

~~SECRET~~

DECLASSIFIED

NARRATIVE OF RESCUE MISSION

On 1 November 1965, a CH-3C helicopter departed Nakhon Phanom Air Base for the purpose of locating and recovering an American pilot whose jet aircraft had been shot down while on a mission over North Vietnam. The CH-3C helicopter took off on this normally hazardous mission handicapped by the following: the TADAN and ARA-25 navigation systems were inoperative, the rescue hoist would only operate from the pilot's position, and due to a critical shortage at the base, there was insufficient personal survival equipment aboard for the crew. Two HH-43 Rescue helicopters had previously been scrambled from the same base on the same mission but had been forced to return due to minimum fuel. Enroute to the area, the CH-3C was intercepted by A-1E aircraft which were to provide escort and suppressive fire power as needed. Upon entering the area, the A-1E escort aircraft went in low over the area and did not draw any ground fire so the CH-3C was taken in for a close look. The CH-3C pilot decided to start a search along a line and a personnel locator "beeper" tone was heard by one of the A-1E pilots. At almost the same time, the CH-3C copilot caught a fleeting glimpse of a pen gun flare. As the approach to the spot where the flare was sighted was started, a garbled and excited voice came over the air on the emergency UHF frequency. The area from which the flare had been fired was in a shallow valley on the side of a high mountain. Finally, after talking to the survivor, the CH-3C crew was able to pick out his location. The flight mechanic spotted the downed pilot in an area surrounded by very high trees waving his "T" shirt. The downed pilot had stated that he was injured, so the decision was made to lower the paramedic to the ground, hoping that he could then help the injured pilot to a better location for the pick up. The paramedic was lowered through the trees and when all the available hoist cable had been extended (200 feet), he was still 15 feet from the ground. He then dropped the rest of the way, crashing through the dense tangle of underbrush. He located the injured man and half carried, half dragged him through the forest to an area which he thought would be suitable for a pick up. Throughout all this the helicopter pilot had been maintaining a steady hover with the nose of the aircraft brushing the top of one tree and rotor tip clearance of two feet from another tree towering up on the right side. Suddenly the copilot noticed a high transmission oil temperature and low pressure. The pilot moved the helicopter and flew around letting the airflow around the transmission dissipate the excess heat. When the temperature and pressure were back within limits, the helicopter returned and was directed over the spot where the paramedic and survivor were by the two flight mechanics. The hoist was lowered with two "horse collars", both men were brought up at the same time. The CH-3C then headed for Nakhon Phanom, one hour and

~~SECRET~~

DECLASSIFIED

DECLASS

~~SECRET~~

79

eighteen minutes after reaching the objective area. During the return flight, the paramedic, assisted by one of the flight mechanics, administered excellent first aid to the survivor.

Crew Members:

RCC Capt. Warren R. Lilly
CP 1/Lt Jerry A. Singleton
HM T/Sgt Spence C. Heywood
HM T/Sgt William J. Warren
PJ S/Sgt Arthur Cormier

