

465 TFS AFRES (Tinker 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.

14-May-72

7691

"On May 14, 1972, the 507th was reactivated at Tinker AFB as the 507th Tactical Fighter Group (TFG), Air Force Reserve. The group's single operational flying squadron, the 465th Tactical Fighter Squadron (465 TFS), was activated on the same date and equipped with Republic F-105D 'Thunderchief' aircraft. As such, it was the first Air Force Reserve group to be equipped with fighter aircraft in nearly twenty years."

<http://www.shokies.com/history.html>

16-May-72

6625

The 12 TFS inactivated in the 18 TFW at Kadena AB, Okinawa, "... after its pilots had ferried the last of its Thuds to the U.S. for service with the Air Force Reserves' 465 TFS ... at Tinker AFB, Oklahoma. The 12th TFS remained dormant until it received the F-4D Phantom II in December 1975." The last F-105 squadron commander was Lt Col David L. Nichols.

Prior to its inactivation, the squadron was slated to convert to A-7Ds. Wild Weasel pilot Capt Bane Lyle, who flew one of the squadron's last three F-105Ds to Tinker AFB recalled, "... a simulator was being installed. Many of us had orders to Davis Monthan for training. At the last minute, the decision to base the A-7s at England AFB, LA was made and the 12th Squadron was deactivated. Several of us were reassigned to Nellis AFB to the 66 WWS as instructors and most of the rest went to the 561 TFS at McConnell."

"The Republic F-105 Thunderchief Wing and Squadron Histories" by James Geer, Schiffer Publishing, 2002, pg 44 & Bane Lyle, e-mail 17 Aug 2010.

06-Jul-73

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The first F-105 was sent to MASDC at Davis-Monthan AFB AZ. F-105D 61-0183 from the 465 TFS AFRES, Tinker AFB OK became the first of 94 F-105's processed into the "Bone Yard". It received the MASDC storage number "FK001". On 14 Jun 1984 it was sold as scrap to Allied Aircraft Sales, Tucson AZ.

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MASDC DOO 3A/B Report, 8 Nov 84 & MASDC Acft Status Directory, 30 Jun 84.

24-Mar-74

6475

On Sunday 24 March 1974, F-105D 62-4259 was damaged in landing by a pilot from the 465 TFS, 507 TFG, 301 TFW, AFRES, Tinker AFB OK. "During flight with pilot Jim Parker [Maj James W. Parker], right hand anti-spin valve failed closed. When gear was lowered the brakes were still locked. Aircraft slid down runway 35 at Tinker AFB blowing main tires. The plane ended up with left wing stuck in the ground about 3 feet deep with the left MLG inserted into the side of the fuselage, nose gear went out the right side of the wheel well. Took us about 18 months to rebuild her. 'Boot legged' a lot of work to keep it as Class B. Replaced the wing and other major parts." (Ron "Gabby" Hays, former AFRES F-105 crewchief, e-mail, 18 Mar 96).

"... It took us a 'few days' to put her back in the air because of all the extensive structural damage, which by the way was not helped by the aircraft being dropped twice by Tinker R&R since they did not have the proper equipment to pick her up and place her on a flat bed trailer!! ... After many months of working on 259 when she was FCF'd, a lot of us were on the end of runway waiting for her return. The FCF pilot made a low pass down the runway for all of us to see his hands in the air....a sign that she was flying straight and true. During debrief the chase pilot wanted to know what we did as he was constantly in min burner trying to stay up with her, course our answer was, 'well we put a new wing on her, did an optical alignment so that is why she flies the way she does'. What we didn't tell both of the pilots was that when we were installing the lower right side nose gear door flange (which we didn't know at the time was actually one of four pieces of the nose section longerons!) we could only bring the nose up to 3 seconds below the minimum nose droop!

"Who would have guessed that being out of limits that small of an amount would have made such a big difference!! For quite awhile after she was flying again we still were having electrical and avionics problems due to the accident but eventually we cured most of those.

