

# Operational History of the F-105

## Research Notes

02-Jul-67

F-105D 600413 357 TFS Takhli Hit by a 37-mm AAA barrage while attacking a camouflaged trestle over Route 15 RP-1. Crashed in RP-1, North Vietnam. 18-05N 105-47E Maj Robert E. Stone Pilot ejected and was rescued by a Navy helicopter. Call sign: "Barracuda 02". "Pulling out from run at 6,000, NBR 2 received an estimated AA hit which caused fire and overheat lights to come on and also torching approx 60' behind acft. NBR 1 noted accurate AAA bursts at 6,000 barrage. Pilot recovered by Navy SAR at 0317Z ." The pilot's SEA tour was terminated because of injuries.

"Barracuda 01" was 1Lt Gordon Jenkins flying F-105D 59-1731 on his 94th mission. "Lt Jenkins was leading a flight of two F-105s to an assigned target area in Mu Gia Pass when his wingman took a hit and had to bail out. While bailing out, the man was knocked unconscious and Lt Jenkins was not able to tell if he was alive or not, but was able to fly low enough to see where he landed. He stayed in the area under hostile fire until the rescue helicopter arrived. The helicopter was under fire as it approached the area and was about to turn back when Lt Jenkins flew to them and circled them, reducing his speed so that he could lead them to the position of the downed man. They rescued the man and took him back to the base. Lt Jenkins had been in the hostile fire area for one hour with no other friendly aircraft there to aid him." (Gordy Jenkins quoting article from U.S. Air Force -- Aerospace Power for Peace, May 22, 1970 (Maxwell AFB Paper), in e-mail to Ron Thurlow, 8/8/2001).

"I can remember the mission well, as it was my first lead as a 1Lt . (Bob Lodge and I had been checked out as flight leads, with the OK of our DO, Astronaut & Col Bob White.)"

"He went down after flying through a cloud of AAA and I got him headed west (instead of east) because there didn't appear to be enough 'oomph' left in his flaming a/c to make it 60 nm to the coast. He bailed out and landed on a hillside, the chute catching in a treetop. I lied to the Red Crown guys and told them that I had him in radio contact (didn't), so they'd send a chopper. I went to a tanker for gas. Came back and the Navy chopper was now feet dry and said he was taking fire and would have to turn back. I DF'd to him and did some slow flight (half flaps, 280 kts, S turning) over the flats in RP-1 in front of them to lead them back to where Stone was. Lit the burner over his treetop and they had to lower a PJ down to get him out."

"Bob Lodge heard my debrief and put me in for a Silver Star, which I now wear proudly." This was his second Silver Star, his first being awarded for a mission he flew on 30 April 1967. (Gordon Jenkins <gordon.jenkins@VERIZON.NET> E-mail to the Weasel Net, 5 May 2002.)

"... Stone was recovered all broken up and never came back to Takhli. He had over 20 fractures at various locations and may have never gotten back on flying status. The BIG MOTHER crew received a Navy Cross. It was an incredible show by the Navy guys, and, also from you." (Bill Sparks, <sparkies@LVCM.COM> E-mail to the Weasel Net, 5 May 2002.)

"... The PJ on the Big Mother, wrapped his body around Bob to protect him as they went up the hoist. The PJ had come down the wire to help Bob because he had fallen about 90' and was in very bad shape. The Chopper had taken numerous hits and had to leave the PJ: but, returned to pick them both up. They landed at sea with a BUNCH of holes in the chopper. Bob was in such bad shape that they took off from a destroyer with one engine almost out and then flew to a hospital ship and landed. Should have been a Medal Of Honor. Hoist one for the Navy Big Mothers, they had very large cajones." (Bill Sparks <sparkies@LVCM.COM> E-mail to the Weasel Net, 6 May 2002.)

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