

Eugene Paul Beresik

F-105 History

10-Oct-60

8087

While assigned as an F-100D pilot from the 79 TFS, 20 TFW, RAF Station Woodbridge, England, Eugene P. Beresik was promoted from 1st Lieutenant to Captain on 10 Oct 1960. Capt Beresik was first assigned to Woodbridge in September 1957.

Previously he flew F-86s in the 335th Fighter Day Squadron in Chitose, AB, Japan, which he joined as a Second Lieutenant in October 1955.

During his assignments to Chitose and Woodbridge, his Air Force records tell of his progress as a fighter pilot leading through the years to his assignment as a Major flying F-105s in combat over North Vietnam.

This "flashback" to his earlier assignments began in February 1955, eight months before the F-105 first flew.

After completing primary and basic pilot training and receiving his commission in February 1955, 2Lt Eugene Paul Beresik spent three months in Course 1121A at Nellis AFB learning how to fly the F-86F Sabre. Three weeks after graduation, he was assigned in October 1955 to Chitose Air Base, Japan, the home of the 4th Fighter Interceptor Wing.

The 4th Wing and its three squadrons (334th, 335th, and 336th) had been stationed at Kimpo AB, Korea (K-14), during the war with North Korea. Sixteen months after the active war ended, the 4th Wing and its squadrons moved in November 1954 to Chitose in northern Japan.

Lieutenant Beresik was assigned to the 335th Fighter Day Squadron ("The Chiefs") to fly F-86s. His initial squadron commander was Lt Col John S. Stewart who was replaced by Maj Howard F. Hendricks in December 1955. (<http://yocomusa.com/sweetrose//images/335th/1955photopage335.htm>).

Two months after arriving at Chitose, Lt Beresik received his initial Officer Effectiveness Report for the period 3 Oct 55 - 22 Dec 1955. His Flight Commander, Capt Edwin G. Chaplin, was his reporting official. His duties were: "Jet Fighter Pilot, squadron level, 1121A [F-86F]: Pilots jet fighter aircraft to accomplish air superiority, armed reconnaissance, close support, combat air patrol, escort, ground control interception, interdiction, training and other assigned missions." At this point he had no additional duties.

Capt Chaplin stated that Beresik was "... an outspoken individual who is a good speaker and who takes part in all conversations presenting his ideas clearly and effectively. ... He works well with others, is highly cooperative and completely loyal. He is very promising material to become an excellent flight leader."

As a First Lieutenant a year later, Lieutenant Beresik received his second OER for the period 23 Dec 55 - 22 Dec 56. His flying duties were as reported in his first OER but his flight commander and reporting official was now Capt Charles D. Price. Maj Howard F. Hendricks was still the squadron commander. Maj Price's comments included: "Lt Beresik is a reliable and capable flight leader. ... His flying skill has placed him on the local gunnery team several times. He is highly aggressive in his daily flying, a trait that is desirable in a fighter pilot. ... Lt Beresik's job knowledge and leadership ability will enable him to become an excellent instructor. ..."

He received his third OER at Chitose for the 129-day period 23 Dec 56 - 30 Apr 57 due a change of reporting official. Capt Andrew L. Patten was now his flight commander and reporting official. The squadron commander, Maj Howard F. Hendricks, was the indorsing official. His duties as an F-86 pilot were the same as previous. Capt Patten made these comments: "... He is aggressive, alert, thoroughly interested in his job and a genuinely competent pilot, dependable under any circumstance. He has been a member of two squadron gunnery teams while in this unit. He was appointed as a flight leader when he attained the minimum time and experience required for the job, and has since displayed excellent initiative and judgement leading tactical and training flights under all weather conditions. He was recently awarded a letter of commendation by the air division commander for safely landing his aircraft with partial control failure and the loss of his airspeed indicator"

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In his indorsement, Major Hendricks wrote: "Lt Beresik has rapidly become one of the most capable fighter pilots in this unit. He is a superior gunner and maintains a high degree of proficiency in all phases of Fighter-Day Operations...."

The Letter of Commendation mentioned by Capt Patten described his ordeal in successfully landing his F-86 after two in-flight failures. Dated 14 March 1957, the letter was signed by BG James O. Guthrie, 39th Air Division Commander.

"1. I wish to commend you for the fine judgment and excellent flying skill you displayed on 5 March 1957 at Chitose Air Base when you successfully landed your aircraft after experiencing two major malfunctions.

"2. First upon entering the traffic pattern after a routine gunnery training mission your flight controls 'froze'. Then with considerable physical effort you were able to break them loose and regain control of your aircraft. Then, upon climbing to altitude and determining that a successful landing could be managed, your airspeed indicator went out. Since your wingman had to land because of low fuel it was necessary for you to call another F-86 from the gunnery range to provide you with airspeed assistance. Upon his arrival and with his assistance in the pattern you were able to land your aircraft successfully with minimum fuel.

"3. You had good reason to bail out, but instead you chose to experiment until you were certain a landing could be made, even though you were already down to normal landing fuel after the completion of your gunnery mission. By so doing you avoided possible serious injury to yourself and saved an expensive airplane. Please accept my thanks and appreciation for this excellent display of skill and judgment." (Letter of Commendation dated 14 March 1957 provided by Paul Jansen in 10 June 19 e-mail.)

1Lt Beresik received his fourth OER for the 135-day period 1 May 57 - 12 Sep 57 due to another change of reporting official. His duties as an F-86 pilot were as previously described but now he had two additional duties: Gunnery Training Officer and Assistant Armament Officer. His rating official was 1Lt Frank G. Gallo, his Flight Commander. Maj Howard F. Hendricks was still the squadron commander and his Indorsing Official.

Lieutenant Gallo's comments included: "... Lt Beresik has developed into one of the most aggressive pilots in the squadron. His quick grasp of the fundamentals of tactics and gunnery has enabled him to out shadow his contemporaries in these phases of flying. [As a member of several squadron gunnery teams] he has fired high scores in both the air-to-air and the air-to-ground phases, making him one of the top scorers in this squadron. ... Lt Beresik's flying time each month has been first or second highest in the squadron. ... On a recent mobility exercise at Tainan, Formosa, Lt Beresik was assigned to additional duty of Motor Pool Officer ... in charge of eight vehicles. ... He maintained a near perfect in-commission rate, despite a very serious parts shortage."

Major Hendricks wrote, "In the course of two years of close contact, I have observed Lt Beresik develop into a highly qualified fighter pilot and an excellent officer...."

This was Lt Beresik's final OER during his F-86 assignment at Chitose AB, Japan. He had been stationed at Chitose for two years from October 1955 to September 1957.

As mentioned earlier, 1Lt Eugene Paul Beresik's next assignment was as an F-100D pilot in the 79 TFS, 20 TFW, RAF Station Woodbridge England. His records from this assignment continue showing his progress as a fighter pilot.

1Lt Beresik received his first OER in the 79th for the 127-day period 13 Sep 57 - 19 Jul 58. His duties were: "Pilot, Tactical Fighter, AFSC 1115B: Pilots jet fighter aircraft on training and simulated combat missions in furtherance of the special missions assigned to this unit; and performs bombing, navigation, gunnery, and instrument flying missions incident thereto. Additional Duty: Assistant Squadron Movement Officer."

His Flight Commander and Reporting Official was Capt Charles A. Watry and his Squadron Commander was Lt Col William H. Holt. In his comments, Capt Watry wrote: "Lt Beresik is new to the squadron and to the type of mission to which the unit is assigned having recently transferred from a day fighter unit. He has recently completed his transitioning and his initial bombing training in the F-100D aircraft. ... As Assistant Squadron Movement Officer, Lt

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Beresik was given the task of coordinating with port units when the squadron returned from TDY bombing training at Wheelus AB, Libya. He made all necessary arrangement for airlifting material, supplies, and personnel back to England, and the operation was very efficiently executed. He also aided in planning another squadron TDY move to Nouasseur AB, Morocco. ... His total [flying] time of 1425 hours, of which 1125 hours has been in jets, attests to the fact that he has actively attempted to fly as much as possible."

His second OER in the 79 TFS covered the 142-day period 20 July 1958 - 31 January 1959. He was now a "fully qualified Bomb Commander" referring to his qualifications for employing nuclear weapons. As additional duties, he was the Assistant Flight Commander as well as the Squadron Movement Officer. 1Lt Glenn L. Plass was his Flight Commander and reporting official and Lt Col William H. Holt was his Squadron Commander.

In his comments, Lt Plass wrote: "Lt Beresik has been under my supervision since September 1958. As he was an extremely well qualified pilot he was assigned duty as Assistant Flight Commander. His experience has been invaluable in training the younger members of the flight. ... His sound knowledge and capability are evidenced by his proficiency in the L-20 [8-passenger de Havilland Beaver] as well as the F-100; he has cheerfully volunteered many hours of his off-duty time to fly the L-20 on official business."

In his indorsement, Lt Col Holt wrote, "I have had daily contact with Lt Beresik for the past seven months. ... He is a competent pilot and energetic officer capable of increased responsibility."

Under the category "Civic Responsibilities", Lt Plass wrote, "Lt Beresik has lived in several English Hotels and private residences and has become acquainted with many British subjects during the course of his off-base activities. He has often invited his English friends to the Officers Club in order to further the good will which is so important to the operation of the base."

One of his English friends was Nora Christine Turnbull who told of her meeting Gene. "As an 'established civil servant' -- an executive officer working for the British Government at an RAF Station -- in Gloucester, England -- I was transferred to RAF Station Woodbridge -- an American Air Base in 1958 to open the Elementary School for the USAFE Dependent's School System and later the Junior High School.

"While Gene and I were dating, two pilots -- one from Woodbridge and one from Weathersfield (the 20 TFW) were killed while participating in bombing and gunnery missions from Wheelus AB, Tripoli. I was a basket case for a few days!! Realizing Gene flew before I knew him; flies now and will continue to fly for as long as possible, and knowing how I felt about our relationship, I knew that I either accepted that fact and couldn't worry about his flying or give up the relationship. Choosing the former, that was my mantra throughout our married life." The two married before Gene left his assignment at Woodbridge.

Beresik received his third OER for the 124-day period 1 February 1959 - 5 July 59. His current duty was Assistant Flight Commander with an additional duty as "Assistant Squadron Bombing Officer." His reporting and indorsing officials remained 1Lt Glenn L. Plass and Lt Col William H. Holt. Lt Plass's comments included: "... He has qualified 'Expert' in bombing and received an above average grade on his last tactical evaluation ride which required a combination of complete knowledge of the F-100 weapons system and extremely accurate instrument and navigation flying. Lt. Beresik has demonstrated his ability to handle the job of Flight Commander during my absence; his diversified experience has proven invaluable in meeting the constant training and supervision requirement for the flight. He is an instructor pilot in both the L-20 and ... F-100 aircraft. Lt Beresik's normal aggressive attitude was clearly exemplified recently when he returned from leave in order to pilot an airmen's morale flight when no other pilot was available."