"What was found during the accident investigation was the anti-spin valve failed to open when the gear was lowered so the brakes were locked. Aircraft that have the gear retract horizontally (into the wings) the brakes are applied automatically to prevent a very, very nasty gyro effect from those tire/brake assemblies as they enter the wheel well." (Ron Hays, e-mails to Mike Rowland, 4 Feb 2010.)

The accident report described what happened and listed the causes of the accident.

History of Flight

"Major James Parker was number 3 man (OKIE 23), in a 4-ship flight scheduled to fly a NAF/INSTR sortie from Nellis AFB NV to Tinker AFB OK. His aircraft, SN 62-4259, was configured with two 450-gallon external fuel tanks located on the inboard wing stations and a SUU-20 practice bomb dispenser located on the centerline station. Since this was the return of a Tactical training mission briefed and flown the day prior (23 March 1974), it was initially briefed at that time. The specifics were briefed in detail at Base Operations, Nellis AFB, on the morning of the flight. Since the number 4 aircraft in the flight was an F model, it was briefed that he would lead the takeoff and landing for that element. The number 4 pilot, Capt Lynn P. Scott, is a qualified element leader, combat ready in the F-105. It is standard procedure for the F model to lead formation takeoffs and landings due to the slight difference in weight and length of the aircraft. Maj Parker made a wing takeoff as briefed at 1930Z with no abnormalities. Climb and cruise were uneventful. An en route descent was initiated and Oklahoma City approach control effected a split-up into elements for the formation recoveries.

"After the formation was split into elements, OKIE's 23 and 24 switched positions for the approach and landing. OKIE's 21 and 22 made a normal formation landing followed approximately 2 minutes later by OKIE's 23 and 24. The GCA approach was excellent and the landing was normal. After deployment of the drag chute, the nose [wheel] of the aircraft contacted the runway prematurely. Smoke was observed coming from the main landing gear immediately upon touchdown. The smoke intensified and flames broke out around the right gear, followed by the left. The aircraft continued straight ahead for 3,010 feet. Then it slowly drifted right. The pilot began experiencing directional control difficulty and turned off the anti-skid in an attempt to steer with differential brakes. The right main

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gear departed the hard surface after 4,120 feet of travel. At this point, the pilot realized he would not regain control of his aircraft and he shut down the engine. As the aircraft departed the runway, it pivoted around the right main. As it slid into the soft ground, the nose gear and left main gear failed and the aircraft came to rest heading 90-degrees to the right of the runway heading with the aft fuselage section still over the hard surface. The pilot immediately evacuated the aircraft and retreated to a safe distance. The flight was conducted as planned and briefed. There is no evidence of any deviations from accepted procedures. Weather was not a factor in this accident."

Findings

"(1) The rotary actuated anti-skid switch PN 19-400, on the right main gear strut torque arm malfunctioned rendering the anti-skid system inoperative.

"(2) The anti-spin solenoid-operated three-way hydraulic selector valve PN 1009813-2, failed mechanically in the pressurized position thereby applying continuous anti-spin pressure to the wheels.

"(3) The hydraulic valve, pressure reducer, PN52-118-7, provided continuous pressure at approximately 675 PSI to the anti-wheel spin system.

"(4) Landing with both main wheels locked resulted in both main gear tires failing immediately after touchdown.

"(5) Lack of timely application of nose wheel steering failed to maintain directional control.

"(6) Side loads, after leaving the runway, caused the left main gear and the nose gear struts to separate from the aircraft."

After it was repaired, the aircraft flew until it was retired in 1982.

Ron "Gabby" Hays, former AFRES F-105 crewchief, e-mail, 18 Mar 96 & Ron Hays, e-mails to Mike Rowland, 4 Feb 2010 & USAF Accident/Incident Report 74-3-24-201 dated 3 April 1974, signed by Col Robert F. Herman, President Investigating Board.

17-Jul-74

F-105D 624248 465 TFS 301 TFW (AFRES) Tinker AFB Operational loss. The pilot delayed pulling up from a dive and the plane pitched up, stalled, and crashed. Crashed on Poinsett Gunnery range near Shaw AFB, South Carolina. Capt Lynn P. Scott 465 TFS pilot died without ejecting. Call sign: "Okie 72". "During two week Summer Encampment at Travis Field, Savannah, GA ... (the aircraft) and pilot were lost at the Poinsett Gunnery Range (Shaw AFB) S.C. Aircraft/Pilot failed to recover control after delayed attempt to rotate from dive run."

