

457 TFS AFRES (Carswell AFB)

F-105 History

11-Jan-72

7692

On 11 January 1972, the Air Force Reserve officials learned that three reserve components would receive the F-105. "The F-105 was becoming surplus to U.S. requirements in Southeast Asia, and Reserve C-124 units at Tinker AFB, Carswell AFB in Texas, and Hill AFB in Utah would convert to it."

"The F-105 provided the Air Force Reserve with its most demanding conversion yet. The immediate problem was the usual lack of notification. From rumor in January 11 to organization of the first unit at Tinker on May 20, the Air Force Reserve had slightly more than four months in which to prepare. Moreover, declassification of the action on March 29 left fewer than two months for open preparations. At any rate, on May 20, 1972, the C-124-equipped 937th Military Airlift Group at Tinker was replaced by the 507th Tactical Fighter Group which began transitioning into the F-105Ds and Fs.

"The time-phasing of other Air Force programs involving the F-105 indicated that the first reserve group accept at least one aircraft in June and the first two groups be fully equipped by the end of July 1972. In view of the pressing need for the Air Force Reserve to accept aircraft before the 507th Tactical Fighter Group would be prepared to inspect and maintain them, General Lewis [Maj Gen Homer I. Lewis, Air Force Reserve Commander] agreed to accept immediately at Tinker eight aircraft if Tactical Air Command personnel conducted the acceptance inspections. The first aircraft arrived on April 14, and a seven-man Tactical Air Command team performed the acceptance inspection and placed the aircraft in flyable storage.

"The 506th Tactical Fighter Group, [457 TFS] which converted on July 8, received its first F-105D at Carswell AFB on May 10 under similar circumstances.

"The 506th Tactical Fighter Group was activated at Carswell on July 8, and on July 25 the 301st Tactical Fighter Wing was also activated at Carswell, where the 506th and 507th were assigned to it. On January 1, 1973, the wing was rounded out by the activation at Hill AFB of the 508th Tactical Fighter Group."

"Citizen Airmen: a History of the Air Force Reserve 1946 - 1994", by Gerald T. Cantwell, Air Force History and Museums Program 1997, pg 314.

10-May-72

1123

The 563 TFS from the 23 TFW at McConnell AFB, Kansas, sent the first T-Stick II F-105D to the Air Force Reserve's 457 TFS at Carswell AFB, Texas. F-105D 61-0100 was the first of 30 T-Stick II planes transferred over the next five months to the 457 TFS. This Reserve squadron was to operate these unique F-105s for the next nine years. They retired 61-0100 on 15 September 1981 and placed it on static display at Carswell.

Aircraft Tail Number Report, USAF microfilm AVH-18

01-Jul-72

390

Having been at McConnell AFB KS since 8 February 1964 when it had replaced the 388 TFW, the 23 TFW moved to England AFB, Louisiana, without people or equipment. The "Flying Tigers" replaced the 4403 TFW at England and converted from F-105s to A-7Ds.

On this date, Col Louis W. Weber replaced Col Harry W. Schurr as the Wing Commander. Col Schurr last flew the F-105 on 1 June 1972. He had accumulated 1093.3 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

On 10 July 1972, Maj Jack L. Francisco from the 563 TFS flew the F-105 for his last time. Since his first flight in April 1961, he had accumulated 1801.5 hours in the airplane.

The Wing's last Director of Operations was Col Charles C. Vasiliadis. He last flew the F-105 on 18 July 1972 by which time he had accumulated 1340.8 hours flying the airplane.

The wing's 561 TFS, flying F-105Gs, remained at McConnell and was assigned directly to the 832 Air Division. The wing's two other F-105 squadrons, the 562 TFS and 563 TFS, distributed their aircraft to other units and were inactivated.

