

# James N. McClelland

## F-105 History

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06-Jan-67

229

The seventh F-105 RTU Class 67ER graduated at McConnell AFB KS. The class started on 22 August 1966 with 16 pilots. It was named "The Orphans" since it was assigned to three different fighter squadrons in the 23 TFW. It consisted of 1 Lt Col, 6 Majors, and 9 Captains. The class deployed 16 F-105s for conventional weapons delivery training to George AFB CA between 2 - 17 December 1966 with the 563 TFS, which had been reformed on 3 November 1966. The squadron commander was Lt Col Joe Pickett. The class completed required training on 16 December 66 but delayed graduation until 6 January 1967 due to the holidays.

The class pilots and their SEA squadron assignments were:

Lt Col Obadiah A. Dugan - 357 TFS  
Maj Donald F. Fryauf - 34 TFS  
Maj Wray C. Lasswell - 13 TFS  
Maj Albert J. Lenski - 333 TFS  
Maj James N. McClelland - 34 TFS  
Maj Dewey Lee Smith - 34 TFS  
Maj John R. Whaley - 34 TFS  
Capt James E. Chambers - 421 TFS  
Capt David H. Coats - 13 TFS  
Capt Tony A. Cox - ?  
Capt David W. Forgan - 34 TFS via Ryan's Raider training at Yokota  
Capt Jackie E. Moothart - 13 TFS  
Capt David L. Nichols - 357 TFS  
Capt Robert B. Piper - 421 TFS  
Capt Robert Allan Stewart - 34 TFS via Ryan's Raider training at Yokota  
Capt Thomas T. Walker - 34 TFS via Ryan's Raider training at Yokota

*23 TFW History, Jul - Dec 66, USAF microfilm MO554.*

12-Mar-67

1274

Twenty-one F-105s and four F-4Cs struck the Viet Tri Thermal Power Plant (JCS 82.17) for the first time. Pilots reported one large secondary explosion with orange fire from the generator hall/boiler house and numerous fires. The coal treatment building and the transformer yard were heavily damaged. "... We estimate it will take approximately 18 months to repair this plant." However, the plant was struck again a week later, on 19 March.

Three flights from the 34 TFS, 388 TFW, struck the Viet Tri Power Plant at coordinates 21-17-57N and 105-25-26E. Flight lineup was:

"Finch"

#1 - Maj William E. Augsburg, mission commander  
#2 - Maj John R. Whaley  
#3 - Maj Robert W. Johnson  
#4 - Capt John W. Swanson, Jr.

"Nelson"

#1 - Lt Col Joseph C. Austin  
#2 - Capt David C. Carter  
#3 - Maj Donald F. Fryauf  
#4 - Maj Earl Johnston.

"Possum"

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#1 - Maj William C. Eagle

#2 - Capt Jack A. Phillips flying his 17th & 18th missions into NVN. He was awarded an Air Medal.

#3 - Maj Harry Pawlik

#4 - Maj James N. McClelland.

The flight was probably recycled for RESCAP.

"'Finch' flight acted as flak suppression and each member had a preselected gun emplacement to attack. The two strike flights carried two 3,000-pound bombs each and were to attack the boiler room and generator hall. Gun emplacements attacked were completely neutralized and the only ground fire encountered came from a suspected hospital area north of the target."

Pilots from the 469 TFS also flew on this strike.

"Pilot BDA reported complete destruction of the target. The photo aircraft covering this strike was shot down by a surface-to-air missile while egressing the target area."

The photo aircraft, "Neptune 2", was RF-4C 65-0877 from the 11 TRS, 460 TFW, from Tan Son Nhut. Capt Edwin Riley Goodrich, Jr. was KIA and 1Lt John Walter Clark became a POW.

An attempt to rescue the downed RF-4C crew was called off. "At 12/0309Z, Neptune Two was reported down at coordinates 20-55N and 104-45E [65 miles west of Hanoi]. No report of either chute or beeper. High performance aircraft as well as A-1Es made a search of the area with negative results. At 12/0429Z, the forces were withdrawn after SAMs were launched against the jets. At this time, 7th AF directed the SAR activity on this mission be suspended." (Rescue Opening Report 2-3-19 12 Mar 67, TWX 120719Z Mar 67 from 3 ARR GP OL 2, Udorn RTAFB, Thailand, in AFHRA Folder Call # K318.2411-5, IRIS # 1017063.)

