

# Jackie R. Youngblood

## F-105 History

27-Feb-64

5225

In the 4520 CCTW, at Nellis AFB NV, Class 64-H of F-105D Operational Training Course 111506E graduated 25 pilots. The course started on 10 December 1963 and was assigned to the 4523 CCTS commanded by Lt Col Claude D. Phillips. The student pilots and their stations of assignment were:

Lt Col Milton S. Jones - McConnell	Capt Robert E. Matthew - 23 TFW McConnell
Capt John B. Abernathy - George	Capt William Thomas May - 355 TFW George
Capt John H. Axley - McConnell	Capt Charles W. McConnell - 560 TFS, McConnell
Capt Ronald E. Byrne, Jr. - Norton	Capt Phillip E. Payne - 4 TFW Seymour Johnson
Capt John E. Cozine, Jr. - George	Capt Leonard D. Reed - McConnell
Capt Floyd Dadisman, Jr. - McConnell	Capt Leonard F. Reynolds - George
Capt Peter J. Demarco, Jr. - McConnell	Capt Jackie D. Stokes - McConnell
Capt William V. Frederick - McConnell	Capt Jackie R. Youngblood - McConnell
Capt Gobel D. James - McConnell	1Lt David C. Carter - George
Capt Ralph L. Kuster, Jr. - McConnell	1Lt David L. Ferguson - George
Capt Robert H. Laney - George	1Lt Robert W. Spielman - Seymour Johnson
Capt Robert G. Lanning - Langley	1Lt Burton C. Spurlock, Jr. - McConnell
Capt John F. Manning - George	

Capt May and his wife Betty had arrived at George AFB after they had left Bentwaters AB, England in October 1963. "Maridel Ely [wife of Capt Richard K. Ely] said not to buy a house because we would not be there that long --- she was right --- by July ('64) we were on our way to McConnell in Kansas. ..." (Betty May, e-mail May 31, 2009.)

*SO AA-18 dated 10 Dec 63 in History of the 4520 CCTW, 1 Jul - 31 Dec 63, AFHRA Call # K285.5435, IRIS # 0488615.*

30-Jun-65

5829

During the past six months, the 8 TFS, 49 TFW, gained six officers and lost six to reassignments:

GAINS	LOSSES
Maj Howard W. Leaf	Capt Glen D. Lerum
Maj Ford H. Smart	Capt Frederick R. Greenwood
Capt William E. Eskew	Capt Rogert G. Huggins
Capt Joseph J. Karins, Jr.	Capt Anton J. Micksch
Capt Jackie R. Youngblood	Capt Jerrold N. Tamm
1Lt Jules L. Viquesney	Capt George A. Wood, Jr.

As of 30 June 1965, key personnel in the squadron were:

Lt Col James M. Morris - Commander  
Maj Walter S. Bruce - Operations Officer  
Maj Howard W. Leaf - Assistant Operations Officer  
Capt Edward J. Haerter - Fighter Weapons Officer

The squadron's pilots were assigned to four flights:

"A" Flight	"C" Flight
Maj Raymond F. Kingston - Flt Commander	Capt Paul F. Koeltzow - Flt Commander
Capt J. D. Tindall	Capt Samuel H. Martin III
Capt Sterling H. Wood	Capt Richard E. Wendell
Capt Larry D. Wiggins	Capt Robert M. Thompson
Capt David H. Duart	Capt Russell A. Starkman
Capt Maurice E. Seaver, Jr.	Capt Joseph J. Karins, Jr.
	1Lt Jules L. Viquesney

# Jackie R. Youngblood

## F-105 History

---

### "B" Flight

Capt John W. Wiechert - Flt Commander  
Capt John E. Mount  
Capt James S. Walbridge  
Capt William E. Eskew  
1Lt Joseph P. Shouse  
1Lt Lawrence D. Cobb II

### "D" Flight

Capt Robert J. Beck - Flt Commander  
Capt Donald R. Yates  
Capt Robert S. Deas  
Capt Jack L. Spearman  
Capt Jackie R. Youngblood  
1Lt Carl G. Decker

*49 TFS history, 1 Jan - 30 Jun 1965, AFHRA Call # KWG-49-HI Jan - Jun 1965, declassified extract.*

**31-Dec-65**

5893

In the 8 TFS, 49 TFW, key personnel at the end of 1965 were:

Maj Walter S. Bruce - Squadron Commander  
Maj Howard W. Leaf - Operations Officer  
Maj Raymond F. Kingston - Assistant Operations Officer  
Capt John W. Wiechert, Jr. - Assistant Operations Officer  
Capt Anton J. Mickech - Maintenance Officer

Line pilots were:

### "A" Flight

Capt Samuel H. Martin III - Flight Commander  
Capt Richard E. Wendell  
Capt James S. Walbridge  
Capt David H. Duart  
Capt Melvin H. Franzen  
Capt Wilson  
1Lt Dale M. Pichard  
1Lt Donald O. Austin.

