

James P. Gauley

F-105 History

03-Nov-66

6557

In the 4520 CCTW at Nellis AFB, NV, F-105 Class 68-B graduated 13 pilots from USAF Operational Training Course number 111506E. The pilots were TDY en route to their SEA assignments. The class had started with 14 students on 21 June 1966 and had been assigned to the 4523 CCTS. The student pilots, their home bases and commands, and their SEA assignments (where known) were:

Lt Col Gordon A. "Swede" Larson - Homestead AFB FL (SAC). Assigned to the 469 TFS.

Maj Alan H. Allison - Hamilton AFB CA (ADC)

Maj Clarence H. "Klu" Hoggard - Vandenberg AFB CA (SAC). Assigned to the 421 TFS.

Maj Jack W. Hunt - Bunker Hill AFB, Peru IN (SAC). Assigned to the 354 TFS at Takhli.

Maj Charles E. Irwin - Truax Field, WI (ADC). Assigned to the 34 TFS.

Maj Rial D. Lowell - Edwards AFB, CA (AFSC). Assigned to the 469 TFS.

Maj Robert G. Miner - Vance AFB OK (ATC). Assigned to the 34 TFS.

Maj John B. Owen, Jr. - Lackland AFB, TX (ATC). Dropped from the class.

Maj Donald L. Tarver - Randolph AFB, TX (ATC). Assigned to the 421 TFS.

Maj William S. Van Gilder - Wright-Patterson AFB, OH (AFSC). Assigned to the 469 TFS.

Capt Franklin A. Caras - Oklahoma City AFS, OK (ADC). Assigned to the 421 TFS.

Capt James P. Gauley - Carswell AFB, TX (SAC). Assigned to the 34 TFS.

Capt Raymond F. Jauregui - Fairchild AFB, WA (SAC). Assigned to the 34 TFS.

Capt John L. Smith - Sembach AB, Germany (USAFE). Assigned to the 421 TFS.

Lt Col Gordon A. "Swede" Larson was born 15 Nov 1927, and entered aviation cadet training at Waco TX on 29 Sept 1948. In May 1949 he went to Nellis for advanced training in P-51 Mustangs and got his pilot wings in Sept 1948. He flew P-47s and F-84s in Germany and then, in Nov 1952, was assigned to Del Rio TX as a gunnery instructor. Following assignments at Luke AFB and Osan AB, he flew B-47s from Lockbourne AFB OH in 1958, then, in 1960, B-52Hs at Homestead AFB, FL. After his F-105 training, he was assigned to the 469 TFS at Korat. (Autobiography of Gordon Albert Larson at <http://www.soft-vision.com/hanoi/larson/index2.php>)

Maj Charles E. Irwin graduated from Oklahoma State University under AFIT with an engineering degree in 1965 and "... barely got settled at Truax when selected for F-105s. ... [After F-105 training] I went through survival schools in Washington State and Clark AB, then reported to the 34 TFS in January 1967." (Chuck Irwin, e-mail 6 Apr 10.)

Maj John B. Owen was dropped from the class on 8 Sept 66. He was "... placed in 'Holdover' status due to medical causes." (SO MD-33) On 10 Sept 66, under SO MD-41, he was dropped from the class and "... reassigned to Sewart AFB Tenn for humanitarian reasons."

Special Orders MD-22 (provided by Chuck Irwin, 5 May 10) and MD-33, Hq 4520 Combat Support Group, dated 21 June 1966 and 9 Sep 66 & History of USAF TFWC, 1 Sep - 31 Dec 66, AFHRA Call # K417.0735 Vol III.

10-Jan-67

F-105D 624265 34 TFS 388 TFW Korat Hit by unknown gunfire while diving on a supply area in Laos. Crashed in Laos. 19-08N 103-41E Capt James Paul Gauley 34 TFS pilot ejected but chute failed. KIA. Rescue crew did not recover his body. Call sign: "Zorro 02". "Capt James P. Gauley ... Ejected when his aircraft went out of control during recovery from a dive bomb run. Captain Gauley bailed out in the vicinity of 19-08N-103-49E and his parachute streamed. Pararescue men, on the scene, parachuted into the area and located the body. Captain Gauley was listed as killed in action (KIA)." (388 TFW history)

The rescue report provided further information. "The pilot's wingman [Zorro 01] contacted an Air Force C-47 which relayed the distress info direct to Det 2. Two HH-3Es and four A-1Es were scrambled. One PJ was lowered to the ground. He saw the downed pilot and reported he was torn in two, obviously dead, and his chute was a streamer. He could not get to the deceased because of the terrain and estimated it would take six men and ropes to reach him. The

James P. Gauley

F-105 History

terrain of 5100' precluded hover. No ground fire was encountered."

The location of the downed pilot was 115 NM NE of Udorn at coordinates 19-07N and 103-48E in Laos.

Capt Gauley was born 22 March 1939. He entered the service from Ringwood, Oklahoma. His name appears on the Vietnam Memorial wall on panel 14E line 5.

History of the 388 TFW 1 Jul - 31 Dec 1963, USAF microfilm NO583 & Handwritten rescue info report 2-3-3 from OL 2 3rd ARRGP, AFHRA Call # K318.2411-5, IRIS # 910820 & DET 2 3AARGP Udorn RTAFB TWX 101040Z Jan 68.

10-Jan-67

2405

Maj. Marlin R. Blake from the 13 TFS, Korat, RTAFB, Thailand, flew his 33rd combat mission. His flight consisted of four F-105Ds each carrying six 750-pound bombs.

"Stinger" flight. Take off at 1335. TOT 1445.