History of Flight

"On 17 July 1974, at 0845 EDT, aircraft F-105D-30RE 62-4248, assigned to Det 507, 301st Tactical Fighter Wing (AFRES) Tinker AFB, Oklahoma, crashed on Poinsett Air to Ground Gunnery Range, South Carolina. Poinsett Gunnery Range (Restricted Area R-6002) is located approximately 9 miles south of Shaw AFB, South Carolina. The aircraft crashed on Range Property. Det 507/301 TFW was conducting its annual two week active duty training and was operating out of Travis Field National Guard Base, Georgia (Savannah Municipal).

"Preflight and flight operations were conducted as follows: All flight members were assigned to the 465th TFS of Det 507/301 TFW. The purpose of this flight was an air-to-ground gunnery training mission. The flight consisted of four F-105Ds with the call sign OKIE 71. Major Ronald K. Williams was flight leader (OKIE 71), Captain Lynn P. Scott was number two (OKIE 72), Captain Richard L. Bowman was number three (OKIE 73), and Captain Willis M. Boshears was number four (OKIE 74). The briefing was conducted by Major Williams and began at 0630 EDT, one and one half hours prior to the scheduled take-off time. Major Williams used the 465th TFS briefing guide which is part of the local area checklist. Statements from other flight members indicated that the briefing was thorough and complete, with particular emphasis on Poinsett Range procedures, since only the leader had been on that range previously. The importance of not pressing the attacks was also emphasized.

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"Gunnery events to be accomplished by this flight were two 10-degree Dive Attacks on the Bomb Circle, four 30-degree Dive Attacks, and the five Strafe Passes. Immediately following the briefing, the flight members proceeded to their aircraft and conducted a normal preflight. Engine start and taxi were normal. The end of Runway Maintenance/Arming Check was normal and was conducted in compliance with appropriate directives. The flight was cleared for take-off by Savannah Tower at 0800 EDT. The flight from takeoff until entering the Gunnery Range was uneventful.

"The flight entered the range and completed four low-angle Bomb Passes and three 30-degree Bomb Passes. Captain Scott released two bombs at low angle. He made two dry passes at high angle, then on his third pass scored a Bullseye. On Capt Scott's fourth high angle Bomb Attack, he was observed by range personnel to begin a normal pull up, followed by a rapid pitch up to approximately 10 - 15 degrees nose high attitude. The aircraft appeared to stall straight ahead with wings rocking. The right nose landing gear door and right 450 gallon drop tank separated from the aircraft just prior to or above the bomb circle. The Range Officer, recognizing that the aircraft had entered a condition from which recovery was improbable, instructed the pilot to eject. The aircraft continued descending in a nose high attitude until it crashed 1995 feet down range from the target. There were no radio transmissions heard from OKIE 72. Although range personnel did not see the ejection, the ejection seat departed the aircraft approximately one half second prior to impact. Due to the high rate of descent and close proximity to the ground, the pilot struck the ground in the seat and received fatal injuries. Upon observing the crash, the Range Officer closed the range, dispatched fire fighting personnel, and notified Shaw AFB of the accident. Meanwhile, crash rescue personnel stationed on the range responded immediately, arriving at the crash scene within three minutes. After removing the pilot's body and extinguishing the fire, the area was made secure for the accident board."

Thirty-three years later, flight leader Ronald K. Williams (Col USAF, Retired) recalled the accident. "I was the B Flight Commander in the 465th TFS, 597th TFG AFRES at Tinker AFB. Scott, Boshears, and Bowman were in my flight. This mission was our squadron's very first mission on that gunnery range. We had just deployed the entire Squadron from Tinker to Savanna GA. Roger Scheer was the Group Commander.