### "B" Flight

Maj James M. Foley - Flight Commander  
Capt Russell A. Starkman  
Capt John W. Garten  
Capt Robert S. Deas  
Capt Jack L. Spearman  
Capt Jackie R. Youngblood  
1Lt Carl G. Decker

### "C" Flight

Maj Thomas M. Heide - Flight Commander  
Capt Robert M. Thompson  
Capt Donald R. Yates  
Capt Gerald E. Detweiler  
Capt Joseph J. Karins  
Capt Cherry  
Capt Jules L. Viquesney

### "D" Flight

Capt J. D. Tindall - Flight Commander  
Capt Larry David Wiggins  
Capt Richard W. Simons

# Jackie R. Youngblood

## F-105 History

---

Capt William Eugene Eskew  
1Lt Joseph P. Shouse  
1Lt Lawrence D. Cobb II  
Capt Paul E. Raudenbush

The squadron flew 3,407:20 hours during the past six months. Four pilots received the Armed Forces Expeditionary Medal for combat missions that they flew during their deployments to South East Asia. They were:

Capt John W. Garten - 9 missions  
Capt Gerald E. Detweiler - 3 missions  
Capt Jules L. Viquesney - 4 missions  
Capt Melvin H. Franzen - 1 mission

*49 TFS history, 1 Jul - 31 Dec 1965, AFHRA Call # KWG-49-HI Jul - Dec 1965, IRIS # 450717, declassified extract.*

**30-Jun-66**

5921

At the end of June 1966, key personnel in the 8 TFS, 49 TFW, Spangdahlem AB, Germany, were:

Lt Col Walter S. Bruce	-	Squadron Commander
Capt Anton J. Micksch	-	Maintenance Officer
Maj Raymond F. Kingston	-	Operations Officer
Capt John W. Wiechert, Jr.	-	Asst Operations Officer
Capt Paul E. Raudenbush	-	Weapons Officer

The line pilots were:

"A" Flight	"C" flight
Maj Thomas M. Heide - Flt Cmdr	Maj Samuel H. Martin III - Flt Cmdr
Capt Larry David Wiggins	Capt Russell A. Starkman
Capt David H. Duart	Capt Gerald E. Detweiler
Capt Donald R. Yates	Capt Joseph J. Karins
Capt Melvin H. Franzen	Capt Cherry
1Lt Donald O. Austin	Capt Jules L. Viquesney
"B" Flight	"D" Flight
Maj James M. Foley - Flt Cmdr	Maj Capt J. D. Tindall - Flt Cmdr
Capt Robert M. Thompson	Capt James S. Walbridge
Capt John W. Garten	Capt William Eugene Eskew
Capt Robert S. Deas	1Lt Joseph P. Shouse
Capt Jack L. Spearman	1Lt Lawrence D. Cobb II
Capt Jackie R. Youngblood	1Lt Dale M. Pichard
1Lt Carl G. Decker	

Squadron pilots flew 3,644:20 hours over the past six months. "... The 8th squadron pilots amassed a total of over 25,700 hours in the F-105, which averages nearly 700 hours per assigned pilot. ... The squadron had one landing accident mark a perfect flying record. The fact that the squadron has limited its accident record to a single occurrence in over one year is testimony to safety consciousness in the squadron."

"All pilots successfully completed gunnery qualification. The crews deployed to Wheelus AB, Libya, where they acquired proficiency in 12 different events, both nuclear and conventional. Visual and radar nuclear events were accomplished. A small portion of gunnery qualification was accomplished at Suippes Range, France, and Seigenburg Range, Germany."

# Jackie R. Youngblood

## F-105 History

---

Pilots awarded the Combat Readiness Medal during the past six months were:

Capt J. D. Tindall  
Capt John W. Wiechert, Jr.  
Capt James S. Walbridge  
Capt Paul E. Raudenbush  
Capt David H. Duart  
Capt Donald R. Yates

"Capt Robert C. Green, the first man assigned to the 8th Squadron who completed a combat tour in Southeast Asia with 112 aerial combat missions [with the 354 TFS from Takhli], was awarded his second through fifth Oak Leaf Clusters to the Air Medal. He also received the Purple Heart for wounds received from hostile ground fire." The reference was to the episode on 19 February 1966 when Capt Green's F-105D was shot down over North Vietnam. He was picked up by a Jolly Green HH-3C helicopter in a dramatic rescue under heavy enemy fire.

*49 TFS history, 1 Jan - 30 June 1966, AFHRA Call # KWG-49-HI Jan - Jun 1966, IRIS # 450718, declassified extract & 355 TFW History, Jan - Jun 66, USAF microfilm NO461, frame 1110.*

**17-Jan-67**

1090

F-105 pilots of the 421 TFS and 34 TFS, 388 TFW, struck the Thai Nguyen Railroad classification yard (JCS 21.11) at 21-33-33N and 105-51-05E. Returning pilots reported, "... 8 - 10 large sections exploded and numerous smaller explosions. CBU impacts were on flak sites northwest of target. Whole area covered with black and brown smoke. Of 14 rail lines, 1 is serviceable and 1 possibly serviceable, 12 pieces of rolling stock derailed and damaged. Repair and service area heavily damaged. Fairly accurate 37/57/85-mm also heavy barrage. Heaviest flak from northwest of the target. Saw MIGs inbound but they could not get behind the flights."

"Three of the strike flights were flown by members of the 34 TFS. The Force Commander was Maj Carl W. McKenzie [the squadron's Operations Officer] ... and the Deputy Commander was Maj William E. Augsburger ... . Flight assignment was as follows:

"Dallas" - Maj McKenzie, Capt William W. Kennedy, Maj Augsburger, Capt Jackie R. Youngblood.

"Blackjack" - Maj Leo F. Callahan, Maj Earl Johnston, Maj Robert G. Miner, Capt John W. Swanson, Jr.

"Flapper" - Maj Homer T. Terry, 1Lt Gary G. Catren, Capt Alan J. Fick.

"Flak in the target area was described as light to moderate 37/57-MM. Bomb damage was extensive as supported by bomb damage assessment photos."