~~SECRET~~

DECLASSIFIED

ARSH-65

DECLASSIFIED

ARSH-65

MISSIONSRESCUERSLOCATIONSSURVIVORS

	<u>Name</u>	<u>Aircraft</u>		<u>Name</u>	<u>Service</u>	<u>Aircraft</u>
38-959-22 Sep	Capt Richardson	HU-16B	1700N - 10715E	Capt Tuong	VNAF	A1H
38-968-24 Sep	Maj Hollfelder	HU-16B	1708N - 10758E	Capt Graves	USAF	F4C
				Lt Nolan		
6-38-820-24 Sep	Capt Layman	HH-43F	5 NM E. Bein Hoa	Maj Barbena	USAF	F-100
6-38-898-5 Oct	Capt Murden	HH-43F	8 NM E. Bien Hoa	2 Soldiers	USA	
	Capt Nadler			5 Soldiers	USA	
6-38-929-9 Oct	Capt Cook	HH-43F	10 NM W. Bien Hoa	2 Soldiers	USA	
	Capt Potter			1 Soldier	USA	
38-1027-13 Oct	Capt Jennings	HH-3	2132N - 10317E	Maj Randall	USAF	F-105
38-1055-22 Oct	Capt Porter	HH-43F	37 NM SSW Pleiku	Maj Elliot	USAF	A1E
7-38-642-23 Oct	Capt Cunningham	HH-43F	12 NM W. DaNang	2 Marines	USMC	
38-1073-28 Oct	Capt Burdeaux	HH-43F	1635N - 10624E	LCDR Lindsey	USN	F-4B
	Capt McMillan	HH-43F	1635N - 10624E	LT Cooper	USN	F-4B
38-1084-1 Nov	Capt Westenbarger	HU-16B	2051N - 10729E	Capt Huggins	USAF	RF-101
38-1088-1 Nov		HH-3	1803N - 10540E	LCDR Wheat	USN	A4C
38-1110-6 Nov		HH-3	2029N - 10527E	2 Navy	USN	SH3
6-38-1047-6 Nov	Capt Murden	HH-43F	1104N - 10703E	1 Australian	Aust	
38-1111-7 Nov	Lt Kirby	HU-16B	1953N - 10614E	LCDR Wask	USN	A4C
38-1114-8 Nov*	Capt Henningson	HH-43B	1108N - 10657E	20 Soldiers	USA	
	Capt Nadler					
38-1138-17 Nov	Capt Richardson	HU-16B	1913N - 10748E	CDR Chew	USN	F8E
38-1141-18 Nov	Capt Reiderick	HH-43B	1814N - 10532E	Capt Mahaffey	USAF	F-105
38-1150-20 Nov	Capt Keesler	HH-43B	1113N - 10643E	2 Soldiers	USA	
7-38-671-21 Nov	Capt Graham	HH-43F	1 NM S. DaNang	Lt Rucker	USAF	C-123
				A1C Kelly		

* Recovered on 9 November

DECLASSIFIED

206

SECRET

SECRET

~~SECRET~~

DECLASSIFIED

13. ~~30-1001-30 Oct 65 (C)~~. At 1209H the radio operator at Quang Tri, RVN, intercepted a May Day from an Army UH-1B that had crashed. Two HH-43 helicopters that were on alert at Quang Tri scrambled, and an HU-16 was diverted to the incident scene. The downed helicopter was located and the crew taken to a forward Army outpost. The two HH-43 pilots, Capt John Keen and Capt Arvo then returned to alert duty at Quang Tri. 18

14. ~~30-1001-172-1 Nov 65 (C)~~. On 1 Nov 65 the tower at Tan Son Nhut AB informed the LRR unit of a P-2V landing with one engine out. One HH-43B scrambled with a fire suppression kit and intercepted the aircraft on final approach. The P-2V blew a tire on landing, and as the aircraft came to a stop on the runway a magnesium fire broke out in the left wheel well; the flames engulfing the entire wing. The HH-43B hovered and directed its rotor wash so as to keep flames from igniting the fuel tanks or the paraflares that were mounted on the wing. They continued this until the fire trucks arrived and extinguished the flames. Due to the action of the HH-43B pilot, Capt Alden, the 13 crewmembers of the P-2V escaped without injuries.

15. ~~30-1001-108-1 Nov 65 (3)~~ On 1 Nov 65, Capt Huggins was forced to eject from his RF-101 over the North Vietnamese coast. He hit the water approximately 100 yards from shore. Fortunately, another RF-101 was in the area and was able to immediately locate the raft. The HU-16 along with two USN A1H aircraft proceeded to the scene. As the pilot was spotted the HU-16 began an approach for a water landing; however a go-around was initiated because a sampan was approaching the downed pilot. The A1H RESCAP aircraft were directed by the HU-16 to fire across the bow of the sampan. This was done; however, the sampan continued toward the survivor. On the next pass the sampan was sunk approximately 100 yards from the survivor. The HU-16 then water landed, and as it was taxiing to the survivor noted three armed swimmers also attempting to reach the downed pilot. During this entire time machine gun fire from the shore was being directed at both the survivor and the HU-16, and Capt Huggins was engaged in a pistol duel with the swimmers. The HU-16 called for the RESCAP aircraft to make a pass at the swimmers and taxied to the survivor. The uninjured survivor was taken aboard, and flown to Danang by the HU-16 RCC, Capt David Barger.