Lt Col Holt's indorsement included, "... I have flown with him and have every confidence in his ability to accomplish the tactical mission. ... Lt Beresik was the squadron movement officer for two TDY moves to the weapons training center [at Wheelus AB, Libya]. His competent handling of every requirement resulted in an excellent comment by the operations officer in the Air Division responsible for the airlift."

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Lt Beresik's fourth OER from the 79 TFS covered the 120-day period 6 July 59 - 31 Jan 60. His Flight Commander was Capt Fred E. Bailey. Lt Col William H. Holt was still his Squadron Commander. Capt Bailey's comments included: "... He is an operationally ready Bomb Commander qualified in special weapons delivery. He demonstrates excellent bombing capability in 'over-the-shoulder' and 'dive' deliveries and is one of the best bombers in the squadron. His superior ability was demonstrated during a recent TDY tour at a weapons training center when he was one of two pilots in the squadron to qualify as expert in both tactical delivery methods. He has been recommended for select crew for his professional skill. ... During this reporting period, I was on temporary duty for three months. During my absence, Lt Beresik had charge of the flight. Just prior to my departure, he eagerly assumed my duties and responsibilities using his experience and knowledge effectively. ... Lt Beresik resides in a nearby community. His daily contact and conduct with the British results in furtherance of Anglo-American relations."

As an F-100D pilot, Capt Eugene P. Beresik received his fifth and final OER from the 79 TFS at Woodbridge for the period 1 Feb 60 - 26 Nov 60. Capt Fred E. Bailey was still his Flight Commander. The 79th Operations Officer, Capt Walter G. Savage was his indorsing official. Capt Bailey's comments included: "... Because of his competent professional flying and bombing he was selected as an alternate member to represent the 20th Wing gunnery team in Operation William Tell [at Nellis AFB] this year. In addition to this distinction, he was also one of three members of this squadron to be designated as 'Select Crew'. Although his work week approached an 85 hour average, he fulfills his obligations and can be counted on for extra assistance when called upon."

His next assignment was to Nellis AFB, Nevada -- the "Home of the Fighter Pilot". This assignment began his association with the F-105.

Beresik's AF Form 11 & OERs provided by his son Paul Jansen in e-mail 16 May 19 & Nora Jansen letter dated 19 May 2019..

27-Nov-60 12-Nov-61

8076

On 27 Nov 1960, Capt Eugene P. Beresik transferred from Woodbridge to the 4526 Combat Crew Training Squadron at Nellis AFB NV. His first job was as an F-105 instructor pilot "... responsible for three students in Course 111506E and for maintaining the associated training records of these students." As an additional duty, he was the squadron's Assistant Weapons Officer.

Due to a change of reporting official, he received his first Officer Effectiveness Report while at Nellis for the period 27 Nov 60 to 12 Nov 61. His reporting official was his Flight Commander Capt Raymond D. Anderson with indorsing officials Maj Moss K. Fletcher, 4526 CCTS Operations Officer, and Lt Col James E. Bean Commander of the 4526 CCTS.

Comments by Capt Anderson included: "... I have ... found his briefings ... clear, concise, very well organized and exceptionally informative. Two standardization checks attest to the caliber of Capt Beresik's briefings and the quality of his leadership when flying with students. ... Capt Beresik was recently transferred to the Training Analysis and Development Branch of the 4520 Combat Crew Training Group. The basis for his selection was communicative ability, job knowledge, and ability to perform a task with a minimum amount of supervision. ... He recently wrote a briefing guide for one of the more complex phases in Course 11506E. While dealing with a complicated subject, the guide clearly described all aspects of the phase. ... Capt Beresik has recently enrolled in Squadron Officers' School by correspondence."

Lt Col Bean wrote in his indorsement, "His family is well adjusted to the Air Force way of life and is a credit to have in any organization." His first son Michael was born during this period.

AF Form 77 USAF Officer Effectiveness Report for period 27 Nov 60 to 12 Nov 61 provided by Paul B. Jansen, e-mails 16 May and 10 June 2019.

15-Jan-61

8080

(Approximate date) Capt Eugene P. Beresik attended a five-day F-105D aircrew familiarization course (#OFF1115E) at Nellis AFB NV.

Beresik's AF Form 11 provided son Paul Jansen in 16 May 19 e-mail.

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08-Jan-62 13-Apr-62

8077

While assigned to the 4520 Combat Training Group, Nellis AFB, NV, Capt Eugene P. Beresik spent 14 weeks at Squadron Officer School, Class 62A, at Maxwell AFB, AL. He also attended a USAF COIN Indoctrination course in April 62 before returning to Nellis.

*AF Form 11 & AF Form 475 Training Report for period 13 Nov 61 to 13 Apr 62 signed by section instructor
Capt Richard J. Noble provided by Beresik's son Paul B. Jansen, e-mail 16 May 2019*

15-Sep-62 22-Sep-62

143

F-105s participated for the first time in the "William Tell" gunnery competition hosted by the 4520 CCTW at Nellis AFB, Nevada. Initially, only F-100 units were going to fly in the competition. "Finally, after months of indecision, all tactical wings were directed to enter a team. ..." In Europe, on 29 June 1962, 17 AF notified the 36 TFW and 49 TFW of their participation in the meet. The Hq USAF sponsored and directed competition also involved F-100s and F-104s as well as RF-101s. It was conducted under Operation Order 27-62.

The three F-105 units in "William Tell 62" were the 4 TFW from Seymour Johnson AFB NC, the 36 TFW from Bitburg AB, Germany, and the 49 TFW from Spangdahlem AB, Germany. Events included "... Attacking two target complexes containing simulated ground-to-air defense capabilities ..." using napalm, LAU-3 rockets and 20 mm cannon; air-to-air gunnery against a DART tow target; and firing a GAM-83A missile."

Two nuclear events were unique to the F-105. They were the Blind Target Identification Point (BTIP) and Blind Identification Point (BIP).

Capt Eugene P. Beresik, a staff officer in the 4520 Combat Crew Training Group (CCTG) at Nellis, was technical advisor for the William Tell targets committee on the design and installation of radar reflectors in the target area for these first competitive blind bombing events..

The 335 TFS represented the 4 TFW with squadron commander, Lt Col Paul P. Hoza as project officer with Capt Anthony Gardecki the primary pilot and 1Lt James Craig as alternate. Capt Gardecki won the Gen John L. Mitchel trophy by placing first in the F-105D Radar Nuclear Delivery event. Since all squadron F-105s were grounded for "Operation Look Alike", the 4 TFW pilots picked up three new F-105Ds from the Republic Aviation plant and flew them to Nellis. While at Nellis, the three aircraft flew 142 sorties and 180:05 hours.

From the 36 TFW the primary pilot was Capt John S. Ruffo from the 22 TFS. The alternate was Capt Phillip O. Bradley from the 53 TFS. "Since the rules stated that the primary pilot would fly all the missions, Capt Bradley did not fly in the competition." After the late notification, the wing selected three pilots from each of their three F-105 squadrons and two from Stan Eval and sent them to Wheelus to practice for the meet. After Capt Ruffo was selected as primary pilot and Capt Bradley edged Capt Edward Larson for the alternate position, the pilots returned to Bitburg to complete paperwork for the operation. On 1 August, Capt Ruffo and Capt Bradley flew back to Wheelus to resume practice. Capt Roderick Giffin, who had placed fourth in the Wing's practice competition at Wheelus, was appointed as Operations and Maintenance officer to support the team. "In nine flying days (at Wheelus) the team flew 37 sorties with two aircraft; however, both aircraft had bad toss bomb computers, and one didn't have a complete MN-1A internal carriage. Therefore, concrete results from this diligent practice were hard to evaluate."

As in the 4 TFW, the F-105s at Bitburg were undergoing the "Look Alike" modifications and so "... Captains Giffin, Ruffo, and Bradley arrived at Nellis on 27 August 62 with three new F-105-20REs. The new aircraft had to be bore-sighted, the platforms had to be leveled, missing parts of the TBC replaced, broken pylons and wing wiring had to be redone, and Doppler problems were worked on. For two weeks the crew worked day and night trying to make the new airplanes acceptable. The pre-meet practice went very well, and when the competition started all systems were 'go'."

"There were six nuclear and five conventional events. Capt Ruffo flew all the missions without an abort and had the distinction of having the best nuclear and the best conventional sortie of any participant. His overall point total was low, because of navigation and intelligence problems. His Doppler didn't work on any mission, the HSI was out on two

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sorties, and on one mission the wrong target coordinates were given."

The 49 TFW's pilots were Capt Michael S. Muskat from the 9 TFS, primary (who placed sixth overall), and Capt Lawrence R. Brehm, alternate. The Weapons Meet Project Officer at Nellis was Col John Groom.

Hanger space for F-105s was a problem during the competition. "All Nellis hangar space for F-105 aircraft was saturated with 'Look Alike' aircraft. The competing F-105 aircraft were all new aircraft and required extensive peaking of weapons systems. The F-105 requires precision power supply and this was only available in F-105 hangars."

Capt Bill T. Spencer, an F-100 pilot from the 8 TFW, Itazuke Air Base, Japan, died in an accident on the close support range near Indian Springs.

The High Overall Winner of the meet was Capt Charles E. Tofferi, an F-104C pilot from the 479 TFW at George AFB, California. He collected a total of 19,018 points. "His performance included perfect scores in air-to-air gunnery (Tofferi destroyed the dart in only 63 seconds with 86 rounds), air-to-ground rocket, strafing and napalm attacks." Capt Tofferi was shot down and killed in an F-104C on 20 October 1966 by AAA over northern Laos. He was with the 435 TFS on TDY at Udorn. ("Starfighters in Action" posted on the International F-104 Society's web site at <http://www.i-f-s.nl/index93.htm>)

4 TFW History, Jul - Dec 62, USAF microfilm MO290 & 4520 CCTW History, Jan - Dec 62, USAF microfilms M2197 & M2198 & 36 TFW history, Jul - Dec 62, USAF microfilm MO627 frames 1275 - 1277 & Capt Beresik's OER dated 13 Apr 63.

13-Apr-63

8078

Capt Eugene P. Beresik received an annual Officer Effectiveness Report as a staff officer in the 4520 Combat Crew Training Group (CCTG) at Nellis AFB, NV. The report covered the period 14 Apr 1962 to 13 Apr 1963. His duties were: "Supervises TA&D Division in maintaining an aggressive program to sustain highest quality training and effect the most efficient method of operation. Directs the development of initial or proposed revisions to curricular materials and training literature (syllabi, manuals, handbooks, etc). Provides professional advice and educational guidance to curricular development, training methods, training evaluation and testing. Maintains qualification as an instructor pilot in the F-105D."