Homer Terry described the mission. "We ... received orders from the White House to take out the railroad marshalling yard adjacent to the steel mill by a maximum effort of forces from Korat and Takhli; 16 aircraft each from Korat and Takhli. Korat was in first and I was leading the fourth flight. We rolled into our dive bomb runs and were off target in very quick order. I had a problem! When I pushed my bomb release button, my bombs did not release. As I started to pull off target, I ejected my entire rack. No one ever asked about the collateral damage that was inflicted on the roundhouse.

"Takhli followed close behind us. Neither base suffered an aircraft loss. Photo recon showed the marshalling yard was obliterated, but about ten days later recon photos showed the North Viets had laid several tracks back into place and the steel mill had not yet suffered any great loss of production from the actions we had taken." (Homer Terry memoir, "Destroying The Steel making Capability of NVN #2", via e-mail 27 March 2010.)

As Flapper Lead, Maj Terry was awarded the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot in Southeast Asia on 17 January 1967. On that date, while attacking a high priority target, despite concentrated and accurate ground fire, continuous missile warnings and MiG warnings, he delivered his ordnance with unerring accuracy causing extensive damage to the target. ... "

# Jackie R. Youngblood

## F-105 History

---

Maj Raymond D. Anderson from the 421 TFS was awarded a Silver Star for gallantry for flying on this mission. (7AF SO G-374 14 Mar 1967)

The F-105F Wild Weasel crew of Capt Jerry N. Hoblit and EWO Capt Thomas W. Wilson, Jr. from the 357 TFS at Takhli, were each awarded a Silver Star for supporting a mission near Hanoi on this date. They decoyed SAM sites to protect the force, bombed one site, and suppressed two others with anti-radiation missiles. (E-Mail, Tom Wilson to Ron Thurlow, 7 Jul 2003.)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1218 & Homer Terry, letter to Ron Thurlow, undated.*

**10-Mar-67**

880

On 10 and 11 March 1967, seventy-eight F-105s from Korat and Takhli and 22 F-4Cs from Ubon bombed the Thai Nguyen Iron and Steel plant, JCS 76, BE 616-00214, at location 21-33-29N and 105-52-08E in RP-6A. The Air Force had scheduled missions against this target twice each day since 24 February, when the target was first added to Rolling Thunder 54, but all missions up to today's had been diverted due to bad weather over RP-6A. (PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967.)

"The Thai Nguyen Iron and Steel Combine, located approximately three miles southeast of Thai Nguyen, was the first large plant of its kind built in NVN. According to official estimates by the NVN government, the complex would satisfy 20 percent of the country's iron and steel requirements when it was in full production. Important products produced at this plant in early 1967 included steel barges, POL tanks, and bridge trusses." (Project CHECO, Rolling Thunder, 17 November 1967, pg 7.)

"This showpiece of North Vietnamese industrialization was located thirty-five miles due north of Hanoi and about three miles south of the small city of Thai Nguyen. The Chinese began construction of the plant in 1958 to take advantage of iron ore deposits on the northern edge of the delta. Pig Iron production began in 1963, and by 1967 the plant made barges and fuel drums out of imported steel. The plant's own steel mill was nearly ready to begin operation. There were only two other ironworks in the country, both of them much smaller. While they produced perhaps fifteen thousand metric tons a year, the Thai Nguyen works were designed to produce three hundred thousand of pig iron and two hundred thousand of steel. The complex, including its power plant, occupied two square miles along the railroad that connected it with Hanoi. About ten thousand people worked at this, the largest industrial facility in North Vietnam." ("To Hanoi and Back", pg 57).

F-105 pilots from the 388 TFW flew the first wave in the attack.

The 469 TFS was fraggged to form a flight without bombs to provide weather reconnaissance and MiG CAP to precede Korat's main strike force. The flight lineup was:

- #1 - Maj John M. Rowan, 469th Operations Officer
- #2 - Maj Ray H. Bryant, 469th Assistant Ops Officer
- #3 - Lt Col Gordon Albert "Swede" Larson, 469th commander
- #4 - Maj Roy S. Dickey flying his 48th mission into NVN.

Maj Dickey described his mission. "The weather reconnaissance flight trolled the area for over 30 minutes and received no enemy fire whatsoever. As it turned out, the weather over target was CAVU, we saw no MiGs, and had no bombs with which to kill, maim women and children, or blow up the steel mill. It was a perfect day for putting the bombs down the stack. ... I did wish that we had bombs aboard that day." (Roy Dickey, "The Saga of the Thai Nguyen Iron and Steel Works", in his scrapbook.)

The 8 TFW from Ubon contributed F-4Cs to the mission as "Strike-Cap" flights in which the F-4s carried bombs as well as air-to-air missiles. The F-4s were assigned to strike the target but were to jettison their bombs and protect F-105s if MiGs became a clear threat on ingress. To continue their protection against MiGs, the F-4s were to follow F-

# Jackie R. Youngblood

## F-105 History

---

105s out of the target.

The 388 TFW provided four F-105 strike flights. Korat's "... mission commander and the first three strike flights were provided by the 34 TFS." The 34th's flight lineup was:

### "Chevrolet"

- #1 - Lt Col Joseph C. Austin, Mission Commander
- #2 - Capt Jack A. Phillips flying his 16th combat mission. Awarded the DFC.
- #3 - Maj Edward C. Jones flying his 95th combat mission. He was awarded the DFC\*.
- #4 - Maj Harry Pawlik, awarded DFC 1st OLC\*.

### "Possum"

- #1 - Maj Homer T. Terry, awarded Silver Star
- #2 - Maj Dewey Lee Smith
- #3 - Maj William C. Eagle
- #4 - Capt Jackie R. Youngblood.

