

149 TFS Virginia ANG

F-105 History

25-Nov-70

515

Four C-141 loads of F-105 spare parts and equipment were transferred from the 355 TFW, Takhli RTAFB, Thailand, to the 149 Fighter Group, Va ANG, Byrd Field VA. The first load took off from Takhli on Thanksgiving day 1970, bound for Byrd Field with intermediate stops at Kadena AB, Okinawa, and Elmendorf AB, AK. It arrived in Virginia approximately 24 hours later. The next three loads arrived within the following four days. Second Lieutenant Jack Twilley, 357 TFS Maintenance Officer, was the OIC of the transfer, having been appointed by Col William H. Sands, 355 TFW/DCM. A Technical Sergeant from the 355 TFW Base Supply was the assistant who accompanied the last load in aircraft #4. The two spent two weeks at Byrd field inventorying and transferring the property to the ANG before returning to Thailand.

Jack Twilley, USAF retired, former F-105 maintenance officer.

01-Dec-70

346

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

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

19-Jan-71

69

The 149 TFS, 192 TFG, Virginia ANG, Richmond VA, became the first ANG unit to be assigned the F-105D. They converted from F-84Fs. "The first Thud was delivered from McConnell AFB, Kansas, to Byrd Field on Jan. 19, 1970, by Maj. George A. Bogert, Air Force advisor to the 192nd." The unit became combat-ready in the fall of 1972 and flew the F-105 for the next 10 years, converting to the A-7D in February 1982.

George Bogert last flew the F-105 on 1 May 1975 by which time he had accumulated 2469.2 hours in the airplane.

Virginia's Top Gun. A Pictorial of the 192nd Tactical Fighter Group. Published in 1991. Pg 18 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

08-May-71

360

The 419 TFTS, 23 TFW, McConnell AFB KS was deactivated, ending their role as the only USAF unit training F-105 pilots. Instructor pilots involved in ANG F-105 pilot training and their students in class 71ANG-3 were transferred to the 561 TFS where they continued their ANG classes under the squadron's newly formed Training Section. The seven student pilots were from the Virginia and DC ANG units, the 149 TFS and 121 TFS. During its three-year existence, the 419 TFTS trained more than 250 F-105 pilots.

23 TFW History, Apr - Jun 71, USAF microfilm MO556.

11-Jun-71

364

ANG class 71ANG-3 graduated seven F-105 pilots assigned to the VA and DC ANG units, the 149 TFS and 121 TFS. The class was trained by instructor pilots from the 561 TFS Training Section headed by Lt Col Samuel H. Martin III. Each student flew 90 sorties and 145.1 hours.

23 TFW History, Apr - Jun 71, USAF microfilm MO556.

20-Aug-71

367

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

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

27-Jun-73

F-105D 624307 149 TFS VA ANG Richmond VA Operational loss due to an in-flight engine fire. Crashed 5 NM south of Byrd Field, Richmond, Virginia. 1Lt John Korman III 149 TFS VA ANG pilot survived. Call sign: "Bony 22". "Lt. John Korman III, in a four-plane formation returning from a training exercise, was forced to bail out in eastern Henrico County south of Byrd Field after his engine caught fire. Lieutenant Korman received second-degree burns when he parachuted into an area near the fireball of the crash."

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F-105 History

History of Flight

"On 27 June 1973, Bony 22, F-105D Serial Number 62-4307, assigned to the 192nd Tactical Fighter Group, Virginia Air National Guard, crashed at 2123 EDT six nautical miles south of the Richmond Evelyn Byrd International Airport (Byrd Field).

"Bony 21 Flight was scheduled for an air refueling mission to accomplish training required by AFM 51-105. Bony 21 briefed at 1830 EDT by Lt Col Beasley, the Flight Lead, in accordance with all applicable directives. The flight was scheduled to takeoff at 1930 EDT but severe thunderstorms in the Richmond area required a 30 minute delay. A new ARCT was coordinated with the KC-97 tanker unit prior to takeoff. The flight line up was:

AIRCRAFT	CALL SIGN	PILOT	DUTY
62-4229	Bony 21	Lt Col Robert F. Beasley	Flight Lead
62-4307	Bony 22	1Lt John Korman, III	Wingman
62-4365	Bony 23	Lt Col William P. Lemmond, Jr.	Deputy Flight Leader
61-0212	Bony 24	Capt Robert M. Glover	Wingman

"All aircraft were configured with two 450 gallon external wing tanks and a centerline SUU-21 bomb dispenser.