"The flight was in the AM and I took extra time to brief the flight due to our first mission in the area. I carefully covered everything in detail, mainly because Capt Lynn Scott and Capt Dick Bowman were very new to the Thud. Scott was an American Airlines 707 Captain and although a competent pilot who had just graduated from the Kansas ANG 105 transition at McConnell AFB with good grades, he did not have that much fighter-bomber time. He had very few dive bomb missions in anything let alone the Thud. He was a former F-101 recon driver.

"On the other hand Dick Bowman was a very skilled fighter pilot, but he did not have much time in the dive bomb pattern. Dick was a Braniff 727 Co-Pilot and we had brought him on board via an inter-service transfer from the Marine Corps Reserve. The bulk of his fighter time was in the F-8D as an ai-to-air Marine Fighter Pilot. He had also just recently graduated the KANG RTU at McConnell AFB.

"Buster Boshears was my best fighter pilot and had flown the Thud and F-4 in Viet Nam. Buster had a lot of combat dive bombing experience and could always be relied on to fly a very good mission.

"I had more than 2,600 hrs in all models of the F-100, had been an instructor at the USAF FWS at Nellis and had 1,000 hrs in the A-3B, flying off of 4 different USN Aircraft Carriers and had 110 Combat Mission in Viet Nam while flying an exchange tour of duty with the USN. I had about 350 hours in the Thud.

"Because of Scott and Bowman's inexperience in the Dive Bomb pattern, I spent an inordinate amount of time discussing the dive bomb pattern, altitudes, airspeeds, dive angles, release altitudes, minimums altitudes for bomb release, target elevation and the altitude loss during recovery from a 45-degree Dive Bomb pass. I discussed the affect of dropping the bomb too high (short bomb) and the effect of dropping the bomb too low (long bomb and possible death because depending on how much you 'pressed' the target and the proper release altitude, you may not pull out in time to recover before ground impact!) I put a lot of emphasis on not 'pressing' the pull out. In fact briefed them that if anyone of them got just one, (low pull) call from the Range Officer, they could be expected to hear me order them to leave the pattern and stay 'high and dry' in their correct sequence in the flight and that would be the end of their gunnery mission for that day. They were all very attentive and left no doubt

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in my mind that they fully understood what I had told them and what I expected of them.

"We had all experienced very good crew rest prior to this mission and all had eaten a very good breakfast prior to the flight briefing. All were well rested and ready to fly.

"The flight to the range was uneventful with good formation flown by all my wingmen. We made contact with the Range Officer and were given the altimeter setting and winds and cleared to enter the range. We flew over the range using the standard 10,000 ft AGL right echelon pass with a 5-second left pitch out right over the dive bomb targets. The flight line up was me, Scott #2, Boshears#3, and Bowman #4. I had just pulled up from dropping my first 45-degree dive bomb and I called to the flight to tell them that the range vis was (as the range officer had told us) above minimums but there was some Georgia morning haze in the area and to be cautious. I told them that there was very negligible wind to contend with. All 3 acknowledged that caution call.

"We had all dropped one dive bomb and all 4 were acceptable CEA's. I dropped my second bomb and was back up to about 8,000 AGL just turning to the down wind when I heard Scott call 'in hot' for his second pass. I heard the Range Officer clear him to drop. Then a few seconds later I heard a very frantic call from the Range Officer, 'Pull up, Pull up, Pull up, Eject, Eject, Eject!' Then I heard someone say 'Too Late'. At the same time I looked down and saw a large streaming fire ball in the trees just south and long from the Dive bomb circle.

"I joined the flight back up and flew direct back to Savannah AB. Our Group Commander, Roger Scheer, met the flight and we all went in the ops building to talk to him about the accident.

"In a day or two, the accident investigation board arrived and we all were scheduled to talk with the Board President. I showed the Board President the standard TAC briefing guide that I used and answered all his questions. I was the last to testify and after it was all over the Board President thanked me and said that he was very impressed with my professionalism and skill as a flight leader and pilot and that I had done everything correct. He said that Boshears and Bowman had already verified what I had testified to and they both felt that I had given an excellent flight briefing for this mission. He then told me that it was obvious that Scott had just screwed up and it was apparent that he had just pressed the target and waited too late to recover.