457 TFS AFRES (Carswell AFB)

F-105 History

Also on this date, the T-Stick II F-105Ds that were still assigned to the 563 TFS were reassigned to the 561 TFS. During May and June 1972, the 563rd had transferred nine of the 30 T-Stick IIs to depots and one directly to the Reserves' 457 TFS at Carswell AFB, Texas. Over the next four months, the 561 TFS prepared the remaining 20 planes for direct transfer to the 457th or to depots from where they were delivered to Carswell.

Fact Sheet, 23rd Wing History on 23 TFW WWW site and Air Force Combat Wings, by Charles Ravenstein, pg 44 & Aircraft Tail Number Report, USAF microfilm AVH-18.

10-Oct-73

3938

Former POW Capt Fredrick R. Flom, who had been shot down in his F-105D on 8 August 1966, was the twenty-second F-105 pilot to fly his T-38 "Champagne Flight" at Randolph AFB TX. His call sign was "Freedom 75". He left the Air Force to fly for an airline and continued to fly F-105s with the 457 TFS Air Force Reserves at Carswell AFB, Texas.

"Home With Honor", Commemorative book by the 560th Flying Training Squadron, July, 1976, Pg 68.

09-Feb-74

F-105D 605375 457 TFS 301 TFW Carswell AFB Flight control malfunctions caused mid-air collision with wingman in F-105D 60-0513. T-Stick II. Crashed 4.5 NM west of Holliday, Texas. Capt Frank E. Peck 457 TFS pilot survived but received a broken leg. Call sign: "Spad 32".

History of Flight

"On 9 February 1974, at 1358 CDT, Aircraft F-105D-10RE (T-Stick II), Serial Number 605375, assigned to the 301st Tactical Fighter Wing (AFRES), Carswell AFB, Texas crashed in a field approximately 4 1/2 miles west of Holliday, Texas (Wichita Falls TACAN 214-degree radial 14 nautical miles). The aircraft impacted on an oil lease 4 1/2 miles west of Holliday, Texas.

"Preflight and flight operations were conducted as follows: The mission of this flight was an annual instrument proficiency flight in accordance with AFM-60-1 administered to 1Lt Hays C. Kirby of the 457 TFSq. The flight consisted of Lt Kirby, Flight Leader (SPAD 31), with Capt Peck as number two (SPAD 32), performing as Instrument Flight Examiner. The briefing was conducted by Lt Kirby and began at 0900 CDT, two hours prior to scheduled take-off time. Immediately following the briefing, the flight was placed on a weather hold due to a crosswind condition at Carswell AFB which was out of limits for take-off. At 1155 CDT, the flight was given clearance for launch by Major Daly R. Bales, the Supervisor of Flying. Rescheduled take-off time was 1345 CDT. The pilots arrived at their aircraft at 1300 and conducted a normal preflight. Start engines and taxiing was normal. The end of runway maintenance check was normal and was conducted in compliance with appropriate directives. The flight was cleared for take-off by Carswell AFB tower at 1341 CDT on Runway 35.

"The flight proceeded via radar vectors from Ft Worth Center to Wichita Falls TACAN. SPAD 31 flight turned over Wichita Falls TACAN to a heading of 196-degrees. Shortly after rolling out wings level, SPAD 32 experienced a right yaw followed immediately by a violent pitch up. During this maneuver SPAD 32 hit SPAD 31 and entered a spin from which he could not recover. The pilot ejected and the aircraft crashed in a flat spin at 1358 CDT. The pilot suffered a broken right leg on landing. A helicopter from Ft. Sill picked up the pilot and transported him to Sheppard AFB, Texas.

Investigation

"(1) Mission: The mission was an annual instrument check for 1Lt Hays C. Kirby with Capt Frank E. Peck evaluating from a chase aircraft. The flight was flown as a two-ship formation because the one F-105F assigned to the 301st TFWg was unavailable due to maintenance. The route was a local profile utilized by the 457 TFSq for practice instrument flights and actual 60-1 instrument checks. Lt Kirby had flown the route previously and Capt Peck had flown the briefed profile three times from the chase position in the last 30 days."