"With no BDA available another strike was scheduled and pilots reported the target destroyed before they dropped their ordnance. Film strips taken from KA-71 strike cameras verified the boiler room and generator hall 50% destroyed with the remaining portion totally gutted."

*PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967 & 388 TFW history Jan - Dec 67, USAF microfilm NO 583, frame 1226*

### 25-Apr-67

1466

On 25 and 28 April, F-105s from the 388 TFW, dropping 500-, 750-, and 3,000-pound bombs, struck the Hanoi railroad car repair shops (JCS 20) (BE 616-00022) two and one-quarter miles east-northeast of the city's center at 21-02-52N and 105-53-08E on the Northeast Rail Line (RR 2). Pilots reported seeing 52 rail cars in the shop area. "This target was previously struck inadvertently during raids against the Yen Vien railroad classification yard (JCS 19) in early December 1966." (4, 12, or 14 December 1966).

"F-105s ... hit the rail repair area, the largest of its type in North Vietnam, at 10 a.m. .... The complex contains repair facilities, marshalling yards, and petroleum tank cars. The impact of 3,000 and 750-pound bombs on the central portion of the area ignited several instantaneous fireballs that gave way to large smoke clouds that rose almost immediately to 3,000 feet."

From the 34 TFS, "'Opal' flight, led by Maj Harry Pawlick, struck the Hanoi railroad car repair shops, located just two miles from Hanoi. The flight was composed of the following pilots: Lead and mission commander - Maj Harry Pawlik, #2 - Maj James N. McClelland, #3 and Deputy Mission Commander - Capt Jack A. Phillips, #4 - Capt Donald M. Majors from the 13 TFS. This was Capt Phillips' 45th combat mission into NVN. He was awarded the DFC.

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Approximately 15 nautical miles from the target the weather became scattered and allowed visual acquisition of the target. Intense barrages of 85/100-mm AAA began immediately, succeeding in destroying an aircraft from another flight. The flight continued their roll-in and delivered their 3,000-pound bombs on target with unerring accuracy.

"During pull-off, Maj Pawlik's aircraft sustained a direct hit which knocked the 650-gallon belly tank from its station and tore a gaping hole in the lower aft portion of the fuselage. Having sustained major battle damage, the flight lead attempted to engage three MiG-17s directly in front of him. Battle damage took its toll and he was not able to accelerate enough to join the attack. During this same period of time, two SAMs were fired at his flight. Despite this activity, the flight rejoined and egressed without further mishap. ... Lead and #3 were honored by attending a press conference held in Saigon immediately after this raid. Maj Pawlik was forced to recover at a forward base [Udorn] due to the severity of battle damage incurred on this strike." (34 TFS history, 1 - 30 Apr 67, USAF microfilm NO584, frames 0068 - 0069.)

The three pilots who flew on this mission from Korat flew in a T-39 to Hq 7th Air Force at Tan Son Nhut to participate in the press conference where they were grilled by news reporters. The pilots were Maj Harry Pawlik and Capt Jack A. Phillips from the 34 TFS and Maj Richard E. Moser from the 421 TFS. (Jack Phillips, mission log via e-mail 18 Mar 11)

Maj Donald F. Fryauf, Capt David C. Carter, Capt Jack L. Spearman, and Maj Clarence J. Kough, Jr. from the 34 TFS were awarded the Distinguished Flying Cross for heroism on a mission they flew on this day. (7 AF SO G-970, 8 Jul 67)

"I saw some of the best bombing that I think I've ever seen ... " flight leader Maj Ray H. Bryant [469 TFS] said. "I saw smoke going up to 7,000 or 8,000 feet. By that time I was only 35 miles away from the target."

"Fire from 37-, 57-, and 85-mm AAA sites was extremely heavy in this area. An estimated four emplacements were silenced by one flight of Thunderchiefs."

Post-strike photos from 25 April showed the following damage to the shops:  
Area A - 4 buildings destroyed; 3 buildings with moderated structural damage.  
Area C - 4 pieces of rolling stock destroyed.  
Area D - 9 buildings destroyed; 4 buildings with moderate structural damage.  
Area E - 1 building destroyed.  
Area F - 3 buildings destroyed.  
Area J - 1 building destroyed.  
Area K - 4 buildings destroyed; 4 buildings with moderate structural damage.