His rating official was Maj Homer R. Charlton, Jr., the Group Operations Officer. His report was indorsed by Col R. C. Franklin, Jr., 4520 CCTG Commander and the 4520 CCTW commander Brigadier General Boyd Hubbard, Jr.

Maj Charlton described Capt Beresik's accomplishments. "... He personally developed a programming factors study on Course 111506E which was designed to determine the number of IP/students, number of aircraft/students, IP non-productive time and IP additional duties. He ... gave an excellent presentation of the above to General Hubbard and personnel from higher headquarters. He instituted a program to more closely monitor academic training to include attendance at academic lectures by education specialists and analysis of academic tests which has resulted in a much improved academic training program for this Wing. ... He prepared comprehensive public information brochures on Nellis' low-level navigational training routes and distributed these brochures to all airports within 50NM of any low-level route, and realigned [F-105 Operational Training Course] 111506E, i.e., order of training, configuration, academic training and T-39, which was approved by higher headquarters. Due to his outstanding knowledge of radar reflector returnability and placement of such targets, he was technical advisor for the William Tell targets committee for the design of how best to install reflectors in the target area to be used for the first competitive blind bombing events in William Tell 62."

His second son Paul was born in August 1963.

AF Form 77 Company Grade Officer Effectiveness Report for period 14 Apr 62 to 13 Apr 63 provided by Paul B. Jansen, e-mail 16 May 2019 and 10 Jun 2019.

16-Jan-64

7936

Three pilots from Nellis AFB NV traveled to George AFB CA for "... altitude chamber training including rapid

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decompression". They were:

Capt Eugene P. Beresik - 4520 CCTW
Capt John J. Revak - 4524 CCTS
Capt Oscar J. Lovrak - 4524 CCTS

4520 CCTW, Special order T-625 dated 16 Dec 63 and Special Order T-34 dated 13 Jan 64 from John Revak.

04-Feb-64

8079

As a staff officer at the 4520 CCTW at Nellis AFB, Capt Eugene P. Beresik received a final Officer Effectiveness Report from Nellis due to a change of reporting official and his reassignment to Hq Tactical Air Command. The report covered the period 14 Apr 1963 to 4 Feb 1964. The report was written by Maj James C. Rankin, Chief, TA&D Division, and indorsed by Col R. C. Franklin, Jr., 4520 CCTW DCO, and the 4520 CCTW commander Brigadier General Boyd Hubbard, Jr.

Capt Beresik's duties were: "Assists in maintaining an aggressive program to sustain highest quality training. Aids in the development of initial or proposed revisions to curricular materials and training literature (syllabi, manuals, handbooks, etc.). Analyzes and performs research on special problems and makes recommendations for solution. Designs training aids and their revisions commensurate with the Wing mission. Accomplishes operational flying in pursuit of course analysis and improvement."

Maj Rankin described Capt Beresik's accomplishments during his rating period. "... [He] developed a Traffic Density Pamphlet which portrayed the areas of intense jet traffic in the local areas and the safest routes to be used by light civil aircraft flying into, out of or through the Nellis/Las Vegas area. The pamphlet was distributed to over 7500 agencies in seven states and is a distinct contribution to the Wing flying safety program. Capt Beresik represented this Wing during a conference at TAC Headquarters in December 1963, to study proposals for new F-105 training courses to be conducted at Nellis AFB. Prior to that conference he accomplished a major project of designing a tentative order of training for the new F-105 training courses. This included a complete breakdown of the training required for each sortie to be flown. He submitted several changes to the F-105 syllabus that were adopted by higher headquarters and developed an entirely new format for the same syllabus that was approved and printed in December 1963. ... Capt Beresik received a Highly Qualified rating on his instructor pilot Stand/Eval examination and a letter of appreciation from Col McCarthy for a Tactical Air Command orientation presented to the ATC students pilots at Williams AFB" (Col Michael C. McCarthy was deputy commander for training at Williams.)

AF Form 77 Company Grade Officer Effectiveness Report for period 14 Apr 63 to 4 Feb 64 provided by Paul B. Jansen, e-mail 16 May 2019.

04-Feb-65

8102

Capt Eugene P. Beresik received his first OER as a staff officer in Hq TAC, Langley AFB, VA. It covered the 335-day period 5 Feb 64 - 4 Feb 65. His duties as a member of TAC's Combat Crew Training Branch were: "... Monitors and assists with all training activities for fifteen different combat crew training and instructor pilot upgrading courses at four Air Force bases. Coordinates student entries to these formal courses with necessary agencies outside Tactical Air Command. Coordinates CCT programs with USAFE and PACAF to insure that graduates are trained to fulfill mission requirements of the gaining command. Assists in the development of new training concepts for new weapons systems. Monitors action taken as a result of incidents/accidents and insures such action is adequate. Prepares and presents CCT briefings within TAC and completes special projects as directed."

His rating official was Maj Donald C. Carlson, Chief, Combat Crew Training Branch (DORF-FTS). His indorsing official was Col C. H. Meier, Chief, Fighter Division (DORF-F). The TAC commander during this period was Gen Walter C. Sweeny, Jr.

Maj Carlson's comments included: "Capt Beresik is better informed on the F-105 aircraft and its related combat crew training programs than any other assigned officer. Specific examples of his outstanding performance are: (1) In this reporting period, F-105 combat crew training changed from a short course which converted operationally ready pilots from other weapons systems to more comprehensive courses for 'back to the cockpit' pilots and for recent flying school

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graduates. Capt Beresik supervised the preparation of the course syllabi and programmed student loads, student input schedule, aircraft, and simulator requirements. Because of his expert supervision, transition to the new courses was accomplished efficiently. (2) One of the CCT courses that Capt Beresik monitors is the MAP T-33/F-86 gunnery program. Recently, he observed a potential problem area developing concerning F-86 flying hour utilization rates. His immediate coordination with the unit and higher headquarters produced feasible program changes which averted more serious problems. His actions resulted in an effective reduction of student loads with no loss of prestige to any country receiving this training and with no inconvenience to other affected commands. (3) This officer is also responsible for monitoring the USAF Fighter Weapons Instructor Course conducted in F-100 aircraft at Nellis AFB, Nevada. Other project officers have been trying for three years to develop a plan to modernize the FWS with the latest tactical fighter aircraft. Capt Beresik took aggressive action on this problem and developed a modernization program that has been accepted by all concerned."

AF Form 77, Company Grade Officer Effectiveness Report for period 5 Feb 64 to 4 Feb 65, provided by Paul B. Jansen, e-mail 12 July 2019.

04-Feb-66

8103

Capt Eugene P. Beresik received his second annual OER as a staff officer in Hq TAC, Langley AFB, VA that covered the period 5 Feb 65 - 4 Feb 66. He was assigned to the Combat Crew Training Branch (DORF-FTS). His rating official was branch chief Maj Donald H. Hooten. His indorsing officials were Lt Col Isaac T. Van Patten III, Chief, Fighter Training Division (DOF-T), and Col Arvis L. Hilpert, Director of Fighter Operations. The Commander of TAC during most of this period (from July 65) was Gen Gabriel P. Disosway.

Maj Hooten's comments included: " ... Capt Beresik was instrumental in the complete modernization of Fighter Weapons School [at Nellis] in that he drafted and staffed the Program Change Proposal approved by USAF. Additionally, his personal efforts in outlining the organization and mission of the Fighter Weapons Center lead to an early submission to USAF. ... On numerous occasions he has briefed the entire TAC Staff including the Commander. ... He has functioned effectively in countless working groups and is usually looked upon for leadership within the group. ..."

Col Hilpert wrote: "... Captain Beresik has consistently been given tasks that could well try the experience of a much more senior officer. He has aggressively attacked problems, learned quickly, and applied common sense judgment. The result has been outstanding work far beyond the capability expected of an officer of his grade. ..."

This was Beresik's final OER from TAC Headquarters. On 5 Feb 1966, he returned to Nellis to attend F-105 flight training, Class 67A.

AF Forms 77 and 77a, Company Grade Officer Effectiveness Report and supplemental sheet for period 5 Feb 65 to 4 Feb 66, provided by Paul B. Jansen, e-mail 12 July 2019.

20-Jul-66

7314

Fifteen pilots graduated from F-105 training in Class 67A at the 4520 CCTW, Nellis AFB, NV. The class had started on 5 February 1966 and was assigned to the 4526 CCTS commanded by Lt Col Fred A. "Fritz" Treyz. Maj James H. Caldwell was the squadron's Operations Officer.

Eight of the student pilots who received PACAF squadron assignments were:

Capt Robert F. Waggoner - 469 TFS
Capt Jack W. Stover - 80 TFS
Capt William T. Williams IV - 80 TFS
Lt Col Donald H. Asire - 354 TFS
Lt Col Eugene O. Conley - 354 TFS
Maj Kenneth H. Bell - 354 TFS
Maj Harold W. Bingaman - 354 TFS
Capt Lawrence E. Huggins - 44 TFS

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Captain Eugene P. Beresik, recently reassigned from Hq TAC, also graduated from the F-105 Operational Training Course # 11506E at Nellis. The course lasted 112 days or 16 weeks. Capt Beresik remained at Nellis to complete the F-105 Instructor Pilot training class.

Bell "100 Missions North", pp 13 -15 & Larry Huggins, e-mail 21 Sept 2013 & AF Form 475 Training Report dated 5 Aug 66 provided by Paul B. Jansen, e-mail 16 May 2019.

22-Sep-66

6840

After completing F-105 training, Captain Eugene P. Beresik, previously a staff officer at Hq TAC, graduated from the F-105 USAF Fighter Weapons Instructor Course 111505E at Nellis AFB, NV. The course started on 29 July 1966 and lasted for 12 weeks or 84 days with 165 hours of instruction. Conducting the class was the 4537 FWS commanded by Lt Col Louis W. Weber. Capt Beresik was later assigned to the 12 TFS at Kadena AB, Okinawa.

Also in the 4520 CCTW, the " Wild Weasel training program was transferred to the 4537 FWS ... following the suspension of F-105 instructor pilot training." By the end of 1966, "four classes received [Wild Weasel] training and 37 aircrews completed the training and were deployed to SEA. Eighteen F-105 aircraft were tested and checked prior to their rotation to SEA."

AF Form 475 Training Report dated 28 Sep 66 provided by Paul B. Jansen, e-mail 16 May 2019 & History of Tactical Fighter Weapons Center, Vol II, 1 Sept - 31 Dec 66, pg 10, AFHRA K417.0735, IRIS 00503158.

25-Oct-66

4539

Capt Eugene P. Beresik arrived in the 12 TFS, 18 TFW, from Hq TAC, Langley AFB, VA. His wife Nora and young sons Michael and Paul joined him in Okinawa where they lived in a house they bought in the local community..