1Lt Hays C. Kirby, the pilot of F-105D 60-0513, successfully landed his plane with radome, wing and stabilator

457 TFS AFRES (Carswell AFB)

F-105 History

damage. Five years later, this plane was lost in an accident on 26 April 1979.

AF Form 711 USAF Accident/ Incident Report 74-2-9-2, dated 27 Feb 74, signed by Col Phillip O. Bradley, President Investigating Board.

13-Jun-75

7383

Lt Col Robert N. "Bob" Johnston flew the F-105 for the last time. He was with the 301 TFW, 457 TFS, Carswell AFB, TX. Since his first flight in the F-105 in October 1961, he had accumulated 2516.7 flying hours in the airplane. His flying time ranked him 18th on the list of the Thunderchief's 20 high-time pilots.

"Upon retirement, I accepted a Civil Service position in Operations until retirement in 1994."

F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma & Thud Out display chart & <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=27365406>.

22-Dec-76

F-105D 600521 457 TFS 301 TFW Carswell AFB Operational loss due to an engine gearbox failure. T-Stick II. Crashed near Ft. Sill, Oklahoma. Capt Henry "Hank" Sherrard 457 TFS pilot survived. "The formal report on the 22 Dec 76 mishap was waived, so I have no information."

Louie Alley, AF Safety Center, e-mail 7 July 05

19-Feb-77

7340

T-Stick II F-105D 60-0480 became a write-off due to wing cracks at the 457 TFS, Carswell Air Force Base, Texas. The plane was used as parts for other planes. The aft section was put on F-105F 63-8261 at Carswell. The section from the cockpit forward was used at Tinker AFB OK for one of their planes. The remainder of the fuselage and wings was placed on the range at Ft. Hood and used as a target.

Interview with CMSgt Charlie Ashley, 301 TFW, Carswell AFB TX.

08-Mar-77

F-105D 605376 457 TFS 301 TFW Carswell AFB Operational loss when the engine flamed out on the Nellis Range. T-Stick II. Crashed 33 NM NNE of Beatty, Nevada. Capt Kenneth V. Hallmark II 457 TFS pilot ejected with only minor injury. Call sign: "Uke 34". (NOTE: Poorly reproduced Accident Report Summary is missing words and letters. This is a reconstruction based on best-guess fill-ins.) "On March 8, 1977, an F-105D aircraft from the 301st Tactical Fighter Wing (United States Air Force Reserve Carswell Air Force Base (AFB), Texas, crashed approximately ??? miles northwest of Nellis AFB, Nevada.

"The accident aircraft, call sign UKE 34, was a member of a five-ship formation flight scheduled for strike and reconnaissance (SCAR) and ground attack tactics (GAT) in conjunction with exercise Red Flag. Call signs of the flight were UKE ???. A preflight start, taxi, and end-of-runway checks were normal. UKE flight departed Nellis AFB at 1249 PST. The mission proceeded as planned. After entering the range area, the flight split into two elements with UKE 33 and 34 proceeding to area R-4807 for the GAT phase. While maneuvering for a weapons delivery pass, UKE 34 experienced a flameout. At 1316 PST the pilot made a radio transmission "Mayday flameout". The engine could not be restarted and he ejected. He received only minimal injuries in the ejection sequence and was picked up by helicopter."

Louie Alley, Air Force Safety Center, E-mail 19 Apr 00 & USAF Mishap Report AF Form 71177-3-8-1, dated 30 Mar 77.

12-Aug-77 27-Aug-77

37

Elements of the 301 TFW (AFRES) deployed eighteen F-105s to Norvenich AB, West Germany, under "Coronet Poker". The 457 TFS from Carswell AFB TX deployed 13 T-Stick II F-105Ds and one F-105F while the 465 TFS from Tinker AFB OK deployed three F-105Ds and one F-105F.

They staged from Seymour Johnson AFB NC on 14 Aug 1977.