"Preflight of aircraft 62-4307 was normal and no discrepancies were noted during start, taxi, or maintenance quick-check.

"Bony 21 flight departed Byrd Field at 2000 hrs EDT, utilizing standard IFR departure. Two-ship formation takeoffs were accomplished with 15 seconds between elements.

"Departure was via radar vectors to Lynchburg VORTAC climbing to FL200. Passing 6,000 feet MSL, Richmond departure transferred the flight to Washington Center. Passing 12,000 feet MSL, Bony 21 experienced radio problems and requested Bony 23 assume lead of the flight. From Lynchburg, Bony 23 led the flight direct to Pulaski VORTAC, the ARIP for AR-328. When the flight checked in on the air refueling primary frequency, Bony 21 resumed control of the flight, having recycled his UHF radio improving its operation.

"AR-328 proceeds from Pulaski VORTAC to the ARCP, which is at the Pulaski 255/100NM fix with a turn point at the Pulaski 255/120NM fix then back to the Air Refueling Exit Point at Pulaski 250/50NM. The flight descended to 18,000 feet MSL during the rendezvous, then to 17,000 feet MSL, for refueling, after clearance by the tanker cell leader. Bony 21 was unable to lower his trailing edge flaps for the refueling, but completed refueling with flaps up. The rendezvous was completed at approximately 2035 EDT. Bony 21 and 22 refueled on Dumpy 71 and Bony 23 and 24 utilized Dumpy 72. The air refueling was completed without further difficulty. Weather for refueling was clear.

"Bony 21 flight received clearance from Atlanta Center to proceed direct to Richmond at FL190. The flight made two slight course deviations to avoid weather. Daylight prevailed up to this point but it was twilight at lower altitude and lights could be seen on the ground.

"After handoff to Washington Center, Bony 21 requested the 0100Z Richmond weather at 2108:17 EDT but was advised that it was not yet available. At 2109:36, Bony 21 advised the flight to burn off fuel by using afterburner (A/B) and speed brakes, to maintain 350 KCAS. After fuel burn-off had been initiated, a fire was discovered in Bony 22's aft section and he was advised to come out of A/B which he did. He was then advised to eject but was told to delay when it was apparent that the intensity of the fire had subsided.

"The flight leader declared an emergency for Bony 22 and advised Washington Center that Bony 21 flight would be returning to Byrd Field. Washington Center cleared Bony 21 Flight direct to Byrd Field and coordinated a handoff to Richmond Approach for landing. Bony 21 advised Washington Center that Bony 22 might have to bail out of the aircraft and that the flight wanted to avoid populated areas.

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"In the descent, Bony 21 instructed 23 to chase 22 (the distressed aircraft) down final since he (21) could not lower his flaps. Bony 21 and 24 broke off to the right.

"At 2113:30 EDT, Bony 21 flight was 35 NM west of Byrd Field. The flight was now on Richmond Approach Control frequency and was receiving radar vectors to Runway 33 at Byrd Field. Weather was 8,000 scattered 25,000 broken and 12 miles visibility.

"While being vectored and passing southwest of the airport, Bony 22 saw the field and elected to proceed VFR. He put his landing gear handle down and noted his landing gear to indicate 'unsafe'. He pulled the landing gear emergency extension handle and received a safe indication. He then lined up on Runway 06 (5,300 feet) which is of insufficient length for safe F-105 operation, especially at the high fuel weight of 8,000 pounds. He was informed of his error and started his go-around at 500 to 700 feet MSL approximately 3 miles from the runway.

"Bony 22 was directed to follow vectors provided by Richmond Approach Control for landing on Runway 33. Airspeed throughout the low altitude maneuvering was reported to be in the vicinity of 190-220 KCAS.

"After several vectors, Bony 22 advised he was losing altitude at 2121:56 EDT. At 2122:22, Approach requested a left turn to 330 at which time 22 advised that he could not hold more than a 20 degree bank and maintain altitude. At 2122:41, Bony 22 called anxiously that he was losing altitude. Bony 23 called for him to eject. 22 ejected at 2122:55 EDT. Aircraft magnetic heading at impact was approximately 262 degrees. Bony 23 observed a good parachute, possibly descending into the fireball.