16. ~~30-1001-108-1 Nov 65 (3)~~ On 1 Nov 65, Lt Cadr Billy V. Wheat ejected from his A4C over North Vietnam. His wingman noted the successful bailout and alerted the HU-16 on precautionary orbit over the Gulf of Tonkin, which in turn alerted the rescue center at Udorn AB, Thailand. An HC-54 was diverted to the scene, and two HH-43 aircraft were scrambled from Nakhon Phanom, Thailand. Occasionally beacon signals were heard, but no visual nor voice contact was made by the time the HH-43's had reached their bingo fuel time.

18 Append 7 page 6

DECLASSIFIED

~~SECRET~~

~~SECRET~~

DECLASSIFIED

A CH-3C had been scrambled from Nakhon Phanom to relieve the HH-43's on station. A CH-3C made voice contact with the downed pilot who was able to direct the helicopter to his location, and the rescue technician was lowered to assist the injured survivor into the hoist. Following the successful pickup the survivor was taken to Nakhon Phanom where medical assistance was standing by. 19

17. 38ARS-1110-6 Nov 65 (S). On 5 Nov 65 an F-105, call sign Oak 1, was missing over North Vietnam. His wingman had last seen him going into the clouds. The weather in the area was rapidly deteriorating and no signals were being received. On 6 Nov, two A1E's, Sandy 11 and 12, went into the area to search for Oak 1. During the course of the search, Sandy 12 was hit by ground fire, and the pilot bailed out. His wingman observed him on the ground. A CH-3C was scrambled from a forward site in Laos, and two more A1E's were sent from Udorn, but Sandy 11 was not able to relocate the downed pilot prior to his bingo fuel time. The CH-3C, Jolly Green 85, was hit by ground fire in the search area. The four man crew bailed out, and four good chutes were observed by their A1E escort. Voice and beeper contact was made with at least one crewmember, and a visual sighting was made on another. At this time, the on scene commander received a call stating that the Navy had a helicopter enroute to the search area. Two A1E's, Sandy 13 and 14, were sent to the coast to escort the Navy helicopter in, and while escorting the helicopter Sandy 14 was hit by ground fire. A transmission from him stating he had been hit followed, but there was no further contact. The remaining A1E and the Navy helicopter remained in the area until the helicopter had to depart due to fuel limitations. After refueling, the Navy helicopter returned to the search area, accompanied by Navy A1H RESCAP. The A1H's picked up a beeper in the vicinity of the CH-3C bailout location. Soon after this voice contact was made and the Navy SH3, call sign nimble 62, went in low to attempt visual contact. It was dark at this time, but fortunately the survivor had a cigarette lighter which was used to signal the helicopter. His flashes were observed and Sgt Naugle, a crewmember from the downed Jolly Green 85, was picked up and taken to the carrier. The only injuries Sgt Naugle suffered were slight burns on his hand. The following morning Nimble 62, piloted by Lt JG Campbell, returned to the search area in an attempt to locate additional survivors. While enroute a Mig alert was received, and Nimble 62 descended to get between cloud layers at 2000 and 3000 feet. As it flew over a hole in the bottom cloud deck it was hit by automatic weapons fire. The fuel lines were ruptured and a rapid loss of fuel was experienced forcing the pilot to make a controlled landing in North Vietnam. The two A1H aircraft that escorted Nimble 62 were also hit, however, both made it safely to Danang; although one aircraft had to make a gear up landing. A short time later another Navy helicopter, a UH-2, arrived at the landing sight of Nimble 62 and was able to pick up 2 of the 4 crewmembers. Jolly Green 76, was enroute to the bailout site of Jolly Green 85 when informed of the Navy helicopter in distress. It diverted

DECLASSIFIED