The 13 T-Stick II F-105Ds from Carswell with tail code "TH" were:

60-0458 60-0513
60-0464 60-0533
60-0465 61-0044

457 TFS AFRES (Carswell AFB)

F-105 History

60-0471 61-0075
60-0490 61-0080
60-0493 61-0100
60-0500

The one F-105F with tail code "TH" from Carswell was 63-8261.

The three F-105Ds from Tinker with tail code "SH" were 61-0061, 61-0115, and 61-0152. The F-105F from Tinker was 63-8365.

The aircraft arrived at Seymour Johnson AFB in three flights of four aircraft using call signs Cutch 11 - 16, 21 - 26, and 31 - 36. They departed Seymour Johnson using call signs Task 11 - 16, 21 - 26, and 31 - 36.

Air Force Combat Wings 1947 - 1977, Pg 147 & British Aviation Review (Dec 1995)

21-Mar-78

F-105D 610047 457 TFS 301 TFW Carswell AFB Operational loss due to engine failure. T-Stick II. Aircraft crashed 14 NM ENE of Altus AFB, and 4 miles south of Roosevelt, Oklahoma. Maj Bobby L. Efferson 457 TFS pilot ejected safely. Call sign: "Spad 51". "The mishap F-105D aircraft, SPAD 51, was scheduled as Flight Lead of a two-ship close air support training mission to Restricted Area R-5601, Oklahoma. This mission was in support of a 12th Air Force Operational Order (1-78). Aircraft was configured with two 450-gallon external fuel tanks, inboard and a SUU-21 (Bomb Dispenser) with six BDU-33 (Practice Bombs) on the centerline station. The pilot of SPAD 51 conducted a telephonic briefing with NAIL 33 (O-2, Forward Air Controller) on 20 Mar 78 to confirm operational restrictions for the mission. The SPAD 51/52 flight briefing began at 1150 CST, 21 Mar 78 and was conducted in accordance with Tactical Air Command Regulation 55-105 and local procedures. Aircraft pre-flight inspection, start engine and taxi were accomplished according to the F-105 Flight Manual procedures and other standardized procedures. SPAD 51 led a formation takeoff from Carswell AFB at 1325 CST; no aircraft problems were noted. A SILL stereo flight plan routing was flown to R-5601 at Flight Level 180. After radio contact and briefing with NAIL 33, SPAD 51 completed three pre-briefed 20-degree low angle-low drag patterns and pop-up weapons deliveries, dropping one BDU-33 on each pass. On the fourth pattern, just prior to the pull-up point (aircraft setting/EGT 620 degrees C), the pilot heard a 'muffled pop' and observed the engine tachometer decreasing rapidly. The engine stabilized at approximately 85% RPM and 340 degrees EGT. The pilot began a zoom maneuver and selected the aircraft Emergency Fuel system with the throttle set at full Military power. The Emergency Fuel Caution Light illuminated immediately with no appreciable change in thrust or engine instrument indications. Near the apex of the zoom (approximately 8000 ft MSL./320 KCAS), pilot attempted to light the Afterburner (AB) with Emergency Fuel selected. The pilot sensed only a muffled sound with no indications of afterburner light or increase in thrust. Pilot reported a 'vibration and grinding noise' developing and de-selected AB as noise increased. The aircraft was turned west toward Altus AFB. The pilot jettisoned his external stores in a clear area in an attempt to maintain aircraft altitude with the reduced aircraft thrust available. The wingman (SPAD 52), who had joined with SPAD 51 in a 2000 ft observations position, verified the clear area ahead and observed the stores depart the aircraft, but did not see them impact the ground. Unable to maintain level flight, SPAD 51 established a glide airspeed of 270 KCAS. This glide maneuver required an approximate 1200 FPM rate of descent to maintain airspeed. During the ensuing glide, SPAD 51 attempted three more AB lights, two in Emergency Fuel and one in normal fuel. None of these attempts noticeably affected the engine performance. SPAD 51 flight established radio (UHF Guard-243.0) and radar contact with Altus AFB. An emergency situation was declared and request made for a rescue helicopter. As SPAD 51 passed through approximately 3800 ft MSL (1800 ft AGL) 20 miles east of Altus AFB, he determined he could not reach the Altus AFB runway. The pilot turned right about 20-degrees to avoid a small town, delayed until the aircraft had crossed over a lake, and then ejected at approximately 3200 ft MSL (1800 ft AGL). SPAD 52 reported a normal ejection sequence and observed the pilot's parachute landing, along with the aircraft impact. The mishap pilot was picked up by a U.S. Army helicopter from Fort Sill, OK and transported to Altus AFB."

