

Raymond F. Jauregui

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.

23-Apr-67

1318

F-105s from the 355 TFW and the 388 TFW, and F-4Cs from the 366 TFW, again struck the Thai Nguyen Iron and Steel works (JCS 76.00). The strike force had a total of 31 USAF aircraft expending 137 750-pound bombs and 20 CBU-24s. Other aircraft provided Iron Hand support to the attackers. It was the 11th USAF attack on this target since it was first struck on 10 and 11 March 1967.

The 355 TFW had 20 F-105s in 5 flights, one of which was an Iron Hand flight; the 388 TFW launched three flights with 15 F-105s; and the 366 TFW from Da Nang had one flight of four F-4Cs. One of the F-4Cs was shot down by AAA and the crew of another was credited with shooting

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down a MiG-21.

Lt Col Alan G. Nelson, commander of the 34 TFS, flying as "Hambone 1", was the strike force commander. Other pilots in "Hambone" flight were:

- #2 - Maj Charles E. Irwin
- #3 - Maj Raymond F. Jauregui
- #4 - Capt Jackie R. Youngblood

Korat's force "... comprised 16 F-105s plus Wild Weasel support. Camera film showed direct hits on the blast furnaces." The works were knocked out of operation.

"The purpose of the strike was to destroy the blast furnace area. This area had been struck previously but suffered minimal damage. Ordnance selected for this strike was 2 x 3,000# bombs (M-118) per aircraft. Four flights composed the strike force, with the 34 TFS flying lead and mission commander. Heavy thunderstorm activity was encountered during ingress and egress, but target area was clear to scattered. 'Hambone 3' had 57-mm engulf him to the extent that he could not be seen by 'Hambone 4' during the pulloff. Two MiG-21s trailed the flight during egress looking for stragglers. ... " (34 TFS history, 1 - 30 Apr 67, USAF microfilm NO584, frame 0067.)

Col Nelson received the Silver Star for this mission.

Takhli's Iron Hand flight that supported the strike against the steel plant was from the 357 TFS. Their flight consisted of:

- #1 - Capt Charles A. Hanson with EWO Capt John E. Geiger
- #2 - 1Lt Gordon L. "Gordy" Jenkins
- #3 - Capt Jerry N. Hoblit with EWO Capt Thomas W. Wilson, Jr.
- #4 - 1Lt Henry R. Hutson III
(Jerry Hoblit, e-mail 20 Mar 10)

Capt Hoblit and Capt Wilson were both nominated for an Air Force Cross for this mission. They destroyed a SAM site, engaged another site with anti-radiation missiles, and suppressed another using a high-angle strafe. They also supported the search and successful rescue of the crew of a downed escort F-4C from the 389 TFS, 366 TFW, out of Da Nang that was hit by flak while the strike force was flying toward the target. The Wild Weasel's F-105F was combat damaged and the crew landed at Udorn.

Capt Wilson's award was downgraded to a Silver Star (2nd OLC). Capt Hoblit's award was lost in the review process and delayed for over 36 years. Prompted by research done by Tom Wilson, Capt (by then Colonel, retired) Hoblit received the Air Force Cross on 20 June 2003, in ceremonies at Davis-Monthan AFB. (E-Mail, Tom Wilson to Ron Thurlow, 7 Jul 2003 & Air Combat Command news service announcement, 11 July 2003 & MiG Sweep Fall 2003, pg 5.)

The citation for Jerry Hoblit's Air Force Cross read: "The President of the United States of America, authorized by Section 8742, Title 10, United States Code, awards the Air Force Cross to Captain Jerry N. Hoblit for extraordinary heroism in military operations against an opposing armed force as an F-105 pilot near Thai Nguyen, North Vietnam on 23 April 1967. On that date, Captain Hoblit and his Electronic Warfare Officer flew the F-105F Wild Weasel in support of a strike force of fighter-bombers targeted upon the Thai Nguyen steel mill in North Vietnam. Once the flight separated, Captain Hoblit set his element up as a decoy to draw fire from a surface-to-air missile site. After outmaneuvering three missiles, Captain Hoblit led his wingman into a dive bomb to destroy this complex. As he fired his anti-radiation missiles at a second site, yet another site launched a

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missile and severely damaged the Wild Weasel leader's aircraft. Captain Hoblit diverted attention from the wounded aircraft, narrowly evading missiles fired at him. Despite having expended his bombs and missiles, Captain Hoblit pressed the attack, leading his wingman into a high angle strafe pass in the face of fierce automatic weapons fire; he continued the attack until assured his team leader had safely egressed the area. Captain Hoblit remained behind to assist in the successful rescue of an RF-4C Phantom reconnaissance jet aircrew that had been shot down earlier. [NOTE: It was an F-4C from Da Nang.] When Captain Hoblit finally landed at a forward air base, maintenance personnel confirmed high explosive incendiary rounds of ground fire had damaged his aircraft. Through his extraordinary heroism, superb airmanship, and aggressiveness in the face of the enemy, Captain Hoblit reflected the highest credit upon himself and the United States Air Force." ("Recipients of the Air Force Medal of Honor and Air Force Cross", by Eric R. Caubarreaux, pp 151 - 152.)