A night photo taken after the 25 April strike showed 48 buildings destroyed and 26 damaged along with 6 rail cars destroyed and 2 locomotives damaged.

Maj Ralph L. Kuster, Jr. from the 469 TFS received the Distinguished Flying Cross for a mission he flew on this day. ("I Always Wanted to Fly -- Hambone 02", pgs 267)

Also, under 7 AF SO G-1158 dated 8 Aug 67, 1Lt George H. Teas from the 13 TFS received the first of his four DFCs for extraordinary achievement for his mission today. "... On that date, while under intense and accurate fire from opposing forces, Lieutenant Teas demonstrated courage, undaunted determination and superior skill in pressing a devastating air attack against a hostile surface-to-air missile complex. Perversing in the face of danger and death, his relentless action effectively neutralized the hostile positions. ..." (George Teas Award Citation and e-mail 26 Aug 09.)

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*PACAF Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1473 & Project CHECO, Rolling Thunder, 17 November 1967, pg 11.*

**02-May-67**

1470

There were 5 USAF strikes against the Northeast Railroad (RR 2) on 2 May. Four F-105s damaged the Vu Chua railroad bridge south (BE 616-01150) at 21-26-35N and 106-21-28E by dropping 24 750-pound bombs.

Four more F-105s dropped their 24 750-pound bombs on the Vu Chua railroad yard south (BE 616-01833) at 21-26-15N and 106-20-35E. Pilots reported seeing 26 railcars in the yard. "Korat pilots dropped 750-pound bombs on the main Vu Chua complex, 43 miles northeast of Hanoi. Bomb damage assessment was hampered by heavy clouds in the area. Pilots pulled up into low clouds before they could observe the impact of their ordnance."

Eight F-105s, in two strikes, dropped 48 750-pound bombs on the rail line in the vicinity of 21-33N and 106-30E, approximately ½ mile south of the Cau Nung railroad bridge (BE 616-00707).

Also, pilots of four F-105s reported cutting rails at 21-26N and 106-19E after dropping their 24 750-pound bombs.

"The large Yen Bai railroad yards, 76 miles northwest of Hanoi, were struck by other 388 TFW pilots."

"Rattler" flight from the 34 TFS struck Kep railroad yards. "The strike was composed of the following pilots: Lead - Maj James N. McClelland, #2 - Capt John W. Swanson, Jr., #3 - Maj Carl W. McKenzie, #4 - 1Lt Donald O. Austin. The purpose of the strike was to cut the rail lines. Ordnance selected for this strike was 6 x 750-pound bombs per aircraft. Heavy thunderstorm activity was encountered during ingress - egress and during the pre - post strike air refueling. The immediate target area was obscured by clouds and so the flight commander elected to attack the rail lines four miles northeast of the yard, which was visible. 'Rattler' flight cut the railroad in three places with very accurate bombing. This was accomplished in the face of extremely heavy AAA fire and SAM launches." (34 TFS history, 1 - 30 May 67, USAF microfilm NO584, frames 0072 - 0073.)

*Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1478 and 1479.*

**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 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.

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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.*

**15-Jan-68**

2353

(Approximate date). F-105 Pilots Honored at Washington Ceremony -- "Twenty Thunderchief fighter-bomber pilots received (Republic) certificates for completing 100 missions over North Vietnam last month." The pilots were:

Col Marvin Taylor	Maj Bob Johnson
Col Jacksel M. Broughton	Maj Ralph Lloyd Kuster, Jr.
Lt Col Obadiah A. Dugan	Maj Ronald G. Strack
Lt Col William C. Norris	Maj Floyd E. Henzig
Lt Col Richard F. B. Gimmi, Jr.	Maj Francis D. "Don" Leonard, Jr.
Maj Harry E. "Hank" Higgins	Maj Kenneth H. Bell
Maj David W. Forgan	Maj James N. McClelland
Maj Jack C. Spillers	Maj George A. Miklos
Maj Wray C. Lasswell	
Maj Marlin R. Blake	
Maj Gale B. Anstine	
Maj John A. Graff	

"Four members of the 355 TFW were recently awarded Air Medals." They were:

Col Thomas H. Curtis  
Maj Robert W. Kennedy  
Maj Leonard R. Scotty  
Maj James D. Suver

*Thunderchief World Wide Report, Vol III, No 6, February, 1968.*