12 TFS history, 1 Jul - 31 Dec 1966, pg 2 & Letter fromNora Jansen dated19 May 19.

31-Dec-66

4535

The 12 TFS at Kadena AB, Okinawa, had 21 F-105 pilots assigned as of 31 December 1966. They, and the number of combat missions each had flown, were:

Lt Col Russell L. Rogers - Commander - 142 (Korea F-51)
Maj Robert T. Campbell - Operations Officer - 22
Maj Dana B. Cromack - Asst Operations Officer - 100
Capt Vernon E. Frank - Flight Commander, INDIA Flight - 100
Capt Anatole Semenov, Jr. - Flight Commander, JULIET Flight - 64
Capt Eddy J. Doerschlen - Flight Commander, KILO flight - 64

Maj John C. Wright - 84 combat missions including those in Korea flying F-84s.

Lt Col Robert L. Fair - Previous commander and now 18 TFW DO - 58

Squadron pilots were:

INDIA Flight
Capt Malcolm B. Robertson - 17
Capt George A. Bogert - 43
1Lt Leon L. Garner - Not listed.
1Lt William W. Koelm - 84

JULIET Flight
Capt Samuel Chapman "Max" Maxwell - 28
Capt John C. Jones - 52
Capt William R. Jolly - "SEA tour complete"
Capt Philip C. Montagano - 103 (RF-101)

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F-105 History

1Lt Vernon V. Sisney - 30

KILO Flight

Capt Eugene P. Beresik - 0

Capt Richard E. Smith - 24

Capt John H. Busbee - 51

Capt Lawrence G. Hoppe - 22 (Eight to RP-6 during TDYs with the 354 TFS at Takhli)

1Lt Charles G. Hofelich - 79

1Lt Gordon L. Clouser - 46

Capt Thomas E. Boatman, who had resigned from the Air Force, had flown 67 F-105 combat missions.

12 TFS history, 1 Jul - 31 Dec 1966, pgs 1 and 14 and 17 & Larry Hoppe, e-mail 27 Apr 10 and AF Form 5.

26-Apr-67

5118

In a secret message to CINCPACAF (General Ryan), Hq 5th Air Force defined the daily reports that they would submit on the progress of crew training for the F-105F "Radar Level Bombing Training" under project "North Scope". The message reflected General Ryan's interest in the details of this program.

The crews were training at Yokota and Kadena and the message identified the "integrated crews" (all pilots) that had formed to date at each location.

At the 41 Air Division, Yokota:

Crew Alpha - Heiliger/Pollard

Crew Bravo - Donelson/Forgan

Crew Charlie - Burney/Britt

Crew Delta - Pitman/Stewart

Crew Golf - Rehm/Markwood

Crew Hotel - Bogert/Annapu

Crew India - Koelm/Esser

Crew Juliett - Henry/Wright

The message reported that "Crews Alpha, Bravo, Charlie, and Delta have deployed to Korat" (where they were assigned to the 34 TFS).

At the 18 TFW, Kadena:

Crew Echo - Beresik/Reece (Reece was identified as a Radar Navigator)

Crew Foxtrot - Fullam/Scheer

The message listed the flying experience of the crews training at Kadena.

	Total Time	F-105 Time	Out Country Missions
Maj Eugene P. Beresik	3189:10	555:40	0
Capt H. M. Reece	3534:30	18:50	0
Maj Wayne E. Fullam	3398	1133	19
Capt Roger P. Scheer	2263	1250	14

The message provided detailed results of each training sortie in radar-modified North Scope F-105Fs by the crews at Kadena. For example, on 18 April 1967, the crew of Beresik/Reece flew two daylight sorties each at 2000 feet and 500 knots on land range R-178 using the plane's timer and Toss Bomb Computer (TBC) on each sortie. They had made two timer drops and four TBC drops of BDU-33 practice bombs. Their CEA for the timer drops on sortie 1 was 195' and on sortie 2 was 275'. The CEAs for their TBC drops were 982' and 862' for their first and second sortie,

Eugene Paul Beresik

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respectively.

On 20 April 1967, the crew of Fullam/Scheer made one sortie under the same conditions flying six TBC drops of BDU-33/Bs. Their CEA was 930'.

5AF/CC TWX 261015Z Apr 67 to CINCPACAF in PACAF DO Read File for 25 - 26 April 67, AFHRA Call # K717.312, IRIS # 00518453.

22-Sep-67

8084

Maj Eugene P. Beresik received an annual Officer Effectiveness Report as a member of the 12 TFS in the 18 TFW. The report covered the 339-day period between 23 September 1966 and 22 September 1967. The report was written by Maj Robert T. Campbell, the 12 TFS commander in the 18 TFW at Kadena AB, Okinawa. It was indorsed by Col John D. Rosenbaum, 18 TFW DCO, and the 18 TFW commander Col Clarence E. Anderson.

Maj Beresik's duties were: "Aircraft Commander of the F-105 tactical aircraft. Maintains proficiency in special weapons loading and delivery procedures, in radar bombing, for night and adverse weather operations, and in close support of ground forces operations, employing guided missiles. Frequently performs 24-hour alert duty, as a Bomb Commander, in the USAF retaliatory Strike Force. Is capable of deploying in any type of weather, to any point in the world, using air-to-air refueling techniques. ADDITIONAL DUTIES: Assistant Operations Officer."

Key comments by Maj Campbell were: "... He is an exceptionally strong flight leader and one of the best flight commanders I have ever observed. Recognizing his ability as a pilot, he was selected to participate in a radar bombing project conducted by the Wing to evaluate the use of the F-105 in SEA combat operations. His tireless efforts made the project a complete success and he was personally commended by the 18th Tac Ftr Wg Commander. ... Maj Beresik is a volunteer for duty in Southeast Asia. Maj Beresik served as Captain from 23 September 1966 to 19 February 1967 and as Major from 20 Feb 1967 to 22 Sep 67."

AF Form 77 USAF Officer Effectiveness Report for period 23 Sep 66 to 22 September 1967 provided by Paul B. Jansen, e-mail 16 May 2019.

28-Dec-67

8085

The 12 TFS F-105 pilot Maj Eugene P. Beresik received an Officer Effectiveness Report due to a change of reporting official. The report covered the 97-day period between 23 September 1967 and 28 December 1967. The report was written by Maj Robert T. Campbell, the 12 TFS commander in the 18 TFW at Kadena AB, Okinawa, and indorsed by Col John D. Rosenbaum, 18 TFW DCO, and the 18 TFW commander Col Monroe S. Sams.

As the 12 TFS Operations Officer, Maj Beresik's duties were: "Determines training and tactical requirements by analyzing mission and directives from higher headquarters. Develops plans pertaining to tactical deployment and deployment of crews. Observes and evaluates effectiveness of training programs and combat effectiveness of crews. Supervises flying activities to insure proper briefings on all phases of tactical operations."

Key comments by Maj Campbell were: "... He readily assumed responsibility and effectively acted as Squadron Commander during several short periods in my absence. Maj Beresik's performance was particularly notable during a recent PACAF ORI which the Squadron passed with outstanding results. ... He prepared and gave several briefings judged as excellent by the ORI team.... He also acted as Detachment Commander for a recent deployment exercise in Korea. ... Maj Beresik displayed great devotion to duty and country when he recently volunteered for his present assignment to fly F-105 combat missions in SEA."

In his additional indorsement dated 11 Jan 1968, Col Sams wrote: "I strongly concur with this evaluation of Major Beresik. An affable individual who is enthusiastic and displays the drive to excel that a commander strongly desires of a tactical fighter pilot. He is at all times a credit to the Air Force and a very valuable member of this Wing's team."

On 30 Dec 1967, Maj Beresik reported in to the 388 TFW at Korat RTAFB, Thailand, He was initially assigned to the 44 TFS and later flew with the 34 TFS.

Eugene Paul Beresik

F-105 History

His wife Nora commented on his flying combat from Korat. "No one in the 12th TFS at Kadena could understand why I was happy to know Gene was going PCS to Korat to fly his missions. I explained his showing me at Squadron Ops the chart with the number of missions each pilot had, and his chagrin having taught most of those pilots to fly the F-105 to 'have that great big zero against my name.'"

AF Form 77 USAF Officer Effectiveness Report for period 23 Sep 67 to 28 Dec 1967 provided by Paul B. Jansen, e-mail 16 May 2019 & Nora Jansen letter dated 19 May 2019..

29-Dec-67 31-May-68

8082

F-105 pilot Maj Eugene P. Beresik, previously assigned to the 12 TFS at Kadena but now flying with the 44 TFS, 388 TFW, was posthumously awarded an Air Force Commendation Medal.

"Maj Eugene P. Beresik distinguished himself by meritorious service as Assistant Operations Officer and Mission Scheduling Officer while assigned to the 44th Tactical Fighter Squadron, Korat Royal Thai Air Force Base, Thailand, from 29 December 1967 to 31 May 1968. During this period, Major Beresik formulated numerous combat plans and procedures which contributed significantly to mission accomplishment of the 388th Tactical Fighter Wing. His ceaseless efforts, aggressive leadership and outstanding performance was an inspiration and an example to his fellow officers and assisted greatly in deterring the efforts of a hostile force. The distinctive accomplishments of Major Beresik reflect credit upon himself and the United States Air Force."

Citation to Accompany the Award of the Air Force Commendation Medal (Posthumous) to Eugene P. Beresik provided by Paul Jansen in e-mail 16 May 19.

04-Jan-68 18-Jan-68

8083

F-105 pilot Maj Eugene P. Beresik flying with the 44 TFS, 388 TFW, was awarded his first Air Medal.

"Maj Eugene P. Beresik distinguished himself by meritorious achievement while participating in sustained aerial flight as a combat crew member in Southeast Asia from 4 January 1968 to 18 January 1968. During this period, Major Beresik displayed outstanding airmanship and courage in the successful accomplishment of important missions under extremely hazardous conditions, including the continuous possibility of hostile ground fire. His highly professional efforts contributed materially to the mission of the United States Air Force in Southeast Asia. The professional ability and outstanding aerial accomplishments of Major Beresik reflect great credit upon himself and the United States Air Force."

Citation to Accompany the Award of the Air Medal to Eugene P. Beresik provided by Paul Jansen in e-mail 16 May 19.

18-Jan-68 25-May-68

8081

F-105 pilot Maj Eugene P. Beresik now flying with the 34 TFS, 388 TFW, was posthumously awarded an Air Medal (1 thru 6 OLC) for meritorious achievement in combat missions for the period from 18 January 1968 to 25 May 1968. "During this period, Major Beresik participated superbly in accomplishing highly intricate missions to support Free world Forces that were combatting aggression. The energetic application of his knowledge and skill were significant factors that contributed greatly to furthering United States goals in Southeast Asia. The professional ability and outstanding aerial accomplishment of Major Beresik reflect great credit upon himself and the United States Air Force."

