a low haze layer.

"Briefing commenced at 0910 EDT, with scheduled start engine time 1040 EDT, takeoff 1100 EDT, landing 1230 EDT. ... Formation takeoff with 15 second interval spacing was briefed. The flight was briefed to accomplish fluid

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four formation in R-4006 until the external 450 gallon drop tanks were empty. The flight would then complete a rig check and enter the AM portion of the flight. The primary mission was to train for defensive maneuvering with emphasis on defensive splits. The flight members would change position on successive maneuvers as fuel permitted.

"TACM 3-1 was used by the Instructor Pilot to brief the defensive split. Unusual attitude recoveries and spatial disorientation were discussed by the flight. The number four aircraft was late from maintenance and upon receipt of the aircraft, the flight departed the squadron for a normal preflight, start engine and taxi.

"Takeoff was at 1150 EDT. Element takeoffs were accomplished using one minute separation with a join up 'on top' due to a lower than forecast ceiling at McGuire. The flight proceeded to R-4006 at 16,000 feet. Arrival at R-4006 was at 1207 EDT. Fluid Four was flown until all members called that external drop tanks were dry. A rig check was then completed by all members of the flight.

"Following the rig check, the flight lead directed the second element to a perch position at 23,000 feet. The lead element remained at 21,000 feet. All aircraft at this time were on a Southwesterly heading with the second element on the left side of the lead element. Number 3 called 'in' and descended on an attack heading for the lead element. The flight lead began a 30 - 40 degree bank turn to the left into the second element and forced them into a slight overshoot. Lead called 'overshoot' and reversed into a nose high right turn as number 3 continued to close. Number 2 was observed to be on lead's right side during the early stages of this turn and later in the turn was observed to be on lead's left side. The turn was continued and shortly thereafter number two was observed crossing over lead in a rolling maneuver. Lead began to roll out and then began a left turn to end the maneuver and relocate number 2. Number 2 was not acquired visually again until lead observed him just prior to his impacting the water. No radio calls were made by Lt Drosendahl during his maneuver that preceded the accident. Time of impact was 1222 EDT.

"Immediately following the crash, lead called the remainder of the flight to Guard channel and made a MAYDAY transmission. Because so many ground stations answered his call, he returned the flight to Patuxent Approach Control. Patuxent Approach Control vectored a P-3 aircraft and a helicopter to the crash site. The flight orbited the crash scene until the helicopter arrived. The flight was handed off to New York Center and remained on this frequency until handed off to approach control back in McGuire AFB. No evidence was found of pilot survival."

Mr. James J. Butler, Jr. former F-105 pilot, phone interview 12 Nov 97 & Louie Alley, Air Force Safety Center, E-mail 19 Apr 00 & USAF Accident/Incident Report, 18 Mar 74.

26-Jun-75

F-105B 575798 141 TFS NJ ANG McGuire AFB Operational loss at takeoff. The pilot retracted the landing gear too soon. Crashed off the north end of runway 03R at Luke AFB, Arizona. 2Lt David C. Savino 141 TFS pilot received minor injuries. Call sign: "Pook 92". "On 26 June 1975, at 1228 MST, an F-105B (SN 57-5798) crashed on takeoff from Luke AFB, Arizona. The pilot successfully ground egressed and the aircraft was subsequently destroyed by fire.

"On 25 June 1975 a flight of two F-105B aircraft from the 108 Tactical Fighter Wing (ANG), McGuire AFB, New Jersey, departed on a cross-country, navigational proficiency flight. Two uneventful sorties were flown on 25 June, landing at Richards-Gebaur AFB, Missouri, for refueling, then on to Luke AFB, Arizona, to remain overnight.

"The flight took off on 26 June 1975, at 0715 MST, for another cross-country leg (intended landing at McConnell AFB, Kansas), but the nose gear on aircraft 57-5798 failed to retract fully, and the flight returned to Luke AFB. Post-flight inspection revealed that an access door in the nose gear well was loose and was binding the nose wheel, preventing normal retraction. A new access door was fabricated and installed by Luke AFB maintenance personnel and a through-flight inspection was completed by transient maintenance.

"A succeeding flight was planned on 26 June, intended destination, Tinker AFB, Oklahoma. Because of high forecast temperature and a computed take-off roll of 6,250 feet, the flight Pook 91 and 92, briefed to make individual takeoffs, with 15-second spacing on the roll.

"Preflight, engine start, and taxi were normal. Pook 92, the accident aircraft, started takeoff-roll 15 seconds after

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lead. Engine readings and afterburner light were normal. Computed acceleration check speed at 2,000 feet was 107 knots. Observed speed at the 8,000 feet remaining marker (1,600 feet after brake release) was 115 knots, indicating better than planned acceleration.

"The pilot began rotation at 165 - 170 knots with nose wheel liftoff at 175 knots, approximately 5,500 feet after brake release. Pilot stated that takeoff occurred after about 6,000 feet of roll (4,000 feet remaining) at 185 knots (R-2). Pilot stated he observed 205 knots as he raised the gear.

