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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. 33ARS-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

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to the Navy helicopter landing scene and picked up the remaining two crewmembers. In order to hover it was necessary to dump fuel which precluded its continuing on to the CH-3C bailout area. The two Navy survivors were taken to Udorn. On the morning of Nov 8, a first light search was initiated in the CH-3C bailout area. Several passes were made and no ground fire was observed by the A1E's that were receiving a beeper. However, as more aircraft entered the area to attempt to pinpoint the beeper heavy ground fire erupted. Two A1E's were hit and had to withdraw; both landed safely at Udorn. Due to the intensity of the ground fire, the further recovery of survivors was deemed to be not feasible without additional losses. The mission was suspended on 8 Nov. The missing CH-3C crewmembers are: Capt Warren Lilly, 1Lt Jerry Singleton, and SSgt Arthur Cormier. 20

13. 38ARS-1111-7 Nov 65 (U). On 7 Nov 65, Lt Cmdr Charles Wack's A4E was hit by ground fire while pulling out of a dive over his target. He immediately headed toward the coast, and about 12 miles out over the Gulf of Tonkin he ejected. The distress call on guard channel was monitored by the HU-16 pilot 1Lt Joseph Kirby, who immediately headed for the bail out site. The HU-16 crew spotted the pilot approximately 15 minutes later, and noted a junk fleet one half mile from the downed pilots raft. The external fuel tanks were jettisoned, and a water landing made. The downed pilot was brought aboard the HU-16 just 17 minutes after his distress call went out. The uninjured pilot was taken to Danang AB.

19. 38ARS-1114-8 Nov 65 (C). At 1230H on 8 Nov, a request for MED EVAC of battle casualties was received. A large scale operation was taking place and over 100 casualties were reported. Rescue helicopters from both Bien Hoa and Tan Son Nhut were utilized in this recovery operation that was to run two days. The recovery site was a heavily wooded jungle area with trees 150 to 180 feet high. There were no clear areas, so all of the wounded had to be picked up from a high hover. A rescue technician was lowered into the pick up point with a chain saw to make a landing zone but the saw malfunctioned. Of the 71 sorties flown by the HH-43's during the two days the following was typical. They were escorted in by armed UH-1B's and waited in a high hover until the "Huys" had made several firing passes to suppress VC ground fire. The "Huys" received hits while performing this task. When they felt they had silenced the opposition, the HH-43's were directed in. While hovering over the 180 foot trees, the rescue technician lowered the stokes litter threading it through the tree branches. The casualties were picked up and taken to a forward aid station, and ammunitions and C-rations were taken in on the return journey. During the course of the operation the HH-43's recovered fifty personnel, of whom 20 were saved. In addition 3 cases of ammunition, 2 cases of TNT, 10 cases of medical supplies and 30 cases of C-rations were taken into the battle area. 21

20 Append 5 page 12

21 Append 6 page 11

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## NARRATIVE OF RESCUE MISSION

At 2250 Z on 6 November 1965, Jolly Green 76 (CH-3C) departed Nakhon Phanom Air Base with a refueling stop scheduled at a forward operating base. Jolly Green 76 refueled and continued on with its mission of attempting rescue of downed Jolly Green 85 crew lost to enemy fire at 0530Z on 6 November. Jolly Green 76 was escorted by five A-1E aircraft who were to provide cover and suppressive fire power as needed. Enroute to the objective area, Jolly Green 76 was advised that a Navy HSS-2 rescue helicopter had been damaged by hostile fire and had been forced to land in hostile territory. Jolly Green 76 was diverted from its original mission and proceeded to the area of the downed Navy HSS-2, which was about 35 miles south of Jolly Green 85 coordinates. While enroute to the area, a Navy UH-2B helicopter picked up two of the four downed crewmen, but being limited in hovering capability at that altitude (4500 Feet MSL), had been forced to leave the pilot and copilot of the downed HSS-2. Jolly Green 76 made their first sighting of the distressed aircraft while at an altitude of 9300 feet MSL, and began an immediate descent at maximum rate simultaneously jettisoning all auxiliary fuel to decrease gross weight. A Navy A-1H aircraft recommended a final approach heading for the pick up, and flew this approach at tree top level attempting to draw ground fire. There was no ground fire observed, so Jolly Green 76 initiated a slow final approach and evaluated the power required to hover. A Hover out of ground effect would be required, and in order to use the least amount of power and avoid overheating the engines and transmission, the hover would have to be maintained in a small area which put the tip path of the rotor 10 to 12 feet from the surrounding trees. While the flight mechanic operated the hoist, the copilot monitored the controls and engine instruments. As the second survivor was being picked up, the fire warning light for number one engine came on. As soon as the survivor was aboard, an immediate take off at max power was made, and the fire warning light went out as the airflow through the engine was increased. The take off and climb were normal and level off was at 10,300 feet. Jolly Green 76 was escorted to a forward operating base where the survivors were picked up and flown back to their ship.