"A Richmond police helicopter arrived at the scene at 2128 EDT and discovered the pilot standing in the field. At approximately 2130 an Army National Guard helicopter arrived at the scene and airlifted the pilot by Byrd Field.

"The 192nd TFG Flight Surgeon was flying in the local area at the time of the crash and requested priority landing in order to help Lt. Korman. The Flight Surgeon, Lt Col Talmadge R. Howell, met Lt. Korman at Byrd Field and accompanied him by ambulance to the Medical College of Virginia Hospital in Richmond."

TSgt Ed Kelleher, 149 FW Historian & AF Form 711 USAF Accident/ Incident Report 73-6-27-1, dated 22 July 1973, signed by Col James W. Mathews, President Investigating Board.

23-Oct-76 06-Nov-76

46

Sixteen F-105s deployed from the 121 TFS, DC ANG and the 149 TFS, VA ANG to Lakenheath AB, England, under "Coronet Fife". The 121 TFS deployed five F-105Ds and one F-105F. The 149 TFS deployed seven F-105Ds and three F-105Fs.

The F-105s that deployed were:

121 TFS: 58-1173, 59-1774, 60-0504, 60-0526, 61-0093, and F-105F 62-4413.

149 TFS: 59-1731, 60-0498, 61-0086, 61-0164, 61-0212, 62-4229, 62-4365, and F-105Fs 62-4414, 63-8315, and 63-8362.

"The ... F-105s engaged in close air support, anti-ship warfare, low-level flying and, of course, much instrument flying in the misty English weather. Scheduled through the 48th Tactical Fighter Wing, the 105s deployed non-stop via the Azores, having to aerial refuel a total of ten times. All three cells of six aircraft were accompanied by four KC-135 tankers each and an EC-135 Tactical Deployment and Control Aircraft which acted as an airborne FAA air traffic control center complete with radar and controllers."

British Aviation Review (Dec 1995) & "Air Classics Quarterly Review", Vol 4/No 3, Fall 1977, pg 80.

30-Apr-77 10-Jun-77

603

The runway at Byrd International Airport was closed to F-105s due to repairs and resurfacing. During this period, the 192 TFG supported and flew their F-105s from Travis Field, Savannah, Georgia. While at Travis Field, the unit participated in the JCS exercise "Solid Shield '77".

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Also, on 4 June 1977, F-105F 63-8315 was lost in accident after taking off from Travis Field.

192 TFG Virginia ANG History, Jul - Sep 78, USAF microfilm 33958

04-Jun-77

F-105F 638315 149 TFS 192 TFG VA ANG Richmond VA Operational loss due to an engine fire. Crashed at 11:04 EDT near Nicklesville, Georgia. Lt Col William O. Harris III 192 TFG pilot ejected successfully. Lt Col John T. Stadler HQ TAC rear seat pilot died.

Factual Summary of Circumstances

"F-105F 63-8315 was scheduled and flown on 4 Jun 77 as the lead aircraft of a two-ship navigational proficiency flight. The aircraft was configured with two full 450-gallon external wing tanks and a 650-gallon travel pod mounted on the centerline pylon. The flight profile was planned and briefed as a high altitude cruise from Savannah MAP, Georgia, to Ellington AFB, Texas. All ground operations were normal. At 1446Z, the accident aircraft departed as the lead of a formation takeoff. The climb-out was normal until passing FL 260, when the pilots heard a loud 'bang', observed the engine instruments unwinding, and noted the fire warning light illuminated and the loss of the primary instruments. At approximately the same time, the wingman, flying in left route formation, observed fuel streaming from the left side of the aft fuselage in the vicinity of the leading edge of the horizontal stabilizer. Shortly thereafter, this streaming fuel was observed to ignite as it passed the afterburner nozzle, and the flames extended to approximately 75 feet behind the aircraft. Meanwhile, the pilots had deployed the Ram Air Turbine, placed the throttle to 'OFF', and commenced a controlled descent while decelerating to the optimum glide airspeed of 270 KCAS. During the glide, the pilots made a series of clearing turns to check for trailing smoke. Shortly thereafter, the flight controls began to stiffen and the aircraft began to depart controlled flight with a slow roll to the right. The rear seat pilot initiated his own ejection at this time at approximately 14,000 feet MSL. About 10 seconds later the front seat pilot ejected. The aircraft was then observed to enter a flat spin. It was destroyed by impact and subsequent explosions and fire. Two good parachutes were observed by the wingmen. The rear seat pilot was fatally injured during the ejection sequence. The front seat pilot sustained minor injuries."