KA-71 film from today's strike showed bombs hitting the machine shop and in the fabrication area for barges, POL tanks, and bridge trusses. Approximately 200 feet of the center portion of the ore processing building had been collapsed from an earlier strike. Night IR photos showed the eastern and center blast furnaces were cold but the coke oven battery gave a hot return. (PACAF Rolling Thunder briefing to CINCPAC for the period 3 - 23 Apr 1967.)

"KA-71 strike photos on 1 May depicted the results of a bomb impact in the foundry area. The entire roof of one building had collapsed. An open hearth building in another area received additional damage as the result of direct hits which collapsed a portion of the roof and caused heavy internal damage."

"The status of the Thai Nguyen Iron and Steel Combine in early May as a result of the combined Air Force/Navy efforts [since 10 March] showed extensive destruction and damage to the machine shop/foundry area, the locomotive repair area, and the blast furnace area. Of the total 125 buildings located in the complex, approximately 50 buildings had been destroyed or damaged, and the target's function as a producer of pig iron terminated."

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1755 & Alan Nelson, letter to Ron Thurlow, undated but around April 2001 & Project CHECO, Rolling Thunder, January 1967 - November 1968, pg 6 & Project CHECO, Rolling Thunder 17 Nov 67, pg 8.

06-Jul-67

1341

F-105s from the 388 TFW struck the Vu Chua railroad yard (ART 1084).

"Two B-52 bombers were lost in the South China Sea as a result of a mid-air collision over the northern part of RVN."

Capt Jack A. Phillips from the 34 TFS flew his 83rd mission into North Vietnam. "Flight lead ..."
Other pilots in his flight were:
Capt Robert L. Martin
Maj Raymond F. Jauregui
Capt Charles E. Irwin

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Chronology of Seventh Air Force 1 July 1967 - 30 June 1968, pg 8 & Jack Phillips Mission Summary via e-mail 18 Mar 11.

31-Jul-67

3824

The 34 TFS history for July 1967 did not describe specific combat missions for the month but did acknowledge that "... medium altitude run-in techniques were utilized in conjunction with QRC-160 ECM pod formation. ... Limited use was being made of the AGM-12 missile against point targets." During the month, the squadron flew 345 combat missions, 342 into North Vietnam and 3 in Laos. "A slight decrease in the intensity of enemy AAA fire was noted during the month and no MiG

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encounters were reported."

"Combat pilot strength stood at 21 line pilots [up from 19 pilots reported in June's history].

"During the month of July, six squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: Majors Raymond F. Jauregui, Earl Johnston, James N. McClelland, John R. Whaley, and Captains Donald O. Austin and Jackie R. Youngblood. [Not listed in the unit history for completing 100 missions this month was Maj Charles E. Irwin who left Korat in early August 1967.] No losses were suffered during this month and six replacements were received during this period of time."

His 100th mission was the last flight in the F-105 for Maj Jauregui. Since starting his RTU class at McConnell in June 1966, he accumulated 351 hours in the airplane.

Maj McClelland's 100th mission on 22 July was also his last in the F-105. He had accumulated 340.6 hours in the airplane.

His 100th mission on 25 July was the last F-105 flight for Maj Whaley. He had accumulated 333.8 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

The incoming PCS pilots in July were: Maj Robert T. Campbell, Capt Irving E. LeVine, and Maj Clyde L. Falls, Jr.

Capt Lawrence G. Hoppe, Capt Rodney A. Skoglund and 1Lt Morris R. Schulmister arrived prior to 12 July 1967 on TDY from the 18 TFW at Kadena. By the end of July 1967, Capt Hoppe had flown 9 combat missions with the 34 TFS bringing his total counters to 31. (Larry Hoppe, AF Form 5.)

The squadron commander was Maj George G. Clausen. Maj Roderick G. Giffin was the Operations Officer.

388 TFW history, Apr Dec 67, Vol II, 34 TFS history, July 67, microfilm NO584, frame 0078 & 34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us/34tfs/scarf.htm> & Chuck Irwin e-mail 6 Apr 10.