Stinger 1 - Maj Marlin R. Blake flying F-105D 59-1743
Stinger 2 - Maj Eugene L. Main flying F-105D 60-0425
Stinger 3 - Capt Wallace Grant Newcomb flying F-105D 61-0205
Stinger 4 - Capt Charles F. "Fred" Wilhelm flying F-105D 60-0494
Spare - Maj George H. Williams in F-105D 62-4387

Stinger was third of four F-105 flights from Korat: Mumbles, Tampa, Stinger, Fosdick.

"Refueled and went to BR "Dogpatch". Rescap in operation. Sent to RP-3 to drop. Returned for rescap. No need as pilot dead. Capt Gauley."

100 Mission Log of Maj. Marlin R. Blake

10-Jan-67

6282

Four pilots in a flight from the 469 TFS, 388 TFW, flew a mission into North Vietnam and Laos. The flight lineup was:

#1 - Capt Winfield Scott Harpe
#2 - Maj John A. Graff
#3 - Capt Charles C. "Clint" Murphy flying 59-1739 for 3 hours 25 minutes on his 49th mission followed by a non-counter.
#4 - Maj Ralph Lloyd Kuster, Jr.

"We were scheduled to go into northern Laos and work under Dogpatch Control. After coming off the tanker, we headed up across the Fish's Mouth toward Channel 97. When we checked in with Dog Patch, he was busy with two other flights. He sent us to Route 7 to recce while waiting for our turn with the FAC.

"After we felt that the other two flights had had time to finish, we checked in on the strike frequency. The minute we checked in, we could tell something had just happened. The FAC was shouting directions into the mike. It wasn't long before we realized someone had crashed. It turned out to be 'Zorro 2' [Captain James P. Gauley, 34 TFS, KIA].

"Zorro Flight had taken off just in front of us. We checked in with Rescue Control (Crown Alpha) and advised them that we still had all our ordnance and were in the area if they needed us. He told us to stand by. We could see two FAC planes down in the hills with the rest of Zorro Flight circling. The FACs had located a chute, but there was no sign of life. Another bad sign was the fact that the pilot had not checked in with us on his survival radio.

"The FACs were reporting no enemy ground fire, so Control told us to go drop our ordnance in Route 7, then return for

James P. Gauley

F-105 History

RESCAP. Scott Harpe was not familiar with Route 7, so I took the lead. I found a break in the overcast and led the flight in to drop on a hilltop. There were numerous villages in the area, so I didn't want to drop through the clouds for fear of hitting one. Harpe then regained the lead and headed back for the target area.

"We flew CAP while the rest of Zorro Flight headed out for fuel. When they returned we headed back out to recycle. By the time we got back, it was all over. The Jolly Greens had come in and dropped two PJs to check on the condition of the pilot. They found him dead. They did not have the proper equipment to get him out of a deep ravine, so they had to leave him.

"When we returned, the pilots were literally in a boil. One of their friends had been killed on one of Col Chairsell's non-counters. It is not known if he was shot down or just lost control of the airplane, however, this does not matter. The fact is that one of our friends and an American fighting man's body is lying in a ravine tonight unable to be recovered, and he will not receive credit for having flown the mission because of a silly rule.

"I have seen moral at a low ebb before, but never to the extent that it has fallen among the pilots here.

"Captain Gauley was a member of the 34th TFS and was flying his 34th mission."

Clint Murphy, mission log.

11-Jan-67

6283

Capt Charles C. "Clint" Murphy from the 469 TFS, 388 TFW, flying F-105D 60-0530, led a two-ship flight on his 50th mission into North Vietnam. His wingman was Maj James S. Thompson. They returned to Korat after flying for 2 hours 20 minutes.

"Because of the in-commission rate of our birds, there was only one aircraft to be a spare in three flights. I had to sit on the end of the runway with my engine running in case someone aborted. The leader of the second flight did abort after I had been there for half an hour, so I assumed the lead. We took off and headed for Cricket after refueling. We dropped off Blue Anchor 76 about 80 miles south of 'Naked Fanny' and homed in on their TACAN to get a good Doppler fix using the TACAN.

"After we fixed our equipment, we turned east to cross the fence into Laos. I flew up south of Mu Gia to look at the weather. The clouds were like a large meringue up to the edge of a pie pan. They were just to the top of the mountains, but they hadn't spilled into the valley yet. The whole pass was open to within about three miles of the north end. I advised Cricket and he sent us to work with a FAC, then come back to recce when we had finished.

"When we located the FAC, he already had two A-1Es working with him on one of our famous so-called choke points. This looked like what has ably been described as the surface of the moon. The measly little load of 500-pounders with .01 fusing, we had wouldn't even move enough dirt to be noticeable.

"I instructed Major Thompson to drop in pairs and save the last two for our recce to Mu Gia Pass. We rolled our six million dollars worth of equipment in on what looked like a footpath. For the lack of anything else to hit, we were to try and crater it, which was almost an impossible task from our release attitudes. From 7000 feet it would really take a golden BB. We both missed as I expected.

"We then headed for Mu Gia overflying at high altitude. There was a known flak area just south of the opening. I found what looked to be a camouflaged road about half way up. One of my two bombs went right into the middle of it. With no bigger of a crater than a 500#er leaves, it will probably take every bit of five minute to fill the hole.

"I found out that the last remaining remnant of Monte Moorberg was wiped out in yesterday's crash. The aircraft #265 [F-105D 62-4265] that Captain Gauley was flying had belonged to Monte. It still had his wife's nickname on the side of it, 'Sweet Pea'".

James P. Gauley

F-105 History

Clint Murphy, mission log.

09-May-69

410

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.)

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 Gibs 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
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

James P. Gauley F-105 History

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)	Stewart	KIA
			Pitman	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