The accident happened while the VA ANG operated their F-105s from Travis Field, Savanna, GA, during the period that the runway at Byrd International Airport, their home field, was being resurfaced. WR-ALC/SE submitted the accident report. (USAF Accident Report)

"Lt. Col. John T. Stadler died of injuries he received when he ejected from a disabled F-105F. Assigned to Headquarters, Tactical Air Command, he was on temporary duty with the 192 TFG at the time of his death. ... Stadler was in the back seat (of an "F" model) that was being flown by Maj. Bill Harris, Air Force Advisor to the 192nd Tactical Fighter Group. Harris ... and Stadler had been buddies in Vietnam and were on a cross-country flight when they experienced engine flames. Harris bailed out safely, but the canopy seal (in the rear cockpit) came loose upon ejection and caught Stadler by the neck as he was ejecting. He was killed instantly." (Ed Kelleher e-mail)

"JT" Stadler flew F-105s as a Captain with the 67 TFS at Kadena AB, Okinawa, beginning in 1965. He flew many of the early Rolling Thunder missions during deployments of his squadron to Korat, led by the 67th squadron commander, Lt Col Robinson Risner. On 26 July 1965, he ejected without injury from F-105D 62-4237 at Kadena. After flying 120 F-105 combat missions, he was assigned in 1968 to the 419 TFWS as an F-105 instructor pilot at McConnell then served six months beginning in January 1971 as the Air Force Advisor for the Kansas Air National Guard. After Command and Staff school, he was assigned, in December 1972, to the 13 TFS at Udorn and flew 72 combat missions in F-4s. He went to TAC Headquarters in August 1975, and, when he died, was Chief Fighter/FAC Branch, Weapons System Project Officer for F-104, F-105 and F-16 SEFE. (MiG Sweep)

AF Form 711 USAF Accident/ Incident Report 77-6-4-1, dated 30 Jun 77, signed by Col Robert E. Darlington, President, AIB & TSgt Ed Kelleher, 149 FW Historian in e-mail, 10 & 16 August 1997 & MiG Sweep, Winter 1978, pg 5.

12-Aug-77 30-Aug-77

47

Eighteen Wild Weasel F-105Gs deployed from the 35 TFW TAC, George AFB CA to Karup AB, Denmark under "Coronet Club". They staged through Seymour Johnson AFB NC. While at Seymour, the unit received maintenance

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and supply support for their F-105Gs from the 192 TFG at Byrd Field, Virginia. Fourteen of their aircraft arrived in Denmark on 12 Aug and four more on 17 Aug 1977. The 561 TFS deployed five F-105Gs, the 562 TFS six, and the 39 TF75 (previously the 563 TFS) seven. During their stay in Denmark, the aircraft were officially attached to the 52 TFW at Spangdahlem AB, Germany.

The first fourteen aircraft used call signs Kaput 11 - 16, 21 - 26, and 31 - 32. The last four used call signs Retro 55 - 58. All aircraft bore the "GA" tail code with colored tail bands designating squadron assignment. The aircraft, their tail band colors, and their squadron assignment were:

562 TFS	561 TFS	39 TF75
Green	Yellow	Red
62-4438	63-8316	62-4423
62-4439	63-8320	62-4428
62-4440	63-8334	63-8274
63-8292	63-8345	63-8278
63-8303	63-8363	63-8300
63-8307		63-8305
		63-8332

British Aviation Review, Dec 1995

31-Aug-77

F-105D 624229 149 TFS VA ANG Richmond VA Operational loss when the engine flamed out. Crashed in Pamlico Sound, North Carolina, 7 NM NNW of Buxton Naval Facility. Maj William C. Jones 149 TFS VA ANG pilot ejected successfully. "Maj. William C. Jones ejected after his F-105D experienced engine failure over Pamlico Sound, N.C. Unhurt, he was rescued by fishermen."

Mishap Brief

"The mishap aircraft was the leader of a four-ship air combat tactics (ACT) mission. The flight progressed normally for about 35 minutes during which two ACT engagements were flown. While setting up for the next engagement, with the aircraft at 15,000 feet, 400 KIAS and in straight and level flight, the engine flamed out. The pilot attempted several airstarts, both in the normal and emergency systems, but all attempts were unsuccessful. Fuel flow remained at zero throughout all attempted airstarts. At approximately 5,000 feet above the water, the pilot successfully ejected, sustaining no significant injuries. The aircraft was destroyed upon water impact."