Citation to Accompany the Award of the Air Medal (First Thru Sixth Oak Leaf Cluster) (Posthumous) provided by Paul Jansen in e-mail 16 May 19.

14-Feb-68

2705

"... Seventh Air Force used the rare day of clear weather to attack Hanoi's canal bridge, one of the targets President Johnson had again released only a week earlier. Since the bridge raids of December, the Canal Bridge (JCS 13) had returned to operation, while the Doumer Bridge over the Red River (JCS 12) was still down."

"Late in the afternoon, strike forces from Takhli and Korat converged on the bridge from opposite directions. Sixteen bomb-laden F-105s from the 355 TFW at Takhli came down Thud Ridge from the west, with eight F-105 escorts to threaten the SAM sites and eight F-4s to guard against the MiGs. A similar force escorted a like number of F-105s

Eugene Paul Beresik F-105 History

from the 388 TFW at Korat as they penetrated North Vietnam from the Gulf of Tonkin. Although the two wings dropped forty-eight 2,000-pound and 3,000-pound bombs, only one hit the bridge, and three days later trains were using it. An escort F-105 from Korat was lost to a SAM and the pilot, ["Pancho 02"] Capt. Robert M. Elliot [from the 34 TFS], was never seen by Americans again." ("To Hanoi and Back")

"The two wings expended 22 3,000-pound bombs and 26 2,000-pound bombs in the target area. KA-71 strike photography showed one direct hit on the south end of the bridge and several craters on the southern approach. It was estimated severe damage was inflicted on the bridge." (388 TFW history)

Maj Cecil G. Prentis from the 333 TFS at Takhli received the Distinguished Flying Cross (Second Oak Leaf Cluster) for heroism on this mission. "... Major Prentis led the last of four flights against a heavily defended bridge. After flying through intense barrages of flak and surface-to-air missiles to deliver his ordnance directly on target, he successfully broke up an impending attack by MiG interceptors which allowed the force to egress without loss." (Cecil G. Prentis, DFC (2nd OLC) citation)

Capt Craig M. White, 44 TFS, 388 TFW, flew F-105D 62-4270 as "Locust 02" against the Canal des Rapides Bridge. It was his 49th combat mission. He logged 3+20 flying time.

Maj Roger D. Ingvalson from the 34 TFS from Korat was awarded the Silver Star for a mission he flew on this day. He was presented the award on 25 July 1968 under SO G-2248. "Major Roger D. Ingvalson distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 14 February 1968. On that date, Major Ingvalson exhibited extraordinary courage as a member of a surface to air missile suppression flight of F-105 Thunderchiefs assigned to protect a large strike force. Despite electronic equipment malfunctions, his aggressiveness and skill enabled him to successfully decoy numerous surface to air missiles as well as intense, accurate antiaircraft fire away from the main force and to his own aircraft. By his gallantry and devotion to duty, Major Ingvalson has reflected great credit upon himself and the United States Air Force." (Citation posted on-line at <http://www.veterantributes.org/TributeDetail.asp?ID=13>)

Maj Eugene P. Beresik flying with the 34 TFS received a Distinguished Flying Cross for his mission today. "... Major Beresik was a member of a force of F-105s on a mission against a key military target in the vicinity of Hanoi. In spite of heavy barrages of surface to air missiles and antiaircraft fire, Major Beresik courageously pressed his attack to make precise ordnance run on this highly defended target. The professional competence, aerial skill and devotion to duty displayed by Major Beresik reflect great credit upon himself and the United States Air Force." (Citation to Accompany the Distinguished Flying Cross (Posthumous) to Eugene P. Beresik provided by his son Paul Jansen)

Lt Col James B. Ross from the 34 TFS, 388 TFW, led the CBU flight attacking the four corners of Gia Lam airport (JCS 3) in Hanoi to provide cover for 388 TFW flights bombing the Canal bridge. His call sign was "Locust Lead". This was the first attack on this airport. "No AAA fire on mission aircraft! One A/C lost to SAM on egress." Col Ross was awarded the Silver Star for this mission. (Jim Ross, undated note circa May 2001 to Ron Thurlow.)

Capt Lamont H. Pharmer also from the 34 TFS was awarded a Distinguished Flying Cross for extraordinary achievement for supporting this mission. The award citation read, "Capt Pharmer was a member of the flak suppression flight for a force of F-105s assigned the mission of destroying a vital military target in the heavily defended Hanoi area. Despite heavy missile and antiaircraft artillery fire, Captain Pharmer unhesitatingly selected and attacked a lethal antiaircraft artillery site over the one originally assigned him in order to suppress a more potent threat to the strike force. Capt Pharmer displaying outstanding courage and flying skill, delivered his ordnance directly on target, contributing significantly to the safety of the main force on an important and highly dangerous mission." (Lamont H. Pharmer DFC Award Citation.)

Years later, Monty Pharmer still remembered details of this mission. "It was my first Pac 6 mission and it amazed me how much fire power, AAA, SAMs, etc. the NV sent up at us. Before the flight, I rode out to the flight line in the van with Bob Elliot. He was trying to ease the tension for some of us new heads. He said it won't be as bad as some had told us. Unfortunately, he got hit by a SAM that day and his body wasn't recovered until sometime in the 1990s. Sq.

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F-105 History

CO, L/C Bob Smith was leading the mission and I was Number 4 on (I believe) Jim Ross' wing [Lt Col James B. Ross]. Gary Durkee was on Bob Smith's wing as No. 2." (Monty Pharmer, e-mail 22 Sep 2006)

On his 43rd combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 3" against the Canal bridge. "On target. Heavy 37/57/85 mm/SAMs. Pancho 2." (Rufus Dye Mission History log.)

A newspaper article told of today's bridge strike and other targets struck in February. It was headlined "Bridge, Airfield Hit Despite Poor Weather". Fighting 388th Tactical Fighter Wing pilots struck two major targets during the nine day period, Feb. 10 through 18, although bad weather continued over North Vietnam.

"Striking near the heart of Hanoi Feb. 14, 388th TFW F-105 pilots dropped their 3,000 pound bombs on the Canal des Rapides railroad and highway bridge, five miles northeast of the capital city. No bomb damage assessment (BDA) was available due to the weather. [Craig White noted on his clipping "It was Clear!"]

"Feb 18, Yen Bai airfield, 78 miles northwest of Hanoi was hit by Thunderchief crews utilizing radar bombing techniques. Again weather precluded any BDA.

"Using radar bombing techniques, 388th Thunderchief pilots struck Kim Lan army barracks, 55 miles northwest of Hanoi, Feb. 12.

Xom Bai army barracks, 43 miles west-northwest of Hanoi fell victim to 388th TFW pilots Feb. 16. They dropped their 750-pound bombs using radar bombing techniques.

"During another strike a surface-to-air missile (SAM) site, seven miles south of Vinh was silenced.
"Two more SAM sites were silenced, in a line 14 miles northwest to 28 miles northwest of Hanoi Feb. 17.

"During the entire period, 388th pilots struck lines of communication and military storage areas in the southern panhandle of North Vietnam."

"To Hanoi and Back", pg 128 & Craig White log book, pg 5, and news clipping, e-mails 21 Nov 17 & 388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frame 0501.

06-Mar-68

4889

The four pilots in "Pistol" flight from the 34 TFS bombed a target in northern Laos. They took off at 0610 and returned after 2 hours 15 minutes. Their line up was:

- #1 - Maj Eugene Paul Beresik
- #2 - Capt Anthony F. Germann
- #3 - Maj Almer L. "Buddy" Barner, Jr.
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 60-5375

This was Maj Armstrong's 80th combat mission. "I was Mission Commander again today and got all of the way through the briefing. We finally executed 1st alt and had a radar drop in northern Laos near Sam Neua. I let Gene Beresik pinch hit for me and lead. It was an uneventful drop. We then made an armed recce of Rte #7 and didn't spot anything though it was partially clear."

"Crossbow" was another 34th squadron flight that went to North Vietnam. Their lineup per Joe Sechler's flight log was:

- #1 - Lt Col Rufus Dye, Jr. flying his 49th mission.
- #2 - Capt Joseph S. Sechler flying his 14th mission. He logged 2:35 flying hours.
- #3 - Maj Donald W. Hodge
- #4 - Capt Lawrence L. Bogemann

Col Dye recorded his call sign as "Crossbow 02". In his mission log, the flight was fragged for a strike in the Steel

Eugene Paul Beresik

F-105 History

Tiger (SL) region of Laos. Due to weather, the flight dropped their bombs using Sky Spot radar on the Ba Nam Highway segment in RP-1.

Capt Craig M. White, 469 TFS, 388 TFW, flew F-105D 62-4270 as "Bass 01" to a target in the DMZ. He logged 2+40 flying hours.

Maj Armstrong's 100-mission combat log, pg 31 & Joe Sechler, flight log via e-mail 28 Apr 10 & Rufus Dye, Mission History log & Craig White log book, pg 6, e-mail 21 Nov 17.

12-Mar-68

4904

The four pilots in "Simmer" flight from the 34 TFS bombed a road in Laos. They took off at 0600 and returned after 2 hours 40 minutes. Their line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0428
- #2 - Maj Ivor K. Goodrich
- #3 - Maj Eugene Paul Beresik
- #4 - Lt Col Nevin G. Christensen

This was Maj Armstrong's 86th combat mission. "The primary reason for my flying this a.m. was to try the new configuration of 4 x 750# bombs on the inboard stations and a centerline 650-gallon tank. This swaps 1500# of fuel for 1500# of explosive and would make our configuration more standard. It worked pretty well. The fuel flow was the same as the old configuration and the bombs came off cleanly. Our target was a road down in Laos just west of Khe Sahn, South Vietnam. We got 4 road cuts."

Maj Armstrong's 100-mission combat log, pg 32.

20-Mar-68

4906

The four pilots in "Scuba" flight from the 34 TFS bombed a road in RP-1. They took off at 1355 and returned after 4 hours 10 minutes. Their line up was:

- #1 - Lt Col James B. Ross
- #2 - Maj Eugene Paul Beresik
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0409
- #4 - Capt Anthony F. Germann

This was Maj Armstrong's 89th combat mission. "We got words at the last minute today to go primary. It looked pretty good for awhile but we started running into clouds right at Tanker drop-off. It was undercast there just short of the coast and we had to weather abort about 25 miles from the target (just abeam Gia Lam Airfield) 2 miles from the heart of Hanoi. We took our bombs out and finally got to the tankers after being given the run-around for 15 minutes by the radar agency. We took our bombs over into Pack I and dropped them on a road and recovered with very little fuel after hitting a tanker in White Anchor."