AF Form 711 USAF Mishap Report 78-3-21-2, Dated 6 April 1978.

15-May-78

599

Col Roger P. Scheer was appointed commander of the AFRES's 301 TFW at Carswell AFB TX. The wing had three F-105 squadrons, the 457 TFS at Carswell with T-Stick II F-105Ds, the 465 TFS at Tinker AFB OK, and the

457 TFS AFRES (Carswell AFB)

F-105 History

466 TFS at Hill AFB UT.

After upgrade training at Nellis AFB NV as a First Lieutenant, Col Scheer began flying F-105s in 1961 at Spangdahlem AB, Germany. In his 4,100 hours of flying time, Col Scheer flew over 3,000 hours in F-105s, 450 of them in combat during two F-105 tours in South East Asia.

301 TFW History, Apr - Jun 1979, USAF microfilm 34382.

10-Jun-78 23-Jun-78

61

The AFRES's 301 TFW's 465 TFS from Tinker AFB OK deployed 18 F-105s to RAF Sculthorpe, United Kingdom, for Operation "Coronet Oriole". "The 457 TFS AFRES from Carswell AFB TX provided personnel for this deployment although all of the aircraft came from the 465 TFS." Col Roger P. Scheer commanded the 301 TFW.

British Aviation Review, Dec 1995.

07-Apr-79 12-Apr-79

595

Twelve F-105s from the 507 TFG AFRES, Tinker AFB OK, and six T-Stick II F-105Ds from the 457 TFS, Carswell AFB TX, supported Phase III of "Operation Brave Shield 19" at Fort Hood, Texas. "The F-105s flew 18 daily simulated strike missions against anti-aircraft missile sites in support of opposition forces". The F-105s returned to their home station after each sortie.

301 TFW History, Apr - Jun 1979, USAF microfilm 34382.

26-Apr-79

F-105D 600513 457 TFS 301 TFW Carswell AFB Operational loss when the aircraft pitched up and rolled left. T-Stick II. Aircraft crashed 1 mile south of Cundiff, 51 miles NW of Carswell AFB, Texas. Maj Carl G. Decker 457 TFS pilot ejected but died. Call sign: "Spad 22". "Major Carl G. Decker was killed when the F-105D he was piloting crashed near Jacksboro, Texas. Memorial services were held on 28 April in the Carswell AFB Chapel. Major Decker was the Executive Officer for the 457 TFS." As a civilian he was an American Airlines Pilot.

"... The craft's pilot ... was killed when he apparently ejected from the disabled plane too low for his parachute to function properly. ... The 41-year-old pilot was flying one of four F-105s on a routine combat training mission when his plane went down about 9 a.m. The crash occurred near the Cundiff community in Jack County, about 15 miles northeast of Jacksboro, in a heavily wooded area. ... Carswell spokesman Maj. James Odom said Decker's plane was carrying six 25-pound practice bombs and 1,023 rounds of 20mm cannon ammunition. Debris from the wreckage was scattered over a wide area on a farm owned by F. F. Tannery of Dallas. Officials said the 53,000-pound aircraft gouged a crater about 10 feet deep and about 100 feet in diameter on impact. ... Decker had been on both active and reserve duty for more than 20 years. He previously had been a member of the New Jersey Air National Guard."