"They later discovered that Lynn had started the ejection sequence but at too low an altitude. They found him still in his ejection seat." (E-mail, Colonel Ronald Williams" <mig29pilot@cox.net>, Tue, 6 Feb 2007.)

His hometown newspaper printed his obituary. "Military funeral services for Capt Lynn T. Scott of Plano, who was killed Wednesday morning when his F-105 fighter crashed at the Poinsett Gunnery Range near Shaw Air Force Base in South Carolina, were held at 11 a.m. Saturday at the Greenwood Funeral Home Chapel in Fort Worth.

"Chaplain J. B Duckworth, chaplain of the 301st Tactical Fighter Wing at Carswell, officiated. Burial was in the Greenwood Cemetery.

"Capt Scott, an Air Force reserve pilot, was a member of the 301st Tactical Fighter Wing's detachment at Tinker Air Force Base in Oklahoma. He was assigned to the detachment's 465th Tactical Fighter Squadron.

"The 37-year-old reservist was flying a gunnery training mission at the time of the mishap. The 465th Tactical Fighter Squadron, along with other units of the 507th detachment had deployed July 14 to Travis Field, near Savannah, GA.

"Capt Scott is survived by his widow, Sandra of 114 Vista Noche in Plano; two daughters; Shannon, 11 and Kirstan, 5 and one son; John, 9. He was the son of Mr. and Mrs. Henry S. Scott ..." (Plano Daily Star Courier, Sunday, July 21, 1974, from Rick Versteeg, e-mail 19 Nov 15.)

At the time of his death, Capt Scott had flown 201.8 hour in the F-105 since his first flight in May 1973. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

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F-105 History

Fairchild Hiller memo, 6 Dec 74, "F-105 Operations. Period Ending 31 October 1974" & AF Form 711, USAF Accident/ Incident Report 74-7-17-1, dated 14 Aug 74, signed by Col Richard A. Haggren, President Investigating Board.

12-Mar-76

F-105D 624284 465 TFS Tinker AFB Operational loss caused by a flat spin. (The aircraft had three validated MiG kills). Crashed 4 miles SW of Clayton, Oklahoma. Capt Larry L. Kline 465 TFS pilot died in crash of F-105D 62-4284. Call sign: "Okie 64". "... Crew chief was Gary Wade. ... She had problems with her Stab-aug system particularly after it would rain. It rained several days prior to the accident but that morning when we launched her it was working fine, we had planned at the next E-Phase to rewire her aft section (we were doing that a lot on the birds due to age). (The pilot) had turned in his thesis for his PHD in aeronautical engineering that morning at OU, they were clean for a little DACT and she went into a flat spin ... he stayed a little too long, punched too late and the rest is history as they say."

Factual Summary of Circumstances

"The flight was a four ship of F-105Ds (clean configuration) on an air maneuvering mission. The flight (call sign Okie 61) was filed to the Rivers Training Area on Form DD 175 by Okie 61 (flight lead). The flight briefing took place in the 465 TFS building at 1300. Scheduled takeoff time was 1430. Start, taxi, and takeoff were normal with Okie 61 flight entering the area at 1447. Okie 61 then cleared Okie 64 to deploy behind the flight for visual identification and air maneuvering practice. As Okie 64 closed on the flight, Okie 61 flight began defensive turns. In the resulting maneuvers Okie 64 departed controlled flight and crashed. The aircraft impacted the ground four miles southwest of Clayton, Oklahoma on the Pushmataha Game Refuge. The time of the crash was 1454. Okie 61 initiated rescue operations at this time. The pilot did not survive the ejection. His body was recovered from the aircraft impact area."

Gabby Hayes, "T591729" on America on Line, 29 Nov 1995 & AF Form 711, USAF Mishap Report 76-3-12-1 dated 03 May 1976 signed by Col William E. Underwood, President, Investigating Board.

12-Aug-77 27-Aug-77

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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
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)

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

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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

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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.