Lt Gen Armstrong mentioned this mission in his memoirs. "My last Pack VIA mission was my 89th. This was a target close to Gia Lam Airfield in Hanoi and we found the weather completely undercast dropping off the tankers in the Gulf. Lt. Col. Ross was the mission commander and I was his deputy. I concurred when he called the abort and we dropped our bombs in Pack I on our own recognizance."

"Pancho" was another 34th flight on a mission to RP-6 but was diverted due to weather. Its lineup was:

- #1 - Maj Roger D. Ingvalson
- #2 - Maj Billy R. Givens
- #3 - Maj William P. Shunney
- #4 - Capt Joseph S. Sechler flying his 19th mission. He logged 3:50 flying time. "RP 6 (Wx abort 10 mi N of Hung Yen)"

Eugene Paul Beresik

F-105 History

Maj Armstrong's 100-mission combat log, pg 34 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 42 & Joe Sechler, mission log via e-mail 28 Apr 10.

02-Apr-68

4909

The four pilots from the 34 TFS in "Bass" flight bombed a target in RP-1. They took off at 1425 and returned after flying for 2 hours 50 minutes. Their line up was:

- #1 - Maj Eugene Paul Beresik
- #2 - Maj Seymour R. Bass (died in mid-air with flight lead, 14 May 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0167
- #4 - Capt Ben J. Fuhrman

It was Maj Armstrong's 91st combat mission and the first mission after returning to Korat from his 4th R&R. "This was my first mission after the President's announcement of the 'bombing pause'. All of our flights and several flights from Takhli and F-4s were hitting a road segment up at the north end of Mu Gia Pass. The weather was clear but very hazy. We couldn't spot the FAC and when we did we couldn't see his white smoke rocket. Consequently, we stooged around for 15 minutes and finally desperately threw our bombs. The greatest danger in the area was a mid-air collision with another of our aircraft."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 3" to attack a highway segment in RP-1. "100% road cut." It was his 57th combat mission.

Maj Armstrong's 100-mission combat log, pp 34 - 35 & Rufus Dye Mission History log.

04-Apr-68

7941

The 388 TFW issued an order designating F-105 Instructor Pilots, Flight Examiners, and Functional Check Flight Pilots and EWOs. The names on the order were:

Instructor Pilots (34 TFS)

Maj Roger D. Ingvalson
Maj Spence M. Armstrong
Maj Donald W. Hodge
Maj Eugene P. Beresik
Maj Robert G. Moore
Maj James H. Metz
Maj William P. Shunney
Maj Carl B. Light
Maj Melvin L. Irwin

Instructor Pilots (469 TFS)

Lt Col Dwight E. Mason
Maj Thomas W. C. Birge
Maj Charles C. Vasiliadis
Maj Francis J. Byrne
Maj John H. Tobin
Capt William O. Harris III
Capt Robert J. Furman
Capt Peter K. Foley
Capt Robert W. Ferrel

Instructor Pilots (44 TFS)

Maj Michael S. Muskat
Maj Robert S. Beale
Maj William Baechle
Maj Robert H. Braden
Maj Richard E. Steere
Maj Harrison W. Matthews
Maj Allan L. Young
Capt Charles W. McConnell

Flight Examiners (34 TFS)

Maj Roger D. Ingvalson
Maj James H. Metz

Flight Examiners (469 TFS)

Capt Robert J. Furman
Capt Peter K. Foley

Flight Examiners (44 TFS)

Maj Harrison W. Matthews
Maj Robert H. Braden

Functional Check Flight Pilots (44 TFS)

Maj Michael S. Muskat
Maj Robert S. Beale
Maj John F Unangst
Maj Emmett E. "Ez" Ott
Maj William Bechle
Maj Richard E. Steere
Maj Robert H. Braden
Maj Allan L. Young
Maj Harrison W. Matthews

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Maj John H. Revak
Capt Joseph A. Grimaud
Capt David L. Ferguson
Capt John W. Gross
Capt Charles W. McConnell

Instructor EWOs (44 TFS)
Capt Thomas J. McGuire IV
Capt Kyle Stouder
Capt Lary G. Burleigh
Capt Donald E. Samanski
Capt John A. Stetson
Capt James G. Violette

Functional Check Flight EWOs (44 TFS)
Maj Stanley E. Goldstein
Capt Thomas J. McGuire IV
Capt Robert W. Carter
Capt Kyle Stouder
Capt Ronald L. Hager
Capt Lary G. Burleigh
Capt Donald E. Samanski
Capt Anatole Radko
Capt James T. Wallace
Capt John A. Stetson
Capt Ralph D. Bohr
Capt James G. Violette
Capt Richard R. Gordy
Capt Herman E. Chelette
1Lt Leonard M. Marsico

388 Combat Support Group, Special Order AA-58 dated 4 April 68 from John Revak.

16-Apr-68

6567

The 34 TFS, 388 TFW, launched "Waco" flight from Korat. The lineup was:

#1 - Maj Eugene Paul Beresik
#2 - Capt Anthony F. Germann
#3 - Capt William A. Thomas, Jr.
#4 - Capt Joseph S. Sechler flying his 31st combat mission. He logged 2:50 flying time.

Joe Sechler, mission log via e-mail 28 Apr 10.

26-May-68

6819

Flying as "Kaiser 2" on his 77th mission, Lt Col Rufus Dye, Jr., 34 TFS, attacked a mortar position in South Vietnam. "100%. One mortar destroyed."

Maj Eugene P. Beresik from the 12 TFS but flying with the 34 TFS received a Distinguished Flying Cross (First Oak Leaf Cluster) (Posthumous) for the mission he flew today.

"Maj Eugene P. Beresik distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 Thunderchief pilot over North Vietnam on 26 May 1968. On that date, Major Beresik was the leader of a flight of Thunderchiefs which attacked a heavily defended antiaircraft artillery site. Despite intense and accurate fire from many sites throughout the area, Major Beresik made repeated bombing attacks which resulted in the destruction of one firing position and heavy damage to another. The professional competence, aerial skill, and devotion to duty displayed by Major Beresik reflect great credit upon himself and the United States Air Force."

Rufus Dye Mission History log & Citation to Accompany the award of the Distinguished Flying Cross (First Oak Leaf Cluster) (Posthumous) to Eugene P. Beresik provided by Paul Jansen in e-mail 16 May 2019.

31-May-68

3763

Two months after President Johnson restricted Rolling Thunder to Route Pack 1 in the southern area of North Vietnam, the Air Force began conducting large-scale practice exercises to simulate a typical strike further north in RP-

Eugene Paul Beresik

F-105 History

5 and RP-6. The 388 TFW history described this program. "... In early April, the wing began launching Alpha (strike forces) missions intermittently. This was to keep air crews proficient in flying as strike forces.

"The original recommendation called for one Alpha mission per week. However 7th AF determined it was not possible to do this weekly due to commitments in SVN.

"The Alpha launches actually were carried out as fragged by 7th AF, every 15 days, the first being 9 May 1968. The entire force would roll in on the fragged target as though it were a target in the higher route packages."

F-105s from the 355 TFW and 388 TFW flew one such mission on Friday 31 May 1968.

The 355 TFW history told of their EB-66 standoff jamming support to the mission. Three EB-66Es, three EB-66Bs, and two EB-66Cs from the 355 TFW at Takhli, provided active ECM support while a third EB-66C performed strike electronic reconnaissance during multiple strikes in RP-1.

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The call signs of the EB-66 flights were "Thrush", "Weep" and "Merco". The EB-66s orbited along the eastern border of Laos and in the Gulf of Tonkin. "The support should have been optimum, since all of RP-1 was sandwiched between these aircraft. One of 44 total aircraft taking part in the exercise was damaged by 37-mm AAA fire. Only two instances of AAA fire were recorded. No SAMs were launched. Intelligence sources indicated that EB-66 jamming was successful in denying accurate tracking information to the North Vietnamese Air Defense System."

Despite these claims, three aircraft were lost to AAA in the area, probably after the EB-66s withdrew after supporting the practice Alpha strike:

* An F-105D "No Trump 01", whose pilot, Maj Eugene P. Beresik from the 34 TFS, was KIA.

* A Navy A-7A from USS America, call sign "Streetcar 304". Lt Kenny Wayne Fields, after three days on the ground, was rescued in Laos.

* An A-1H whose pilot, Capt Edward W. Leonard, "Sandy 7", who was coordinating rescue efforts for Lt Fields, was captured after two nights on the ground and spent the rest of the war as a POW. He was released on 28 March 1973.

A second A-7A from USS America, call sign "Streetcar 307", (wingman to Lt Fields) crashed due to his engine flaming out after refueling while heading back to his ship. Its pilot, 23 -year old Lt (JG) Fredrick Charles Lentz, Jr. (known as "Iceman") was picked up from the water by Jolly Green 07 piloted by Capt William E. Brennan from the 37 ARRS.

("Vietnam Air Losses", pg 151 & Mission Narrative Report (1-3-58, 31 May 68) dated 4 Jun 68 & "The Rescue of Streetcar 304", pp 108-109, 302-303.)

388 TFW history Apr - Jun 68, USAF microfilm NO584, frame 0761 & 355 TFW history Apr - Jun 68, USAF microfilm NO464, frames 0625 - 0627

31-May-68

6552

"Detroit" flight, two F-105s from the 34 TFS, was part of the strike force in RP-1. The pilots were:

#1 - Capt Joseph S. Sechler, flying his 50th mission logging 3:10 flying hours.
#2 - Capt Lawrence L. Bogemann

After completing their missions for the practice Alpha strike, "Detroit" flight joined with the two-ship "No Trump" flight led by Maj Eugene Paul Beresik with wingman Maj Richard E. White. They were directed to strafe AAA sites on

Eugene Paul Beresik

F-105 History

Hon Co (Tiger) Island off the coast just above the DMZ.

Joe Sechler described what happened. "My flight and his flight, after hitting our main targets were directed to go strafe some enemy gun positions on an island off the coast of N. Vietnam. On the way there we decided to join up as a four-ship. The FAC marked the position and we started to work. On one particular pass this fellow [Maj Beresik, "No Trump 01"] got too low and they let him have it. He called out he was hit and was going to bail out. No one saw him for a long time, so I took it on down low in a direction away from the island in which I thought he would go while staying with his plane as long as possible. I had just gone past some clouds when I saw it ... a bright orange and white chute floating down toward the water. I began making a tight circle around him, trying to follow him all the way down so as to direct the Jolly Green in or someone else. But I lost him. I couldn't believe it -- I was so close to him and the only one to see him hit the water. I couldn't forgive myself for losing him. I flew over the area several times and finally had to leave for low fuel. I can't help feeling I could have performed in a more efficient manner and maybe saved his life. I know they will classify him as missing in action, but in my own mind he went under, possible because of being wounded. If he had been OK he would have deployed his life saving gear and crawled into his raft. What a helpless feeling for me that day."