Factual Summary of Circumstances

"The mishap aircraft, SPAD 22, was scheduled as the IP (SEFE) evaluating SPAD 21 for an annual tactical evaluation. All four F-105D aircraft were configured with two 450 gallon external tanks and a centerline MER with six BDU-33D/B practice bombs. SPAD 21 briefed a standard departure out of Carswell AFB in box formation to the entry point of IR-105. Takeoff and departure were normal. Heading north, the flight arrived 2NM east of the entry point of IR-05 about 1-1/2 minutes early and 3000' AGL. Heading for the first leg of IR-105 is 289 degrees. Lead initiated a 350 knot right '270' turn with Number 2 on the right side. After about 90-degrees of turn, Number 2 aircraft was observed to begin a left rolling pullup maneuver that achieved about a 25-degree nose up pitch attitude. The aircraft continued rolling and crossed above and to the outside of lead's flight path. As the aircraft passed through wings level inverted, the roll rate continued to increase and the nose dropped to over a 60-degree dive. The aircraft rolled out wings level and the pilot ejected; the aircraft impacted in a steep dive. The pilot impacted the ground about the time of man/seat separation and received fatal injuries."

The flight lead was Lt Col William R. "Bob" Woodard. Number 4 was Lt Col Randolph Reynolds who recalled, "... the recent history of this aircraft, tail number 513 was that I had grounded it on a test hop the week before for many anomalies. ... Maintenance sent down a list of tail numbers for this flight and Woodard got 513. I had them switch it so I would fly 513 so I could see if the discrepancies were worked out. Carl Decker had 161 [61-0161] that had been

457 TFS AFRES (Carswell AFB)

F-105 History

having problems with its nav system so on the way out of ops building, I mentioned to Decker that since he had 161 he might end up with a heading problem. He suggested that we swap jets so he wouldn't have to worry about the heading thing. I told him that I had FCFed 513 the week before and had a bunch of write-ups on it. That didn't bother him so we swapped. The result was disastrous for Carl.

"... Eventually the avionics shop techs demonstrated that if two wires short in the stab aug system causing a link to ground, a hard over in the rudder would occur and that would have caused 513 to go into an abrupt rudder roll." ("Ten Years Flying the F-105" by Randolph S. Reynolds.)

301 TFW History, Apr - Jun 1979, USAF microfilm 34382 & Fort Worth Star-Telegram, Apr 26, 1979 & AF Form 711 USAF Mishap Report 79-4-26-1, dated 14 May 79, signed by Col Peter J. Haerle, Board President.

11-May-79 25-May-79

63

Two squadrons of the AFRES's 301 TFW, the 457 TFS from Carswell AFB TX and the 465 TFS from Tinker AFB OK, deployed to Gioia del Colle, Italy, under Operation "Coronet Palomino" to support the NATO exercise, "Dawn Patrol 79". Col. Jervis W. McEntee, 507 TFG Commander, led the deployment that involved eighteen F-105s (nine from each squadron) and 325 reservists. Eight of the aircraft were T-Stick II F-105Ds from Carswell. The aircraft staged from Loring AFB ME.

The F-105Ds were: 60-0455, 60-0493, 60-0517, 61-0063, 61-0074, 61-0080, 61-0088, 61-0100, 61-0108, 61-0110, 62-4301, 62-4328, 62-4259, and 62-4383.

The F-105Fs were: 63-8261, 63-8287, 63-8331, and 63-8365.

The Italian Air Force host unit at Gioia del Colle was the 36 STORMO. "Dawn Patrol" was an annual air, land and sea exercise involving nations of NATO's southern region. The 301 TFW's F-105s were the first Guard or Reserve aircraft to fly TASMO (Tactical Air Support for Maritime Operations). Countries participating in the exercise in the central and eastern Mediterranean areas included Italy, the Netherlands, Portugal, Turkey, the United Kingdom, the United States, France, and Greece. The 301 TFW flew 220 sorties during the exercise.