### "Random"

- #1 - Maj Robert W. Johnson
- #2 - Maj Charles E. Irwin, awarded DFC\*
- #3 - Maj William W. Augsburg, awarded DFC 5th OLC\*
- #4 - Maj Robert G. Miner, awarded DFC\*

(\* DFCs awarded under Hq 7 AF Special Order # G-1093)

The 469 TFS provided Korat's fourth strike flight, "Harpoon", led by Capt Charles C. "Clint" Murphy.

Unlike the earlier weather reconnaissance flight, most of these strike flights encountered enemy MiGs, AAA, and SAMs. "Enemy defense reaction was withheld until just prior to CBU release at which time the area erupted with heavy, accurate 37/57/85/100-mm. A layered barrage of light AAA formed an almost continuous carpet at 5 - 6 M. This barrage was largely suppressed when the CBU's impacted. 85 & 100-mm continued to burst at higher altitudes in the target area and up to 10 NM out along the egress route. ..." (388 TFW OPREP 3, TWX 101254Z Mar 67, in PACAF DO Read File folder, 9 - 11 March 1967, AFHRA Call # K717.312, IRIS # 898698.)

On the day he flew as Korat's mission commander, Lt Col Joseph C. Austin assumed command of the 34 TFS replacing Lt Col Richard M. Heyman, Jr. Austin, "Chevrolet 1", "... led the force with a flak suppression flight being first on target. Ingress to target was conducted in defensive box formation at 16,000 feet. Low ceilings prevailed over the entire route, breaking up short of the target area. Preselected flak sites were struck by the CBU flight and strike flights struck assigned targets within the complex. Heavy 37/57-mm fire was encountered as strike aircraft initiated their roll-in and the flak suppression flight dropped a portion directly on the target complex, thus silencing many of the gun emplacements. Bomb damage was extensive, ... although a blast furnace area escaped damage completely. As aircraft egressed the target area, they encountered moderate to heavy 85-mm fire within five miles of the target. This barrage necessitated continuous jinking to slip through the barrage." (388 TFW history)

As "Chevrolet 3", Maj Edward C. Jones from the 34th received the Distinguished Flying Cross. "At this time pilots weren't required to fly into Route Pack VI (Hanoi) after the 95th mission. This was my 95th. Shortly after, the criteria was changed to 90 missions. I would have really been upset if I got nailed on that mission." (Ed Jones, letter to Ron Thurlow, 25 March 2001.) His award citation read, in part, "... Maj Jones delivered his ordnance with precise accuracy on the Thai Nguyen Iron and Steel complex through one of the heaviest concentrations of AAA fire ever encountered over NVN. Major Jones's task was compounded by the attack of hostile aircraft and SAMs upon his formation. ..." (Ed Jones, e-mail 26 April 2010.)

As "Possum Lead", Maj Homer T. Terry received the Silver Star for gallantry. "... Major Terry led the first attack

# Jackie R. Youngblood

## F-105 History

---

upon the Thai Nguyen Iron and Steel Works which is in one of the most heavily defended areas known to modern aerial warfare. Major Terry's conduct during this mission displayed his total disregard for his own personal safety while under continuous and extremely heavy fire. ... " (Homer Terry, letter to Ron Thurlow, undated.)

Later, Maj Terry described what happened to him during this mission. "We came upon some pretty fierce defenders, but again we got all 16 aircraft on and off the target without anyone being hit, although I got the scare of my life when I thought I was hit. Fuel from our droppable fuel tanks was fed into the main fuel supply by compressed air from the engine compressor. When the droppable tanks are empty, air gets into the main fuel system and causes a hammering effect just like when air gets into your water pipes at home. To avoid air getting into your main fuel supply, we had a 'saber drain' relief near the rear of the aircraft and some fuel is ejected with the air. Fuel released from the drain pipe causes a visible vapor that can be seen by ground defenses, ergo, we had a checklist item to turn off the external fuel flow before entering the target area. On this day, I forgot to follow the check list! As I was pulling off the target, a greater than normal hammering noise started and simultaneously, #2 called and said 'lead you are hit and on fire'. I almost swallowed my tongue. The best way to extinguish a fire is to climb as rapidly as possible and starve the fire of oxygen, so I maintained the afterburner climb and shortly thereafter my wingman called that my fire was out. My engine instruments never gave any indication of a problem. When we got into a safe area, my wingman carefully checked me over and there was no apparent damage. An after landing check confirmed 'no damage'. My wingman said that just before the fire began a cluster of AAA rounds had been tracking right up to my tailpipe. We surmised that they ignited the fuel from my saber drain." (Homer Terry, "Destroying the Steel Making Capability of the NVN", via e-mail 27 Mar 2010.)

On egress, "... fifty miles from the target, a MiG-21 engaged 'Random' flight [led by Maj Robert W. Johnson] just after they had recovered from a SAM attack. The MiG launched one air-to-air missile at the flight, but evasive action caused the missile to burn out short of its intended target and the MiG-21 broke off his attack. No aircraft were lost or damaged during this strike." (388 TFW history)

A 388 TFW OPREP 3 described this MiG encounter in more detail. "Random 1 - 4 was on egress route heading 270, location 21-55/104-55, altitude 20,000, speed 500 knots, time 0753Z. Flight observed a MiG-21 approaching them from 6 o'clock position heading 270, altitude 18,000 ft. When MiG-21 was approximately 5 miles away, he fired a missile at the flight. Missile appeared to have a white streamer trailing behind it. Flight took evasive tactics by turning approximately 45 degrees, climbing toward the sun. Flight observed missile to approach about 2 miles behind flight, then began to lose momentum and arch toward the ground. Missile impact not observed. MiG did not pursue attack and broke away after missile launch. Flight then continued on egress route." (388 TFW OPREP 3, TWX 101139Z Mar 67, in PACAF DO Read File folder, 9 - 11 March 1967, AFHRA Call # K717.312, IRIS # 898698.)