Larry Bogemann recalled how Beresik was hit. "Gene pulled up after the initial strafe to start his second pass. I had to pull off my dive because he had re-entered directly under me. He was hit in that pass and ejected. We saw the chute but when we came back around we saw no signs of a chute in the water."

Probably in response to Nora Beresik's efforts in asking the Air Force to declare her husband as MIA not KIA, on 8 July the Military Personnel Center at Randolph AFB TX asked Korat for details about his loss. Members of the 388th Combat Support Group Public Affairs Office interviewed Major White, Capt Bogemann and Capt Sechler and responded two days later in a TWX message.

"Altitude of fully deployed chute was 3,500 to 4,000 feet. ... Maj White stated that he was within 100 feet of Major Beresik as chute was descending. He did not see a life raft deployed on descent nor did he see any indication that LPU's had been inflated prior to impact with water. ... He or the other flight members did not see any sign of a raft or anyone swimming in the water. ... Estimated distance from Tiger Island to water impact was three miles." The message also stated: "We believe that a life raft in the water could be undetected by circling high-speed aircraft but should have been seen by SAR aircraft. A swimmer could go undetected by all concerned." (388 CSG/CBPO/PA TWX 100950Z Jul 68 provided by Paul Jansen, e-mail 16 May 19.)

The Forward Air Controller directing the F-105 attack against the ground guns on Tiger Island was Capt Robert Wiltuck, 20 TASS, flying an O-2 from Da Nang using call sign "Covey". He told his story in a 16 July 68 message also to the Military Personnel Center at Randolph AFB TX.

"... On No Trump One's second pass, he received ground fire, which was probably 23mm He made three radio calls prior to ejection. The first two were on the discreet UHF frequency 'I've flamed out', slight pause, 'I'm hit', and then switched to Guard and transmitted 'Mayday, Mayday, Mayday'. I personally did not see him eject or come down in his parachute due to cloud cover. ... No beeper or voice transmissions were received which could definitely be connected with No Trump One. I personally heard a beeper approximately 30 minutes after the ejection and it was not heard by any other aircraft in the SAR effort. The pilot landed in the water and the current was drifting northwest which would cause the pilot to float toward the coast of North Vietnam. When I heard the beeper, I was tracking northwest from the spot where the pilot landed and was under a thunderstorm on the deck. I personally never saw the pilot, parachute or any raft after the ejection, although one of the fighter pilots said over radio that he ejected, and had a good chute, and that he thought he was getting into the raft."

Capt Wiltuck was probably hearing calls about the ejection of and SAR for the Navy A-7 pilot "Streetcar 307" who did get into his raft before being rescued at the north end of Tiger Island.

(161916Z Jul 68 TWX from 366 CSG Danang to USAF MPC, provided by Paul Jansen, e-mail 16 May 19.)

Joe Sechler, mission log via e-mail 28 Apr 10 & Joe Sechler letter to his wife dated 5 June 1968 & Larry Bogemann e-mail 23 June 2019.

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F-105D 600409 34 TFS 388 TFW Korat Hit by gunfire while strafing a Tiger Island gun site in RP-1, North Vietnam. Crashed at sea off the coast of North Vietnam. 17-10N 107-20E Maj Eugene Paul Beresik 34 TFS pilot ejected but he could not be rescued and was declared MIA then KIA. Call sign: "No Trump 01". "On 31 May, Maj. Eugene P. Beresik, 34 TFS, was downed. Cause of the loss is unknown. He was on an armed recce when his aircraft went down about 20 miles southeast of Dong Hoi, near Tiger Island. He was declared killed in action. ... Maj Beresik was the lead aircraft in a flight of two F-105s. NO TRUMP flight had completed its primary mission and had been directed to return to ... an island called Tiger Island in the Gulf of Tonkin to strafe. There was another flight of F-105s, call sign, Detroit, who had completed their primary mission and had joined NO TRUMP flight."

"NO TRUMP 02" was Maj Richard E. White.

"Detroit" flight consisted of #1 Capt Joseph S. Sechler, flying his 50th mission, and #2 Capt Lawrence L. Bogemann.

"Detroit 01 and NO TRUMP 02 heard NO TRUMP 01 call that he was hit and was bailing out. He repeated the bail out call. NO TRUMP 02 stated that Maj Beresik's voice sounded strange, like he may have been hit personally or was under some strain. He also saw a large puff of smoke and saw aircraft hit the water about 5 or 6 miles east of Tiger Island. He and the two members of Detroit flight saw the chute descending. NO TRUMP 02 and Detroit 01 saw the chute hit the water approximately 2 - 3 miles east of the island. Detroit 01 saw the chute collapsing. He made a turn in order to make a low pass and lost sight of him. NO TRUMP 02 and Detroit 02 lost sight of the chute at approximately the same time. There was no beeper signal heard, no radio contact and no survival equipment sighted. There were two Covey FACs and a Jolly Green helicopter in the immediate area. SAR was conducted. SAR was terminated at 1945 Hrs due to darkness... ." (Rescue Mission Report 1-3-57, Call # K318.2411-5, IRIS # 911233.)

Maj Beresik had flown 73 missions into North Vietnam, five of which had been to RP-6. He was PCS to Korat from the 12 TFS at Kadena and intended to return to Kadena and his wife and two young sons after flying 100 missions. He was the assistant ops officer of the 34 TFS. On 2 June 1968, his status was changed from MIA to KIA with his date of death 31 May 1968.

Maj Beresik was born 3 March 1933. He entered the service from Webster, Massachusetts. His body was not recovered. His name appears on the Vietnam War Memorial Wall Panel 62W Line 5.

*388 TFW History, Apr - Jun 68, USAF microfilm NO584, frame 0769 & Joe Sechler mission log via e-mail 28
Apr 10 & Larry Hoppe, former 12 TFS pilot, e-mail 11 Sep 06.*

31-May-68

8090

Many planes responded to the search for Maj Eugene P. Beresik after he was shot down near Tiger Island.

Jolly Green 28 was the first of the helicopters to arrive. The chopper was piloted by 1Lt Jack Columbus Rittichier, an exchange pilot from the U.S. Coast Guard, with his copilot Capt Ronald G. Spray from the 37 ARRS out of Da Nang AB, SVN.

In his daily diary, Capt Spray described his 12th combat mission. "Friday, May 31st: Attended intelligence briefing at the command post at 8:00 AM. Crewed up with Lt. (USCG) Jack Rittichier again to fly afternoon Gulf Orbit. It was supposed to be just 30 minutes on station. HQ 7th Air Force at Saigon coordinated our Orbit schedules to coincide with fighter strikes scheduled for North Vietnam. We never knew until the day of the air strikes whether we were to be scheduled for Gulf Orbit coverage.

"At 5:00 PM we had a mission kick off at three miles SE of Tiger Island. An F-105 pilot had bailed out after being hit during a strike on the Island. We, as well as two other Jollies, skimmed the waters around the island while many other aircraft including an F-105 (Wild Weasel), an F-100 (Misty FAC), several A-1Hs (Spads), an O-2 (FAC), and Crown (C-130) circled around above out of range of the guns on Tiger Island. We, however, kept circling closer and closer to the island only to encounter 50 caliber and 23 mm cannon fire being lobbed at us as we got to within a mile of the

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F-105 History

island's beach. Needless to say we high-tailed out of there, putting distance between us and the island as the enemy were firing shells right up our tail pipes. They probably didn't get any closer than 50 yards with their artillery, but we decided not to get that close again.

"We started running low on fuel around 6:30 and had to head back to Quang Tri to refuel. We then returned to the search area to continue looking for any sign of the pilot or his aircraft until 8:30 when the search was called off due to darkness. The other aircraft had spotted an oil slick south off the island and figured that's where his plane went in, but we never saw his chute or any part of his aircraft on the water. We believe that either the enemy from the island captured him or the sharks got him. We returned to Da Nang and landed at 9:35, logging 7+00 hours of flying time for the day."

After he returned from leave in Japan, on 18 July 68 Capt Spray, the copilot of Jolly Green 28, provided more details in a statement responding to the Military Personnel Center inquiry. "I received the Mayday call from No Trump one while flying south, only 10 NM southeast of his position. We were over the area of the reported ejection five minutes later searching between 200 and 500 feet above the water. Considerable confusion existed as to the exact location of splash down. No Trump Two (wingman) had declared he'd seen a good chute and the chute hit the water between 2 and 3 miles southeast of the target. But No Trump Two had departed immediately after the ejection due to a low state of fuel. No Trump Two returned one hour and 30 minutes later to aid in the search and confirmed the above position. In the meantime two other Jolly Green rescue helicopters, an F-100, another F-105, two O-2Js (FAC) and a surface naval destroyer continued the search in all quadrants around the target. After the exact position had been pinpointed by No Trump Two after his return, a smoke flare was dropped to mark the position on the water and an expanding square search pattern with less than one tenth of a mile separation between tracks was flown at 200 feet above the surface. No beeper, voice contact, or visual contact with any of No Trump One's equipment or remains were seen during the entire rescue search by Jolly Green 28. Jolly Green continued to search under an estimated 2000 to 3000 feet overcast for a total of two hours and thirty minutes before dark, and another hour after dark before returning to the base." (366 CMBSPTGP Danang AB RVN TWX 180610Z Jul 68.)

NOTE: 1Lt Jack Rittichier, the pilot of Jolly Green 28 on 31 May 68, was killed on 9 June 1968 while he and the three members of his crew in JG 23 were attempting to rescue First Lieutenant Walter R. Schmidt, a Marine A-4E pilot downed inside the Laos border near the A Shau valley. (<http://www.arlingtoncemetary.net/jcrittichier.htm>)

A Jolly Green from the 37 ARRS also responded to Maj Beresik's loss. JG 07 was flown by Capt William E. Brennan as RCC with copilot Capt John L Lenamon. However, they diverted to rescue Navy A-7 pilot Lt (JG) Fred C. Lentz, Jr. wingman of Lt Kenney W. Fields "Streetcar 304".

From Capt Brennan's mission narrative report: "Jolly Green 07, low bird on alert at Quang Tri, was scrambled at 0900Z on 31 May 68 to search for No Trump, an F-105, down in the vicinity of Tiger Island. At 1104Z, during the course of the search, a beeper was heard northeast of the island. Jolly Green 07 proceeded northbound at 1112Z. The down aircraft was Streetcar 307"

They successfully rescued Lt Lentz.

*Ronald Spray, e-mail 8 June 2019 & Mission Narrative Report (1-3-58, 31 May 68 dated 4 June 1968),
provided by Ron Thurlow, June 2019.*

01-Jun-68 06-Jun-70

8091

On 1 June 1968, the Air Force notified Maj Eugene Paul Beresik's wife Nora that her husband had been shot down in Vietnam.