13-Jul-78

F-105D 591729 465 TFS 301 TFW Tinker AFB Operational loss. Engine lost thrust on takeoff. Crashed at the end of runway 17 at Tinker AFB, Oklahoma. Capt David W. Bartell 465 TFS pilot ejected without injury. Call sign: "Okie 72". "OKIE 72 was scheduled as number two, in a flight of four, for a night refueling mission. The pilot arrived at squadron operations at 1200 CDT and flight briefing began at 1830 CDT. All crew members departed operations at 0915 CDT. Engine start time was 1935 CDT for a scheduled 2000 CDT takeoff. OKIE 71 flight was cleared for takeoff on Runway 17. Lead and two began element takeoff roll at 1957 CDT. OKIE 72 became airborne, the pilot retracted landing gear, then jettisoned wing tanks and pylons with the emergency jettison button. Pilot of OKIE 72 ejected successfully at 1957:45 CDT. The aircraft impacted 2450 feet south of departure end of Runway 17."

Louie Alley, Air Force Safety Center, E-mail 19 Apr 00 & AF Form 711, USAF Mishap Report 78-7-13-1, 28 July 1978, signed by Col Harlan D. Sutherland, President, Safety Investigation Board.

20-Dec-78

F-105D 624348 465 TFS 301 TFW Tinker AFB Operational loss. Crashed 57 miles NNW of Holloman AFB, New Mexico. Capt Robert P. Wilson 465 TFS pilot was killed. "On 20 Dec 78, Capt Robert P. Wilson flew as No. 1 in a flight of two F-105s whose mission was to intercept and achieve valid air-to-air weapons parameters on an F-15 who was simulating a slow moving target. The target was escorted by two other F-15s whose mission was to protect the slow mover and engage the simulated enemy (F-105s) as necessary. The aircraft took off at 1156 MST and contacted the briefed ground controlled intercept (GCI) site for vectors to intercept the slow moving target.

"The mission was uneventful until the first engagement. The mishap aircraft initiated the engagement with a climbing, left turning, stern conversion on Escort #2 at 19,000 ft MSL. This was immediately followed by a reverse right and break turn to attempt to defeat a simulated gun attack by Escort #1. A few seconds later, when the attacking escort aircraft was no longer an immediate threat, the mishap aircraft began an acceleration maneuver northward. After accelerating for approximately 10 seconds, the mishap aircraft started a left climbing turn from approximately 14,000 MSL toward his wingman, who was then being attacked by Escort #2. After turning left for approximately 100 degrees, the mishap aircraft reversed his turn and climbed right. An orange fireball and dark smoke ring, which dissipated in 1 - 1/2 seconds, was seen behind the mishap aircraft. The aircraft continued right, peaked out at approximately 16,500 ft MSL and started a descent. Approximately five seconds later, when next observed, the mishap aircraft was in a spin. The spin continued until ground impact. The aircrew did not eject and was killed. The aircraft was totally destroyed after ground impact."

AF Form 711, USAF Mishap Report 78-12-20-1, dated 12 Jan 79, signed by Capt Donald W. Rupert, Investigating Officer.

11-May-79 25-May-79

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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,

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F-105 History

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.

30-Jul-80

7695

During their transition from F-105s to F-4Ds, the 465 TFS AFRES, Tinker AFB, OK, transferred some of their F-105Ds to the 466 TFS AFRES, Hill AFB UT. At Hill, the "D" models replaced older "B" models. The F-105Ds transferred on this date had some high-time flying hours for airframes that had a 4,000-hour design life:

Tail Number	Flying Hours
61-0088	3,679.3
61-0106	4,249.4
61-0146	4,560.6
61-0199	4,277.1
61-0099	4,144.5
62-4242	4,762.7
62-4301	4,137.0

USAF aircraft status report GO33B 22 Jan 81.

01-Oct-80

7693

(Approximate Date) The 465 TFS, AFRES, Tinker AFB, OK, "... exchanged its Thuds for F-4Ds in fall of 1980."

F-105s that transferred on 1 October 1980 to the 466 TFS AFRES at Hill AFB UT included:

61-0069
62-4279
62-4259
62-4361
63-8287 (F)

"The Republic F-105 Thunderchief Wing and Squadron Histories" by James Geer, pg 291 & GO33B 22 Jan 81 & AFTO Form 95.