TSgt Ed Kelleher, 149 FW Historian in e-mail 10 August 1997 & Memo to HQ TAC/SE and ANG/SE, "Final Evaluation of Class A Flight Mishap ..." dated 21 Mar 78.

14-Aug-78 25-Aug-78

602

Twenty F-105 pilots and 40 support personnel from the 149 TFS, Virginia ANG, helped train the 549 Tactical Air Support Training Squadron (TASTS) at Patrick AFB FL. "The 549th is a one of a kind unit, specializing in the training of all the Forward Air Controllers (FACs) in the Air Force. Flying O-2 and OV-10 aircraft, the FACs directed the VaANG's F-105 Thunderchiefs into target areas ... marking the targets with smoke and rockets. During the exercise, duty days began as early as 0530 hours and flying continued into the evening. An average of 10 sorties were flown each day."

192 TFG Virginia ANG History, Jul - Sep 78, USAF microfilm 33958

12-Jul-80

72

The F-105 was retired from active USAF service in a "reunion" hosted by the 562 TFS, 35 TFW, at George AFB CA. An example of every production model of the F-105 participated in the ceremony. A "Sawadee Party" for the F-105 was held the previous day.

During the ceremonies, Wild Weasel F-105G 62-4416 was placed on display at George as a memorial to F-105 pilots.

F-105 units participating in the Sawadee were: 301 TFW AFRES, Carswell AFB TX; 113 TFW ANG, Andrews AFB

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MD; 508 TFG AFRES, Hill AFB UT; 108 TFG ANG, McGuire AFB NJ; 116 TFW ANG, Dobbins AFB GA; 192 TFG ANG, Byrd Field VA.

An article in the Summer 1980 issue of the USAF Fighter Weapons Review, former F-105 pilot Blake C. Morrison, wrote a tribute to the F-105 titled "Requiem for a Heavyweight". On 20 December 1962, Morrison had ejected from an F-105D (61-0087) when the engine flamed out on a ferry flight from Ramstein AB to Spandahlem AB, Germany. The ejection broke his spine and he spent the rest of his life in a wheelchair.

"The standard joke around the bar in the Officers' Club in the early sixties would go something like this: an F-4 driver would raise his voice and demand, 'What's the sound the F-105 makes when it hits the ground?' Came the rousing chorus response, 'THUD!!!' Numerous chortles, snickers and guffaws.

"THUD."

That's one of the most respected names in the history of American aviation.

"She was called a lot of things then -- hyper-hog, ultra lead sled, ultra hog, Drop Forged by Republic Aviation and a lot more names that are unprintable. No one ever called the F-105 by her official name, 'Thunderchief', except the press. She was one big joke early in that decade. That is, she was to all except those of us who flew her.

"But, 'THUD' stuck. And we Thud drivers just smiled a knowing smile and quietly continued separating the gin from the ice. We knew something the others didn't. She was one of a kind. She was as stable as a Swiss franc and she could hit. She could hit with the Gatling gun and she could hit with bombs -- lots of bombs. She had long legs at low altitude. She was fast. It was very easy to go fast with her -- especially on the deck. And nobody else could go that fast.

"Then we were presented with Vietnam and we found out some other things. From 1966 to 1968 she was THE one to carry the big iron downtown. She wasn't exactly designed for it, but Thuds hauled seventy-five percent of the smash carried down Route Pack Six. And in combat, she maintained a 90% in commission rate.

"Maybe it was because she was used to taking hits from anyone and everyone, for we found out that she could take other kinds of hits -- the real kind as well -- and still fly. As an example, numbers 512 and 376 (two dash tens) took direct SAM hits aft and came back home. So did number 167 (a dash five) return with the entire right stabilator shot off.

"But she wasn't perfect. No real lady is. She couldn't turn worth a damn. We found that early on in USAFE any time we tried to engage a Hunter or a Mark Six. We figured even a Frisbee would outturn the Thud. To improve her chances in the air combat arena, there was a proposal in 1967 to upgrade each Thud by extending the wings 18 inches, removing the duct plugs and displacement gear to decrease weight, increasing internal fuel capacity by sealing the bomb bay and installing a larger tank, increasing thrust by 5,000 pounds and adding other combat improvements. Ah, what might have been. She would have been a Super Thud.