Four of Ubon's F-4Cs in a "CAP-Strike" flight that followed Random flight were involved in this MiG 21 encounter. "They first met up with the F-105s over northern Laos inbound to the target and maintained position above and behind the last F-105 flight for ingress and egress. After the MiG-21 fired its missile at Random flight, number 3 in the F-4C flight rolled inverted, nose down, and fired a Sparrow missile without a radar lockon in an attempt to divert the MiG. His missile followed a ballistic path and missed the MiG by about 1/2 mile. Later, at a point on the Red River just below Yen Bai, with the flight of F-4Cs trailing the last flight of F-105s by 3 to 4 miles, at 14,000 feet altitude, the flight spotted four MiG-21s closing in on the F-105s from 5 o'clock at the same altitude. The F-4Cs turned toward the MiGs who did a hard turn away and escaped." (Red Baron Report)

*Red Baron Event III-87, pgs 97 - 98 & 388 TFW history Jan - Dec 67, AFHRA microfilm NO 583, frame 1226 & "100 Missions North", pgs 193 - 199.*

**05-Apr-67**

6336

Capt Charles C. "Clint" Murphy, 469 TFS, was an eyewitness to an F-105 accident at Korat.

"I didn't fly today, so I was over in the tactics section writing a chapter on FAC procedures. I had gone into Col Johnson's office concerning the material. He has an extra large picture window overlooking the flight line and runway. As I was talking to him, I saw an F-105 come screaming past on the runway with a fouled drag chute. It was evident that he was going to take the barrier; however, he went right past the first barrier without snagging it. He hit the last

# Jackie R. Youngblood

## F-105 History

---

barrier at about 70 knots and broke right through. As he went off the runway, he sheared off all three gear and started through the boonies on his belly. As it disappeared in a large cloud of dust it was starting to skid sideways and looked as if it would flip. We thought it would blow any minute, but it didn't. When the dust cleared, it was still right side up and the canopy was open indicating the pilot had gotten out all right. He was lucky." [Captain Jackie R. Youngblood, 34 TFS, in F-105D 62-4395, destroyed.]

*Clint Murphy, mission log.*

### 05-Apr-67

F-105D 624395 34 TFS 388 TFW Korat Operational loss from drag chute and arresting hook failures on landing. Crashed 1,000 feet off the departure end of runway 24 at Korat RTAFB, Thailand. 14-56N 102-05E Capt Jackie R. Youngblood 34 TFS pilot was uninjured in crash landing at Korat. Call sign: "Kansas 01". "The aircraft ... was lead aircraft of a flight of two with the call sign of "Kansas" ... (It) experienced a drag chute failure during the landing sequence. The arresting hook was extended but the aircraft failed to engage the BAK-12 or MA-1 barriers and proceeded off the end of the runway where all three landing gear were sheared inflicting extensive structural damage to the aircraft." The aircraft was assigned to the 421 TFS.

### History of Flight

"(1) At 1023G (0323Z), 5 April 1967, F-105D-31RE, Serial Number 62-4395, piloted by Captain Jackie R. Youngblood, 34th Tactical Fighter Squadron, experienced drag chute failure during the landing sequence. The arresting hook was extended but the aircraft failed to engage the BAK-12 or MA-1 barriers and proceeded off the end of the runway where all three landing gear were sheared inflicting extensive structural damage to the aircraft.

"(2) The aircraft involved was the lead aircraft of a flight of two with the call sign of Kansas. The mission was a routine strike mission, fragged to dive bomb an enemy position. To accomplish the mission, the aircraft were configured with two full 450-gallon integral drop tanks on each inboard pylon station, a full bomb bay fuel tank, a centerline Multiple Ejector Rack (MER) with six 750-pound GP bombs, full internal fuel and 1,029 rounds of 20-mm ammunition. Gross weight for takeoff was approximately 50,030 pounds.

"(3) The mission planning was accomplished by the flight leader prior to the mission briefing on the morning of 5 April. Mission briefing commenced at 0625L and was completed at 0640L. Both pilots then had breakfast and returned to their Operations for the individual flight briefing at 0710L. The flight briefing was accomplished IAW AFM 55-105 and a full stop GCA formation landing was briefed as the primary recovery procedure.

"(4) After normal pre-flights, engine starts, taxi, and arming, the flight took off at 0825L. The flight-to-tanker rendezvous and the aerial refueling were routine. Adverse weather in the planned target area caused the flight to divert and subsequently to be directed to join another flight in radar bombing a different target. The flight then performed a weather reconnaissance of the target area and then returned to the home field at FL 240.

"(5) Arriving over the primary recovery fix for radar recoveries, the flight was cleared to descend to 3,000 feet indicated for the GCA approach to landing. Home base weather at this time was clear with seven miles visibility. Runway temperature was plus 34 degrees centigrade.

"(6) For GCA, Kansas Leader had 4,500 pounds of fuel remaining and Kansas Two had 4,000 pounds of fuel remaining for gross weights of approximately 33,800 pounds and 33,300 pounds respectively. Kansas Leader selected a final approach airspeed of 200 KCAS, midway in the angle of attack triangle, to allow the wingman adequate maneuverability and to allow for the moderate turbulence being encountered. The leader checked that both the standby and the primary airspeed indicators were coincidental at 200 KCAS prior to the glide path. Kansas Two was flying the leader's right wing.