While in Italy, F-105F 63-8287 from the 465 TFS was damaged during landing due to a failure of the right main gear side brace link bolt. "The right gear collapsed about 2,000 feet from touchdown, the left tire blew, and the aircraft drifted off the runway. The pilot and the passenger (flight surgeon Dr. James R. Almand, Jr.) egressed without incident. The right wing tip, right drop tank, ventral fin, horizontal stabilizer, left main wheel and wheel well were damaged."

The plane did not return home with the squadron on 25 May 1979. In July, a team of 18 members of the 507 TFG from Tinker AFB, led by SMSgt Barry L. McMillen, returned to Italy to repair the damage. (301 TFW History, Apr - Jun 1979, USAF microfilm 34382).

Lt Col Randolph S. Reynolds was one of the pilots from Carswell on the deployment. "... About six weeks after we got home, a 457th pilot (Capt Hayes Kirby) went over to fly it home to Tinker. ... Hayes had to wait in Europe for quite a while until he could join with two other Air Force jets that were headed back across the Atlantic with a tanker. ..." ("Ten Years Flying the F-105", by Randolph Reynolds.

301 TFW History, Apr - Jun 1979, USAF microfilm 34382 & British Aviation Review, Dec 1995.

19-Feb-80

7696

The 184 TFG ANG, McConnell AFB KS, transferred F-105D 61-0176 to the 457 TFS AFRES, Carswell AFB TX. It became one of the non-T-Stick II airplanes in Carswell's inventory. At the time of transfer the plane had accumulated 5,4941 flying hours.

USAF aircraft status report GO33B 22 Jan 81.

13-Jun-80

F-105D 600475 457 TFS 301 TFW Carswell AFB Operational loss due to engine failure while departing the Wildcat Range. T-Stick II. Crashed 21 miles NW of Dugway, Utah; 25 miles W of Grantsville, Utah. Capt Roger J. Strantz 457 TFS pilot survived. Call sign: "Spad 31". "Spad 31, a flight of 4 F-105Ds briefed a ground

457 TFS AFRES (Carswell AFB)

F-105 History

attack mission to Wildcat range R-6406, with four F-16 aircraft providing aggressor support. The flight was flown as briefed through the ordnance delivery (six BDU-33 in ripple mode) by Spad 31, with the exception that no contact was made with the aggressor aircraft. After recovery from ordnance delivery, Spad 31 initiated a hard right turn for target egress and to gain mutual support with Spad 32. Shortly thereafter (approx 5 - 15 sec), the pilot felt a surge and heard a bang similar to an afterburner light. He checked to insure that he had not inadvertently selected the afterburner position. At this time he noted the fire and overheat lights illuminated and initiated a zoom maneuver to gain altitude. The engine had flamed out with associated instrument readings indicating the same. Emergency fuel was selected with no response. The pilot successfully ejected at approximately 12,000 ft MSL (8,000 ft AGL) and 200 kts. Time of ejection was 1030 MST. Ejection sequence was normal. The pilot sustained minor cuts and bruises." The Accident Board President was Col Harrison W. Matthews.

AF Form 711 USAF Mishap Report 80-6-13-1, 24 Jun 80.

12-Sep-80

F-105D 600490 457 TFS 301 TFW Carswell AFB Operational loss due to engine failure. T-Stick II. Crashed 25 miles NW of Antlers, Oklahoma (99 miles SE of Tinker AFB). Maj Frederick Russell Flom 457 TFS pilot survived. Call sign: "Spad 51". "Spad 51, the mishap aircraft, was the lead of a flight of three F-105D aircraft on an air combat training mission (ACBT) in the Rivers MOA. The flight departed Carswell AFB, Texas, at 1402 CDT on 12 September 1980. The mission called for tactical formation, visual lookout, defensive maneuvering, mutual support, and perch set-ups for gun tracking practice. The mishap aircraft was configured with a centerline 650 gallon fuel tank and a left inboard multi-weapons pylon. Take-off, departure and cruise to the Rivers MOA were uneventful. After approximately 14 minutes of airwork in the Rivers MOA, Spad 52 and Spad 53 began making repeated transmissions for Spad 51 to eject, which he did at 1936Z. The aircraft impacted the ground and was destroyed. The ejection sequence was normal and the pilot sustained only minor abrasions and bruises during the ejection and parachute landing. He was picked up by helicopter and transported to the Antlers OK hospital and later returned to Carswell AFB." Col Craig G. Colter was the Accident Board President.