## Crew Members:

BCC Capt Norman B. Kamhoot  
CP Capt Robert A. Weekley  
HM T/Sgt William J. Warren  
PJ M/Sgt William G. Daniels

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and was forced to designate the four men as missing in action (MIA) -- the first lost in the Southeast Asia conflict.

(S) The names and the home bases, from which they were on temporary duty to Det 1, 38th Air Rescue Squadron, at Nakhon Phanom Airport, Thailand, of all crew members of HH-43B, 62-4510, are given below:

|                |                                                                                                       |
|----------------|-------------------------------------------------------------------------------------------------------|
| Pilot:         | Captain Thomas J. Curtis, 47753A<br>Detachment 9, Central ARC<br>England AFB, Louisiana               |
| Copilot:       | 1st Lt Duane W. Martin, 75418A<br>Detachment 9, Western ARC<br>Portland International Airport, Oregon |
| Mechanic:      | A1C William A. Robinson, AF14782798<br>Detachment 3, Central ARC<br>Grand Forks AFB, North Dakota     |
| Pararescueman: | A3C Arthur N. Black, AF12666475<br>41st Air Rescue Squadron<br>Hamilton AFB, California               |

(U) Mission 38ARS Udorn - 1110 - 6 Nov 65<sup>3</sup>

(S) The second loss of men and the third loss of an helicopter in a combat situation by ARS occurred on 6 November 1965, when Captain Warren R. Lilly went to the aid of Sandy 12, the pilot of an Air Force F-1E aircraft.

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. Data obtained from mission reports in Mission Folder 54 in ARSCP files.

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(S) When Sandy 12 was shot down at 20-30N 105-33E, 35 nautical miles southwest of Hanoi, North Vietnam, Captain Lilly launched a Jolly Green Giant, the CH-3C helicopter 63-9685, from Lima 36 Site, Thailand at 1148, local time, to pick him up. Lilly, who was navigating under instrument flight rules, proceeded to a point near the target area and descended, breaking out of an overcast at 8,000 feet above sea level at 20-29N 105-27E. At this point, the helicopter was severely damaged by several hits from anti-aircraft fire, losing a rotor blade and suffering damage to the rotor transmission section. Unable to overcome the excessive control pressures which resulted from the damage to the rotor, Lilly transmitted a MAYDAY call and directed his crew to abandon the helicopter. The pararescue-man jumped first followed by the mechanic who observed fire in the cabin before his exit.

(S) Captain George W. Koronsbein, pilot of the lead escort (Sandy 13), observed four deployed parachutes in the air, saw one of the crew gathering up his parachute on the ground, and established voice and beeper contact via radio with one of the crew. Sandy 13 and Sandy 14 then met a Navy SH-3 helicopter off shore in the Gulf of Tonkin and escorted it to the crash area, during which Sandy 14 was shot down, becoming the sixth missing person on this mission.

(S) Second Air Division personnel advised the withdrawal of rescue

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forces due to the heavy concentration of ground fire. Two HH-43 Rescue helicopters, which had been ordered to the scene, were recalled while enroute there. However, combat air patrol (CAP) aircraft were sent into the area to search for Lilly and his crew and did establish radio voice contact with them. At dusk a second SH-3, Nimble 62, located and rescued SSgt Naugle, the CH-3C mechanic, leaving five men unaccounted for at the end of the day.

(S) The following morning the SH-3, Nimble 02, attempted a pick-up in the area of the downed Jolly Green Giant and was struck by ground fire, lost fuel and was itself forced down 19-53N 105-11E. Angel 7 picked up two of the crewmen and a Jolly Green Giant rescued the other two and took them to Lima 36 Site. Two USAF A-1E aircraft, also, had been struck by ground fire.