"Apparent loss of thrust was immediately felt as the gear retracted, followed by a sinking sensation. The ventral fin contacted the runway about 500 feet from the computed take-off point, 3,025 feet short of the departure end (P-10). 590 feet after the ventral fin contacted the runway, the external 450-gallon wing fuel tanks contacted the runway.

"After touch down the pilot aborted the takeoff by retarding the throttle to idle and deploying the drag chute. The arresting hook was deployed but did not engage the BAK-12 or BAK-9 arresting gear. No attempt was made to jettison the external tanks and fuel spilling from the tanks exploded as the aircraft crossed the BAK-12 arresting gear, 1,560 feet after ventral fin contact (BAK-12 is located 1,465 feet from the departure end). The aircraft continued over the BAK-9 arresting gear at the departure end, through the MA-1A barrier (1,050 feet past the departure end), through the ILS localizer antenna, coming to rest partly on a road (Northern Avenue) 2,200 feet from the departure end. The MA-1A barrier changed the direction slightly but did not significantly slow the aircraft. BAK-12, BAK-9, and MA-1A cables were severed by the aircraft. Total distance of travel from initial contact with the runway until aircraft stopped was 5,225 feet.

"After the aircraft stopped, the pilot observed flames around the aircraft (canopy still closed) and performed emergency ground evacuation. The canopy was unlocked and electrically opened. Pilot received minor burns while exiting the aircraft which was destroyed by fire. The time of the accident was 1228 MST."

An area newspaper described the accident: "An investigation is underway today at Luke Air Force Base following the crash of an F-105 jet fighter in which a New Jersey Air National Guard pilot suffered minor burns.

"The pilot, identified as Lt. David C. Savino, 26, of Columbus, N.J., was en route to Tinker Air Force Base near Oklahoma City, Okla., when the crash occurred Thursday, officials said.

"The plane skidded to a halt about 500 yards from the end of the runway, with the nose of the plane touching a street which passes near the base.

"The careening plane damaged some instrument landing radio aids at the end of the runway before it came to a halt and exploded into flames. Savino climbed out of the aircraft after it came to a rest.

"Base hospital officials said Savino suffered minor burns over less than 10 percent of his body.

"Savino is a member of the 144th Tactical Fighter squadron of the New Jersey Air National Guard, based at McGuire Air Force Base.

A board of officers will be appointed to investigate the crash, the spokesman said." (The Gallup [NM] Independent, Friday, Jun 27, 1975, from Rick Versteeg, e-mail 19 Nov 15.)

Since his first F-105 flight in August 1974, this was the last time Savino flew the F-105. He had accumulated 193.9 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

Mr. James J. Butler, Jr. former F-105 pilot, phone interview 12 Nov 97 & Louie Alley, Air Force Safety Center, E-mail 19 Apr 00 & AF Form 711, USAF Accident/Incident Report, 8 Jul 75.

04-Oct-76

F-105B 575802 141 TFS 108 TFW NJ ANG McGuire AFB Operational loss when the gun jammed at the range

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F-105 History

and started a fire. Crashed en route to emergency landing at Shaw AFB, South Carolina. 1Lt Patrick F. Dunn 141 TFS pilot ejected and survived. Call sign: "Fox 44". "Fox 41 flight, four F-105Bs, departed Travis Field, Savannah, GA on 4 Oct 76 at 1500 hours. The flight proceeded to Poinsett Range, SC for a 1530 - 1600 range time via the TR-161 low level route for conventional bombing and strafe mission. On his first strafe pass, Fox 44 experienced a gun malfunction and as he pulled off the target, noticed the master caution light and the air turbine motor (ATM) airline over-heat light illuminated. Shortly thereafter he smelled fumes in the cockpit. He informed FOX 41 of his emergency and turned the aircraft towards Shaw AFB approximately 10 NM north of the range. While still in the turn FOX 44 observed smoke entering the cockpit from forward of the cockpit glare shield. After reaching wings level, he selected 100% oxygen, and noted that the compartment overheat light was illuminated. He then informed FOX 41 that he had smoke in the cockpit and asked FOX 41 to join on him. As FOX 41 was attempting to join up he saw smoke trailing from the lower portion of the fuselage. FOX 44 then noted that the lights associated with an AC generator failure were illuminated on the caution light panel. He heard popping sounds coming from the front of the aircraft and felt the cabin pressure surging. FOX 41 told FOX 44 he was trailing smoke. FOX 44 noted that the engine instruments were fluctuating and by now the smoke had become so dense that he could not see outside references. The aircraft was at approximately 3,000 feet MSL when it entered a climb and the pilot initiated ejection. The ejection was successful and he landed one mile short of the crash site. The aircraft was destroyed during impact and post impact fire. The time was approximately 1550 hours."

The aircraft crashed 5 NM SSW of Shaw AFB, South Carolina.