AF Form 711 USAF Mishap Report 80-9-12-1, 26 Sep 1980.

27-Jan-81

1135

The 457 TFS AFRES, Carswell AFB TX flew the first of its T-Stick II F-105Ds to storage at MASDC, Davis-Monthan AFB AZ. F-105D 60-0458 that they had received on 1 August 1972 was the first of 18 T-Stick II aircraft the unit sent to the Boneyard over the next 13 months.

MASDC Acft Status Directory 30 Jun 84 & GO33B 1 Feb 83.

10-Sep-81

7339

The 457th Tactical Fighter Squadron, 301st Tactical Fighter Wing, at Carswell AFB TX, flew 25 of their 31 F-105s in a demonstration they called "Thunder '81". There were 19 Thunderstick IIs, 3 straight Ds, and 3 F models flying together for the last time. "Brought to you by Maj Gen John E. Taylor's 301 TFW, 457 TFS at Carswell Air Force Base, led by BG Roger P. Scheer."

The pilots and their aircraft were:

Lt Col Robert H. Jones 475th CC	61-0064
Ted D. Oats	60-0465
Bill Lawson	60-0533
Eugene L. Haggerty with empty rear cockpit	F-105F 63-8261
Steven A. Coker	F-105D 62-4299
Jeffrey W. Noe	61-0075
Frederick R. Flom	60-0493
Byrd C. W. 'Willy' Kempe	60-0464
Hays C. Kirby with Dr. Jim Almand	F-105F 63-8309
Courtlan C. Hazelton	60-0517
Ronald I. Reagan	60-0455
Walter S. Long	F-105D 60-0514
Phillip L. Chik with Dr. Duane Giles	F-105F 63-8331

457 TFS AFRES (Carswell AFB)

F-105 History

Gilbert D. Mook	61-0076
Daly R.. Bales, Jr.	61-0110
Warren M. Vanderburgh	61-0063
Stephen S. Summers	61-0044
Alexander P. Madar	60-0527
BG Roger P. Scheer	60-0471
David E. Tanzi	60-0458
Wayne C. Foster	61-0074
Bobby L. Efferson	61-0080
Carl M. Gough, Jr.	61-0096
Craig S. Ferguson	F-105D 62-4387
Arthur John Rohde II	61-0161

After taking off, the 24 planes made two formation passes over Carswell. The first flyby - 1000 feet, 350 knots, six flights of four each in diamond formation. Second flyby - 1000 feet 400 knots each flight in finger-tip formation in trail.

Six 457 TFS F-105s did not fly in the exercise. Three were T-Stick IIs, 60-0500, 60-0528, and 61-0100. Two were regular F-105Ds, 61-0176, and 62-4253. One was F-105F 63-8343.

Thunderchief Video at <http://vimeo.com/84280097> linked via e-mail from John Morrissey 4 Feb 2014.

11-Feb-82

1136

The 457 TFS AFRES, Carswell AFB TX, flew the last three of its T-Stick II F-105Ds to storage at MASDC, Davis-Monthan AFB AZ. F-105Ds 61-0074, 61-0076, and 60-0533 were the last of 18 T-Stick II aircraft the unit sent to the Boneyard and the last F-105s the unit flew after converting to F-4Ds.

MASDC Act Status Directory 30 Jun 84 & GO33B 1 Feb 83.