"(7) The GCA was good with no major corrections necessary and Kansas Leader assumed normal VFR landing procedures at GCA minimums (200 feet and ½ mile) for the flareout and landing. At this time, the flight dropped 25 feet low on the glide path to allow a normal touchdown at the normal touchdown point on the runway and slowly



## Jackie R. Youngblood

### F-105 History

---

started to reduce power. The aircraft passed over the overrun at 195 KCAS. Kansas Leader continued his slow power reduction to the idle stop just prior to touchdown at 175 KCAS, 1,500 to 1,600 feet down the runway on the left hand side. Kansas Two had already touched down on the right hand side of the runway, approximately 1,000 feet down the runway, and deployed his drag chute successfully. Kansas Two then immediately notified the leader that he had a 'Good Chute'.

(8) Kansas Leader did not hear his wingman's call of 'Good Chute' and delayed his drag chute deployment attempt approximately two seconds. Prior to initiating his own attempt, he looked to his right and noted that the wingman had fallen behind, as he should with a good drag chute. Kansas Leader could only pull the drag chute handle approximately one half inch rearward where it appeared to bind and yield only slightly thereafter when excessive pressure was applied. The handle would spring back to the one half inch rearward position when the excessive pressure was released. By now, Kansas Leader was approximately 3,000 feet down the 9,845 foot runway.

"(9) After using aerodynamic braking, Kansas Leader started to apply moderate braking pressure to avoid the possibility of blowing his tires while still moving at a high rate of speed. The negligible braking effect at this speed quickly led the pilot to the conclusion that a barrier engagement was probable and appropriate. Approximately 5,000 feet down the runway, he lowered the arresting hook, started angling toward the center of the runway and smoothly increased his braking pressure from moderate to heavy.

"(10) Approaching the BAK-12 barrier, 8,900 feet down the runway, Kansas Leader's arresting hook was observed to be bouncing and to bounce over the barrier cable. The pilot anticipated arrestment by the BAK-12 and continued to hold heavy braking pressures throughout the remainder of the landing roll. A slight additional but momentary deceleration was felt by the pilot as he passed the MA-1 barrier approximately 30 feet into the overrun. As the aircraft continued off the overrun, the pilot was violently thrown about the cockpit while attempting to shut the engine down. Upon coming to rest in a cloud of dust, the pilot shut the AC generator and battery switches off, raised the canopy electrically, and climbed out the left side of the aircraft. He then evacuated the immediate vicinity of the aircraft. No post-impact fire ensued."

The accident board attributed the accident to material failure of the arresting hook and maintenance error for incorrectly installing the aircraft's drag chute.

*388 TFW History, Apr - Dec 1967, USAF microfilm NO583 frames 1884 and 1885 & AF Form 711 USAF Accident/ Incident Report, 17 April 1967, signed by Lt Col Richard F. B Gimmi, Jr., President, Accident Investigation Board.*

#### 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 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.

# Jackie R. Youngblood

## F-105 History

---

"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 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. Caubarraux, 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.)

# Jackie R. Youngblood

## F-105 History

---

"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.*

**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.

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-Feb-68**

2354

(Approximate date) "At a special presentation ceremony last month at McConnell Air Force Base in Kansas, 55 Thunderchief pilots were awarded special certificates by Republic for completing 100 missions over North Vietnam."

"Air Force Cross Awarded To Thunderchief Pilot -- The Air Force's highest award for heroism was recently awarded to Lieutenant Colonel Harry Schurr, a 100-mission F-105 pilot who is now stationed at McConnell Air Force Base. The decoration was presented to the pilot by Lieutenant General Albert P. Clark, vice commander of the Tactical Air

# Jackie R. Youngblood

## F-105 History

---

Command. Lt Col Schurr was cited for extraordinary heroism while leading a strike force of 20 Thunderchiefs over North Vietnam. Although his aircraft had been heavily damaged by enemy anti-aircraft fire, Schurr successfully destroyed a key railroad and highway bridge. He is now assigned to the Kansas base as commander of the 4519th Combat Crew Training Squadron." He previously commanded the 469 TFS at Korat. He was one of three F-105 pilots and one Wild Weasel EWO, along with F-4C pilot Col Robin Olds, who received the Air Force Cross for the successful attack on Hanoi's Paul Doumer Bridge on 11 August 1967.

Capt Bruce J. Lotzbire, an F-105 instructor pilot at McConnell, was among those who received Republic Aviation's 100-mission certificates. He had flown 100 missions while assigned to the 357 TFS at Takhli between April and October 1967. He remained as an instructor pilot at McConnell until December 1971. After 33 years in the Air Force, he retired as a Major General on 1 June 1995.

Capt Howard L. Bodenhamer, also assigned to McConnell, was one of the pilots who received a certificate. He had completed 100 missions in August 1967 while flying with the 354 TFS at Takhli.

Lt Col Gerald F. "Jerry" Fitzgerald, was one of the 55 pilots who received his 100-mission certificate. Previously he had commanded the 13 TFS at Korat, RTAFB, Thailand.

Capt Donald O. Austin was one of the pilots who received a 100-mission certificate. He was a former 34 TFS pilot who had flown from Korat but was now assigned to the 561 TFS as an F-105 RTU instructor pilot.

Maj Edward C. Jones, who had flown with the 34 TFS, received a 100-mission certificate.