(S) CAP aircraft once again established voice contact with Lilly's crew. Radio beeper signals in the area indicated that Sandy 12 probably was evading the enemy. There was no information on Sandy 14.

(S) November 8th left little or no hope. With the dawn came a 1500 foot overcast with mountain peaks visible above it. The search was resumed under these unfavorable weather conditions in the first light of the day. After several sweeps across the area by search aircraft, a radio beeper signal was received at 0930 hours and aircraft reentered the area to pinpoint the location from which that signal emanated. Search aircraft

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in the vicinity of the signal origin point encountered heavy, hostile fire from the ground. At 1005 hours a second beeper signal was heard. Aircraft approaching the area again encountered strong ground fire and severe damage to two A-1E aircraft forced those pilots to withdraw.

(S) The mission was suspended at 1044 hours due to intensive ground fire, after coordination with Commander, 2nd Air Division.

(S) The debriefing of the survivor, SSgt Naugle, and the aircrew of Nimble 62, attached to and operating from the U. S. S. Independence, brought forth the following additional data on this mission. Captain Lilly launched to the north and an orbit point to await Sandy, his escort of A-1E aircraft. After meeting the escort, SSgt Naugle believes all proceeded toward the east and descended through the 8,000 foot altitude level, and broken clouds, at a point approximately five miles west of Sandy 12's reported crash position, at which time heavy tracer fire and flak were encountered. Fuel lines were ruptured, allowing fuel to enter the cabin of the CH-3C where it ignited and filled the aircraft with flame. The pararescueman, SSgt Cormier, shouted the alarm: "FIRE," and bailed out. SSgt Naugle attempting to follow Cormier, found himself fastened to the aircraft by his gunner's belt, released the belt while observing Cormier's open parachute and parachuted toward a hillside. During his descent, Naugle observed two other deployed chutes in the air. After cutting away approximately three square yards

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of it for a signal panel he hid his parachute, discarded his parachute harness, helmet, and flak vest which interfered with his movements through the heavy undergrowth, and crawled to the top of the hill. From his position he heard voices of unfriendly troops, and saw the burning helicopter which was already surrounded by troops who arrived in motor vehicles.

(S) SSgt Naugle hid among rocks and activated his signal radio but discontinued its use after the CAP aircraft departed. One attempt to establish voice communications was unsuccessful, as were attempts with a signal mirror. The remainder of the day was employed in reading charts, examining the contents of the survival pack, and listening to the voices and cutting sounds of troops searching the jungle growth for him. He heard jet aircraft at approximately 1700 hours and established voice contact with a pilot. His recovery was accomplished later by Nimble 62, in concert with A-1H aircraft escorting it. SSgt Naugle had suffered only minor burns and scratches and was in excellent condition.

(S) The aircrew of Nimble 62 had launched from its carrier, U.S.S. Independence, at 1515 hours, had refueled at 1700 hours from the Tucker, and was on a prearranged station 19-00N 105-45E at 1800 hours. It departed this station shortly after that and proceeded inland, crossing the beach on a heading of 317 degrees, escorted by the pilot of Locket One, an A-1H aircraft. They proceeded to 29-06N 105-29E where they were



by Lockets Three and Four. The Locket aircraft sighted Naugle and  
inted his position with their lights, despite small arms fire and flak  
s. Naugle used the flame of his cigarette lighter to aid the pilot of  
le 62, who needed less than two minutes to bring him aboard in a horse-  
r at 1855 hours. Nimble 62 and Locket One returned via the inbound  
e to the Tucker for fuel and then to the Independence, on which a landing  
minated their flight at 2325 hours.