"And she didn't always come back. Her corpses line Thud Ridge, Hanoi, Thanh Hoa and a lot of other places up north. But she wrote the epitaph for a lot of good men like Karl Richter. She died a lot. Over half the inventory was gone by the end of 1968 -- most lost in combat.

"She became a legend and legends flew her: Robbie Risner, Karl Richter and Leo Thorsness, to mention a few. She was flown by other greats such as Dave Waldrop, Billy Sparks and Pete Foley. And she was handled by many unknown like Bob Gerlach, Jim Stiles and me.

"As a Weasel she reigned supreme. She killed SAM sites, SAMs, MiGs and earned medals of honor for two men, Leo Thorsness and Merlyn Dethfelsen.

"The Thud piled up thousands of combat hours on each bird and she was said to be weary and worn out. But ask any

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F-15 driver who tried to pace her at low altitude during Red Flag 80-2. It was, 'Check twelve, Turkey, and I'll be waiting for you at the Club back at Nellis.' She's the only bird I know that can give you 'the bird' whether parked on the ramp, taxiing out or in-flight.

"She entered the inventory on 26 May 1958.

"On 12 July 1980 she made her last scheduled operational Air Force flight at George AFB. She goes on to the Guard and Reserve. But she stays with us as an American classic and a real thoroughbred. She could break your back but never your heart. She is genuinely loved by all who flew her and a lot who didn't

"The epitaph for a great American, 'Feo, Fuerte y formal,' fits the F-105 -- 'She was ugly, she was strong, but she had dignity.'"

"F-105 Thunderchief" by J. C. Scutts, pg 108 & Hi-Desert Flyer, 11 Jul 80 & Article, "Requiem for a Heavyweight" by Blake C. Morrison, Production & Design Mgr. 57 FWW/DOWN, Nellis AFB, NV, reprinted in Aerospace Safety Magazine, October 1980, pp 14 - 15..

10-Mar-81

F-105D 624384 149 TFS 108 TFW VA ANG Richmond VA Operational loss caused by an in-flight fire. Crashed at 1706 EST near Ft Bragg, North Carolina. 35-08N 79-07W Lt Col James P. Gunter, Jr. 149 TFS pilot died. Call sign: "Tamar 31". Aircraft time: 5,732 flying hours. The pilot, Lt Col Gunter, " ... had just released bombs in a combat simulation and had begun climbing. ... The plane burst into flames and began to break up before it slammed into a wooded area of a base firing range about 5 p.m. ... Lt. Herbert Arnold, who was flying the mission with Gunter in a second F-105, reported that he finished his run and watched Gunter do so. Gunter's plane then burst into flames and a sheet of fire 500 feet long burst out the rear ... the plane began to break up and it crashed."

Factual Summary of Circumstances

"At 1706 hours EST, 10 Mar 81, 'TAMAR' 31, F-105D, Serial Number 62-4384, assigned to the 192 TFG, Byrd IAP, Sandston, Virginia, crashed during a joint Army/ Air Force exercise at Fort Bragg, North Carolina. The mishap aircraft departed Myrtle Beach AFB, South Carolina at 1628 EST as the lead aircraft in a flight of two. After expending 4 MK-82 low-drag bombs in 4 passes and 150 rounds of 20 MM ammunition in 2 passes, 'TAMAR' 31 made a pre-briefed and coordinated high speed and low altitude level dry pass over the participating Army artillery positions. At the conclusion of the run, 'TAMAR' 31 experienced an inflight fire, partial inflight disintegration of the structure, and subsequent ground impact."

Richmond Times-Dispatch, Thursday, Mar 12, 1981 & AF Form 711 USAF Mishap Report 81-3-10-1, dated 31 Mar 81, signed by Lt Col George J. Forster, Board President.

24-Jun-81

7690

The first two A-7Ds arrived at Byrd Field to begin replacing the F-105s in the 149 TFS, Virginia National Guard. "Hq USAF had informed the unit of the impending change of mission aircraft on 12 December 1980 By September, twelve Corsairs had been received and only four F-105s remained. ... In April 1982, the squadron was declared mission ready. ..."

Article, "Virginia Air National Guard" by Jan Van Waarde on line at <http://vahsonline.publishpath.com/Websites/vahsonline/Images/History%20Project/149%20FS%20history%20-%20Jan%20van%20Waarde%202010.pdf>