Over 50 years later, she wrote about her reaction. "... Since we owned our own home on Okinawa and he planned to return to Kadena once he had flown his 100 missions, I was allowed to stay on the island with Michael & Paul, 4 & 6 year olds. ... In April 1968, I [had been] interviewed by Tom Weiru, the editor of the Family Section of the Air Force Times for an article 'Waiting Wives in the Pacific' published Sept 1968. He asked me if I worried about Gene flying missions over North Vietnam. My response at that time was no, I didn't worry about Gene; we had two small boys I

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had to worry about and if something was going to happen to Gene it would happen regardless.

"[Gene] called 30 May and told me Roger Ingvalson had gone down on Tuesday 25 May. My thoughts after his phone call turned to the old adage 'It goes in threes' and even told my neighbor the next day, 'It's Gene's turn ... he flew with Jim Metz in April and capped him; flew with Roger on Tuesday.' Her response, 'Dammit Nora, you haven't worried about the last 72 [missions] -- you aren't going to worry about the next 28.'

"When I was notified 1 June, Saturday, that Gene had been hit the day before, it was no surprise to me; perhaps a fatalist attitude that was so strong. The biggest shock was being told on 6 June that he was being declared KIA, knowing that a flight member had seen a chute deployed; if there was any way he could have survived he would have!

"... I decided I needed to contest his KIA status. I was told by Col Anderson at Kadena [18 TFW commander Col Clarence E. 'Bud' Anderson] that I couldn't do this, regardless of my feelings – but I felt strongly that Gene would have expected me to do just that! ... My response was, 'Show me an Air Force regulation that tells me I can't'.

"A dear friend, Jeanette Bean, wife of Col James Bean who was our commander at Nellis 61- 64 - shot down 3 Jan 68 [becoming a POW] - worked at the Pentagon and literally walked the halls ... to find out who I should write to in contesting Gene's status. She wrote back with General Dixon's name [MG Robert J. Dixon]."

On 21 June, Nora first wrote to BG George E. McCord who worked in the office of Deputy Chief of Staff for Military Personnel at Randolph AFB TX. She followed up with a letter to Maj Gen Dixon on 27 June. At the time, Gen Dixon was the Assistant DCS/Personnel for Military Personnel at Randolph. (He later became vice commander of Seventh Air Force in Saigon and then, on 1 Oct 1973, the four-star commander of Tactical Air Command.

"... In my opinion," she wrote to Gen Dixon, "the facts do not provide conclusive evidence of my husband's death. I realize his situation does not offer too much encouragement and I have communicated this fact to my husband's family. However, I will not accept that Gene is dead and will continue to refuse to do so unless more specific information indicates otherwise. ... I do not think that the facts justify his being carried KIA. Will you please assist me in having Gene's status reviewed? Acknowledgement by the Air Force that his case is not hopeless will provide all of us with a very welcomed degree of encouragement."

General Dixon replied on 19 July 1968. "I have personally reviewed Major Beresik's case file in response to your request that his status be changed to missing in action. ... All of the evidence, including eyewitness statements and comprehensive reports from search and rescue forces, leads us to support the judgement of your husband's commander in determining that your husband was killed in action. ... Be assured that Major Beresik's case has received careful study and reviewed by our specialists who are in complete agreement with the findings and conclusions. All of us here are deeply conscious of the great loss which you have sustained and of the sacrifice which Major Beresik made for our country. Please accept my heartfelt sympathy."

After receiving Gen Dixon's reply, Nora gave up her efforts to have her husband declared MIA instead of KIA. "At that point I knew it was time to leave Okinawa for England and eventual return to Las Vegas."

Her son Paul told of their life in Las Vegas. "Mom was introduced (blind date) to a widowed FBI Special Agent William (Bill) D. Jansen in early January 1970. They were introduced by mutual friends and were married at Nellis AFB on June 6th, 1970. Bill legally adopted us shortly thereafter. ... Bill raised us as his own, never once said 'they're not my kids' when we were screwing up royally as teenagers, especially me.... He retired from the FBI and was sworn in as a judge on his 50th birthday on 13 September 1985. He's been in Justice Court ever since.

" ... Mom, Mike and I like to say 'we were blessed twice' both with Gene and Bill."

Nora Jansen's letter 19 May 2019; Nora Beresik letter to Gen Robert J. Dixon, 27 June 1968; Gen Dixon's letter to Mrs. Nora T. Beresik, 19 July 1968; Paul Jansen, e-mail 10 June 2019.

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F-105 History

The 34 TFS flew its last F-105 mission before it converted to F-4Es at the 388 TFW, Korat RTAFB, Thailand.

The F-4Es were delivered on 11 May 1969 by the 40 TFS from Eglin AFB FL. The 40th changed its designation to the 34 TFS when it arrived at Korat. "...They were met with cold beer, a lei, a parade of smoke bombs, water hoses, and welcomed through most of the streets of Korat ...". The 40th designation returned to Eglin.

The final 34 TFS squadron commander with F-105s was Lt Col Harvey W. Prosser, Jr. When the squadron converted to F-4Es, he was replaced by Lt Col Joseph M. Potts. Col Prosser was reassigned to Kirtland AFB, NM where he flew the F-4 and F-104.

On 10 May 1969, Capt Clayton Bane Lyle III was one of the F-105 pilots who transferred from the 34th to the 44 TFS. (Bane Lyle, e-mail 20 Aug 2010.)

1Lt Joseph W. Widhalm, assigned to the 34 TFS in January 1969, also transferred to the 44 TFS. (Joe Widhalm, e-mail 7 May 2012)

Maj William R. McDaniel, Capt Charles J. Ferrari and Capt Eben D. Jones were other 34 TFS F-105 pilots who transferred to the 44th. 1Lt Daniel P. Seals transferred to the 357 TFS at Takhli.

After flying 58 combat missions into Laos, the last one today 9 May 69, 1Lt Alan B. Reiter also transferred from the 34 TFS to the 44 TFS on 10 May. In the 44th, Lt Reiter was assigned F-105D 59-1759, which he named "Summertime Blues". "The name came from a 1958 rock song by Eddie Cochran." (Alan Reiter's AF Form 11 & e-mails 19 and 22 Feb 15.)

On 11 May 1969, the 34th distributed its F-105s to the 355 TFW at Takhli, RTAFB and to the 44 TFS, the only unit still flying F-105s at Korat. The 44 TFS possessed 23 F-105s. Its squadron commander was Lt Col Herbert L. Sherrill who had replaced Lt Col Guy J. Sherrill on 12 March 1969.

F-4E pilots of the 388 TFW called the F-105 "Thud" ("... cause that's the sound it makes when it crashes!") while Korat F-105 pilots referred to the F-4E as the "Thumb" (Two-Hole-Ugly-Mini-Bug). (388 TFW history)

Harvey Prosser commented on the attitude of the F-4 pilots. "They were not a happy bunch. I could have as many F-4 guys switch to 105s as I wanted. All the 34th young guys and the old F-4 pilot Gibbs much preferred the Thud. We put up a big sign at the entrance to the O Club stating 'Tiny Tim flies F-4s'. The new F-4 guys refused to take it down and it stayed up for at least a month when the Wing Commander commanded the 34th pilots to remove it because it hurt the F-4 pilots' feelings. Also, the nickname for the F-4 at Korat at that time was Mini-Buff. Again, at the Wing Commander's order, we desisted." (Harvey Prosser, e-mail 2 Feb 10)

During the time the 34th flew F-105s, the squadron received three Outstanding Unit Awards and a Presidential Unit Citation. After it began flying F-4Es, the squadron received its fourth Outstanding Unit Award for the period 1 July 1968 to 15 September 1969 as well as the Republic of Vietnam Gallantry Cross With Palm for the period 15 May 1966 to 29 January 1973. (James Geer, "The Republic F-105 Thunderchief Wing and Squadron Histories", Schiffer, 2002, pg 241.)

However, in its 3 years of flying the F-105, the 34 TFS paid a high price. Pilots assigned or attached to the squadron lost 39 planes to combat and accidents -- 37 "D" models and two "F" models -- enough to equip the squadron more than twice over. Thirteen squadron pilots died in combat (KIA), three more in accidents. Four pilots survived accidental crashes, ten were rescued, and 11 more became POWs, one of whom died in captivity. The following recaps each of the squadron's 39 losses, the pilots involved, and their fate:

Date	F-105	Last Name	Fate
1. 03 Jun 66	58-1171	Pielin	Rescued
2. 15 Jun 66	62-4377	Kelley	Rescued

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3.	21 Jun 66	62-4358	Sullivan	KIA
4.	30 Jun 66	62-4224	Nierste	Rescued
5.	15 Jul 66	59-1761	Hamby	Rescued
6.	20 Jul 66	62-4308	Lewis	KIA
7.	21 Jul 66	62-4227	Tiffin	KIA
8.	06 Aug 66	62-4315	Rutherford	Rescued
9.	17 Sep 66	61-0191	Rutherford	Rescued
10.	10 Oct 66	62-4300	Bullock	Died
11.	10 Jan 67	62-4265	Gauley	KIA
12.	19 Mar 67	61-0123	Austin	KIA
13.	05 Apr 67	62-4395	Youngblood	Survived
14.	12 May 67	63-8269 (F)	Pitman	KIA
			Stewart	KIA
15.	15 May 67	62-4429 (F)	Heiliger	POW
			Pollard	POW
16.	02 Jun 67	61-0190	Smith	POW
17.	04 Jun 67	61-0148	Kough	Rescued
18.	15 Jun 67	61-0213	Swanson	KIA
19.	17 Oct 67	61-0205	Andrews	POW
20.	17 Oct 67	62-4326	Odell	POW
21.	17 Oct 67	60-0425	Sullivan	POW
22.	27 Oct 67	62-4231	Flynn	POW
23.	28 Oct 67	62-4356	Waldrop	Survived
24.	19 Nov 67	58-1170	Vissotzky	POW
25.	04 Feb 68	60-5384	Lasiter	POW
26.	14 Feb 68	60-0418	Elliot	KIA
27.	15 Apr 68	61-0206	Metz	POW Died
28.	25 Apr 68	60-0436	Givens	Died
29.	14 May 68	61-0132	Bass	Died
30.	28 May 68	61-0194	Ingvalson	POW
31.	31 May 68	60-0409	Beresik	KIA
32.	08 Jun 68	61-0055	Light	Rescued
33.	13 Jul 68	60-0453	Confer	Survived
34.	01 Sep 68	60-0512	Thaete	Rescued
35.	17 Nov 68	61-0092	Dinan	Survived
36.	11 Feb 69	62-4256	Zukowski	KIA
37.	17 Mar 69	61-0104	Dinan	KIA
38.	29 Mar 69	62-4270	Stafford	Rescued
39.	03 Apr 69	62-4269	Christianson	KIA

388 TFW History, Apr - Jun 69, USAF microfilm NO586 .