Capt Steven J. Savonen, an instructor pilot in the 562 TFS, also received his 100-mission certificate. He had been assigned to the 469 TFS at Korat.

Capt Richard L. O'Connor was one of the pilots receiving a 100-mission certificate.

Lt Col William E. Augsburg was a former 34 TFS pilot who received a 100-mission certificate.

Maj Bobby L. Martin, the first Wild Weasel pilot to have flown 100 missions, received a 100-mission certificate. He had been assigned to the 354 TFS at Takhli but had flown missions with the 13 TFS from Korat.

Capt Jack A. Phillips, an IP with the 560 TFS, flew his 100th mission with the 34 TFS on 2 August 1967.

Capt Robert L. Martin, who flew his 100th with the 34 TFS, received his Republic 100-mission Certificate at McConnell.

Maj Paul F. Koeltzow received his 100-mission certificate.

Capt Jackie R. Youngblood was a former 34 TFS pilot who received his Republic 100-mission Certificate at McConnell.

*Thunderchief World Wide Report, Vol III, No 7, March, 1968 & Gen Lotzbire's biography on [www.af.mil/news/biographies/lotzbire\\_bj.html](http://www.af.mil/news/biographies/lotzbire_bj.html).*

**01-Jan-70**

4348

As of 1 January 1970, the twelve key officers in the 561 TFS at McConnell were:

Lt Col Nevin G. Christensen -- Commander  
Maj Richard E. Moser -- Operations Officer  
Maj Robert D. Pielin -- Assistant Operations Officer  
Capt Guy H. Morgan -- Stan/Eval officer  
Maj Teddy Gay -- "A" Flight instructor

# Jackie R. Youngblood

## F-105 History

---

Maj Jackie R. Youngblood -- "A" Flight instructor  
Capt Kenneth D. Thaete -- "A" Flight instructor  
Maj Donald M. Majors -- "B" Flight instructor  
Capt Robert Dunkelberger -- "B" Flight instructor  
Capt Donald O. Austin -- "B" Flight instructor  
Capt Roger Prather -- "B" Flight instructor  
Lt Col Myron D. Ulrich -- Materiel Branch Officer

*23 TFW History, Jan - Mar 70, USAF microfilm MO555, frame 1256.*

### 27-May-70

1124

Four F-105 pilots from the 561 TFS, McConnell AFB KS, flew a formation demonstration over the Air Force Academy during the Academy's graduation ceremonies. They were Squadron Materiel Officer, Lt Col Myron D. Ulrich, Maj Jackie R. Youngblood, Maj Richard E. Moser, and Capt Roger L. Prather. They staged out of Buckley ANG Base, in Colorado Springs.

*23 TFW History, 1 Apr - 30 Jun 1970, USAF microfilm MO555*

### 18-Aug-70

4188

Twelve pilots and EWOs graduated from Wild Weasel class 71-BWW at Nellis AFB, NV. The class started on 13 July 1970 and was assigned to the 4537 FWS. The six crews and their Wild Weasel numbers were:

Capt Roger L. Prather, pilot WW# 458 and EWO 1Lt Samuel S. White, WW # 918  
Capt William L. Bryant, pilot WW # 521 and EWO 1Lt Edwin A. Thomas, WW #917  
Lt Col Nevin G. Christensen, pilot WW # 909 and EWO Maj Richard W. Moore, WW # 913  
Maj Richard E. Moser, pilot WW # 914 and EWO Maj Orville L. McPherson, WW # 912  
Maj Jackie R. Youngblood, pilot WW # 915 and EWO Maj Edward C. Kennedy, WW # 911  
Capt Roger A. Ayres, pilot WW # 916 and EWO Maj Robert G. Crawford, WW #910

On 19 August 1970, Maj Moser returned to his previous squadron, the 561 TFS, at McConnell AFB, Kansas, where he was Operations Officer. His Wild Weasel training was to support the conversion of the 561 TFS from an RTU to a Wild Weasel squadron that had begun on 1 April 1970.

He was promoted to Lt Col on 1 September 1970.

*Wild Weasel Class Database from WW Class Roster & Col Moser's AF Form 11 provided by his son Rick Moser.*

### 12-Apr-72

377

Twelve F-105Gs from the 561 TFS, 23 TFW, deployed from McConnell AFB, Kansas, under "Constant Guard I" to the 388 TFW, Korat RTAFB, Thailand. This deployment was part of the first of four Constant Guard deployments between 7 April and 4 May 1972 of U.S. forces to Vietnam and Thailand to counter the North Vietnamese invasion of South Vietnam. During the deployment, the 561st supplemented the 17 WWS in flying Wild Weasel missions over Laos and North Vietnam for "Operation Freedom Train", "Linebacker I", and "Linebacker II".

Lt Col Edward T. Rock was commander of the squadron. The deployment order caught him in school at Hurlburt Field, Florida. He recalled how he made it back to McConnell for the deployment. "At the time of the alert I was on TDY to the Air Ground Operations School at Hurlbert. My wife called me on the phone and told me I better call the squadron. She didn't tell me why. I called the squadron and the duty officer who was Dick Chaney, I think, told me the squadron was being deployed. I was mad as hell because the Wing CC, Gary Willard, hadn't notified me. I just left the school and went over to TAWC, met with General Dick Catledge, (I had worked for Catledge at Hq TAC and knew him fairly well) then the TAWC Commander and told him my story. He just picked up the phone and talked with the Test Center Commander, an AFSC General (don't recall his name) and they laid on a T-38 to take me back to McConnell.