AF Form 711, USAF Accident/Incident Report, 76-10-4-1, 2 Nov 76.

24-Sep-77

F-105B 575811 141 TFS 108 TFW NJ ANG McGuire AFB Operational loss due to low oil pressure. Crashed 3 NM east of Seymour Johnson AFB, North Carolina. Capt Raymond A. Roche 141 TFS pilot received minor injuries. "The accident aircraft was No. 4 in a flight of four F-105Bs scheduled to fly a ground attack mission at Dare County Range. The mission profile consisted of a high-speed low level to the range, two tactical bombing passes and recovery at Shaw AFB, SC.

"The mission was routine until level-off following range departure. Approximately 30 miles east of Seymour Johnson AFB at FL 180, No 4 advised the flight his oil pressure was fluctuating and decreasing and he wanted to land at Seymour. The flight declared an emergency on Guard frequency and began a descent into Seymour. At this time the emergency aircraft set his power at 92% and was given the lead. During the descent, the oil pressure decreased to 0 - 5 PSI. After lowering the gear on 6 mile final, white smoke was observed coming from the tailpipe for approximately 10 seconds. Shortly thereafter, the pilot transmitted he felt severe vibrations and was bailing out. The aircraft impacted in a wooded area 3 miles short of the runway. The pilot ejected successfully from approximately 2000 MSL/1900' AGL in a slight descent. The survival kit deployed automatically. Upon descent into a wooded area, the survival kit and life raft caught in the top of a 50 - 60 foot pine tree. The parachute caught in another tree suspending the pilot between the survival kit lanyard and the parachute risers with his body parallel to the ground. Rescue personnel on the scene were unable to reach the pilot with the equipment on hand. After approximately 1 hour and 20 minutes, the pilot freed himself by holding on to a nearby pine tree and cutting the survival kit lanyard with his survival knife. The pine tree bent slowly lowering the pilot to the ground. The pilot sustained minor injuries.

The crash occurred on Saturday at 1300L time. Col Harrison W. Matthews was the Investigating Board President.

Louie Alley, Air Force Safety Center, E-mail 19 Apr 00 & AF Form 711, USAF Mishap Report 77-9-24-1, dated 14 Oct 77.

05-Feb-80

F-105B 575830 141 TFS NJ ANG McGuire AFB Operational loss due to hydraulic failure. Crashed on final approach to McGuire AFB, New Jersey. Lt Col Lee E. Morton 141 TFS pilot ejected successfully. Call sign: "Fox 13". The pilot ejected on final approach to McGuire when the aircraft's flight controls locked up due to hydraulic system failure. The aircraft had accumulated 3,581.8 flying hours.

Factual Summary of Circumstances

"Fox 11 a flight of 3 F-105Bs briefed for a Pennsylvania low level VR 705 with weapons delivery at Warren Grove

141 TFS and 119 TFS New Jersey ANG

F-105 History

Gunnery Range. The flight was flown as briefed with no deviations until entry to the VFR pattern. Fox 13 (the mishap aircraft) made a looser than normal break due to a suspected stab aug problem. A wider than normal downwind and longer final were flown because of the potential problem. At approximately 1/2 mile on final approach and 100 ft AGL, the pilot made a successful ejection. Time of ejection was 1149 EST."

Interview with Lee Morton, 17 March 1997 & AF Form 711 USAF Mishap Report 80-2-5-1 dated 22 Feb 80, signed by Col Joe R. Steen, Board President.

07-Apr-80

F-105B 575791 141 TFS NJ ANG McGuire AFB Operational loss. The aircraft hit a ridgeline during low-level flight on the Utah range. Crashed 17 miles SE of Dugway, Utah. Capt John P. Mansfield, Jr. 141 TFS pilot received major injuries. "On 7 April 1980, at 0710 PST, a flight of four F-105Bs departed Nellis AFB, Nevada, on a tactical training mission. The mission was scheduled to include low level training and air to ground weapons delivery on a tactical target in the Utah Test and Training Range complex in northwest Utah. After takeoff, the flight climbed to a medium altitude and proceeded to the low level entry point. Upon reaching the low level entry point, the flight maneuvered to a tactical spread formation and proceeded to fly the low level profile to the scheduled target. Approximately seven minutes into the low level, the lead aircraft initiated a turn. During the turn, the number two aircraft (The Mishap Aircraft) impacted a ridge line. The pilot immediately ejected. The ejection was successful, but the pilot received major injuries. The aircraft again impacted the ground and was totally destroyed." The Accident Board President was Col Peter K. Foley.

Louie Alley, Air Force Safety Center, E-mail 12 Apr 00 & AF Form 711, USAF Mishap Report 80-4-7-1, 23 Apr 80.

15-May-81

7689

(Approximate date) "In May 1981, the F-4D Phantom II replaced the F-105Bs ..."of the 141 TFS in the New Jersey ANG.

https://en.wikipedia.org/wiki/108th_Wing