"When I arrived at McConnell the ramp was full of equipment ready to be loaded and one or more C-141s were already

# Jackie R. Youngblood

## F-105 History

---

on the ramp being loaded. I went to Sq. OPS where I found Col. Garry Willard and Dick Moser my Ops Officer. The first four aircraft were leaving in the AM. I told Moser to go ahead and take the first four and I would take the second flight. Which is what we did. I don't recall who lead the third flight of four.

"When I got to Hickam, I was meet by General Joe Wilson then PACAF DO and some of his staff. He told me he had meet Dick Moser the day before and thought that I would be the leader of the first flight but that Moser told him I had been TDY. I had also known Wilson at Hq. TAC. My wife was at his house the day they notified the Wilsons that their son, an F-4 pilot, had been KIA.

"When I landed in Hawaii I discovered that my aircraft had developed an oil leak and needed an engine change. So I took the aircraft being flown by Bill Talley [Maj William H. Talley] (his EWO was Jim Padgett) and pressed on the next day and left Bill in Hawaii to await the new engine. I think he sat around for about 10 days before the aircraft was repaired and ready to go. He then continued on to Korat where he was shot down and was a POW until early 1973.

"As best as I can recall it was three flights of four aircraft each with an airborne spare through the first refueling out of McConnell. The only problem during the deployment was the oil leak on my aircraft." His arrival at Korat began Ed Rock's second combat tour as a Wild Weasel pilot, having flown with the 354 TFS and 333 TFS at Takhli and the 13 TFS at Korat in 1966 and 1967.

For Lt Col Richard E. Moser, the squadron Operations Officer, this deployment was also his second F-105 combat tour of the Vietnam war having flown 109 missions as a strike pilot with the 44 TFS at Korat between January and June 1967. During this deployment, on 24 April 1972, he replaced Lt Col Rock as the commander of the 561 TFS when Lt Col Rock was appointed to command the 17 WWS.

Maj Jackie R. Youngblood was one of the Wild Weasel pilots from McConnell who deployed with the 561 TFS to Korat aboard a C-141.

One of the EWOs deploying with the 561st was Capt Robert King, who described his preparation and deployment on his Web site [www.wildweasel.net](http://www.wildweasel.net). "In April 1972, the North Vietnamese unleashed a long planned and carefully prepared military offensive against South Vietnam. The USAF responded by hurrying a number of units from the land of the big BX to Southeast Asia. It was called Operation Constant Guard. Among the very first units to get the order to go was my outfit, the 561st Tactical Fighter Squadron, based at McConnell AFB, Wichita, Kansas. I got a phone call about 0200 in the morning of 7 Apr 1972. As I had so often practiced, I threw my gear in the car and headed for the squadron. Within the hour we had been briefed that this was no drill. We were going back to the war. I say "back to the war" because the 561st TFS was unique. We were the only Wild Weasel squadron in the continental US and all the officers were without exception combat veterans of the war against North Vietnam.

"The first loads of cargo and personnel departed about sun-up followed a couple of hours later by the Thuds. I drew the short straw and wound up making the trip in the belly of a C-141. I slept most of the trip rolled in a blanket on the floor of the cargo compartment under a J-75 engine on a dolly that kept me entertained by occasionally dropping a drop of cold hydraulic fluid on me. Every time I would manage to drop off for a snooze, that cold drip would startle me back to wakefulness. With stops for fuel, the trip to Khorat RTAFB in Thailand took about 27 flying hours spread over two days."

Capt King traveled to Korat under "Project Palace Dog 702". (23 CSG Special Order T-637, 7 Apr 72.)

"We arrived, dropped our gear at the BOQ, spent a few hours sleeping, eating, and recovering from the trip. Some clever troop visited a Thai embroidery shop and placed an order for some patches for us. Then we briefed the first sorties. I am immensely proud of the fact that in just over three days, the 561st had flown literally half-way round the world and then launched their first combat sorties against the North Vietnamese in what was named Operation Constant Guard."

*35 FWF History Vol II, Jul - Sep 73, USAF microfilm 24233 & [www.wildweasel.net](http://www.wildweasel.net) & Rick Moser, e-mail, 5 Jan 05 & Col Moser's AF Form 11 & Ed Rock, e-mail, 17 Jun 2005.*

# Jackie R. Youngblood

## F-105 History

---

12-Jul-07

5313

Lt Col (Ret) Jackie R. Youngblood former 34 TFS pilot died in Augusta, Kansas. He had accumulated 1817.7 hours flying the F-105. He last flew the plane in June 1973.

From: "Bob Pielin" <pylon@volcano.net>

To: "Homer" <homer.terry@cox.net>, "Revak" <jjrevak1@comcast.net>, "Miho" <firebird\_jim@yahoo.com>, "Howard P" <plunkett-abq@worldnet.att.net>, "Doug" <dplauckms@aol.com>, "George" <gshamblee@aol.com>, "Stan" <TJGFL@cox.net>

Subject: Jack Youngblood

Date: Sat, 14 Jul 2007 16:53:25 +0000 [View Source]

To All,

Just got notified that Jack Youngblood passed away 12 July, Thursday morning. His daughter, Carla, called and said he will be buried in Augusta, Kansas, next Friday, 20 July. Military services will be held at the grave site by people (?) from McConnell AFB. Dunsford Funeral Home in Augusta is in charge of the burial (316-775-6363). Sympathy cards, etc., can be sent to Carla Youngblood, PO Box 2794, Myrtle Beach, SC, 29578.

Bob

*Bob Pielin, e-mail 14 July 07, "Bob Pielin" <pylon@volcano.net> & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.*