(S) The crew members of the CH-3C were assigned to Detachment 5,  
Air Rescue Squadron, Udorn Airfield; attached at Nakhon Phanom  
port; and staging from Lima 36 Site, all in Thailand. All are identified  
low by crew position:

|                |                            |
|----------------|----------------------------|
| Pilot:         | Captain Warren R. Lilly,   |
| Copilot: #     | 1st Lt Jerry A. Singleton, |
| Mechanic:      | SSgt Berkeley Naugle,      |
| Pararescueman: | SSgt Arthur M. Cormier,    |



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ESCALATION: 1964-1966

Air Force and Navy intelligence officers briefed aircrews on team activities and procedures. Flyers were told that team members would wear white arm bands. Furthermore, they would probably have American style uniforms and carry American weapons. Laotian team members usually wore snappy red berets.<sup>38</sup>

The roadwatch teams operated until the end of the war as an unconventional complement to regular search and rescue operations. The recovery of downed aircrew members was only a secondary mission for these teams, however, and they rescued only a small number of people. Over the years, the Aerospace Rescue and Recovery Service (as the Air Rescue Service became in January 1966) received new equipment and developed better tactics. Consequently, roadwatch teams were used less. In 1968, for example, there were only seven instances in which roadwatch teams were alerted for possible recovery activity, and in only two cases were teams actually used.<sup>39</sup>

As the war continued, helicopters remained the primary means of recovering downed airmen. On July 6, 1965, two Sikorsky CH-3C turbine-driven helicopters arrived at Nakhon Phanom Royal Thai Air Force Base to initiate a new era for search and rescue in Southeast Asia. The added range, protective armor, and a large carrying capacity made the CH-3C an adequate aircrew rescue vehicle — certainly an improvement over the short-range, unarmed, vulnerable HH-43F. Assigned to the newly established Detachment 1 of the 38th Air Rescue Squadron, the two helicopters were on loan from the Tactical Air Warfare Center at Eglin Air Force Base, Florida.<sup>40</sup> Dubbed the "Jolly Green Giants" because of their green and brown camouflage scheme, these helicopters were hastily converted Tactical Air Command cargo choppers and, as such, were only interim aircraft.

In August 1965, as the temporary duty crews for the CH-3s settled in at Nakhon Phanom, crews for the Sikorsky HH-3Es, the same basic helicopter as the Tactical Air Command models but built for rescue, gathered at Stead Air Force Base, Nevada under the code name "Limelight 36".<sup>41</sup> Maj. Baylor R. Haynes, a rescue veteran of Korea, led these men as they plunged into their orientation and training program. Many were old rescue hands from Korea, who had been in choppers throughout their Air Force careers. Others had recently transferred to helicopters from fixed-wing aircraft. For a few young copilots, helicopters would be their first assignments right out of pilot training. After completing orientation in September they took leave and reported to Udorn in late October. On November 3, a pair of HH-3Es arrived at Bien Hoa Air Base, Vietnam, in a special rush delivery by C-133 transport. Major Haynes and a selected crew tested the choppers over the South China Sea before flying them to Udorn on November 10. One of the CH-3Cs stationed at Nakhon Phanom had been lost to enemy action on November 5, but the remaining CH-3C moved up to Udorn. By the end of December there were six HH-3Es and the CH-3C operating from Udorn. The CH-3C was returned to the Tactical Air Command in Early January 1966.<sup>42</sup>

1965

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# First Flight Across the Fence!

By  
Berkley E. Naugle  
USAF MSGT Retired

6 NOV 65  
DOWNED CH-3  
STORY AS TOLD BY  
F.E.

F.E. WAS ONLY ONE  
RESCUED FM JULY



Throughout the air war in Viet Nam, every attempt was made to rescue downed crew members. In 1965 the best aircraft for this mission was the Sikorsky CH-3C helicopter called the Jolly Green Giant this due to the size and color of our helicopters. The normal crew consists of two pilots, flight engineer and a pararescue man.



This is the story, as I remember it, of my experiences during my first mission into North Viet Nam. I was assigned to Detachment 5, 38th Aerospace Rescue & Recovery Squadron, Udorn Royal Thai Air Force Base, Thailand.

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I was one of the "Jolly Green's" enlisted flight

engineers.

Other crew members had nicknamed me the Jolly Green's Mr. Clean. This because of my being slightly rotund and having my hair cut very short because of the filthy conditions we had to endure when on station at our forward operations sites. Wind blown red dust would get into and stick to everything especially your hair.

There was no clean water for sanitary needs. Even the streams were severely polluted. Villages were normally located along streams and the streams were used for washing clothes, bathing, and garbage disposal. The village's water buffaloes also used the streams. The village furthestmost down stream always had the most polluted water.

The only safe water available was that which we carried with us for cooking our rations and drinking. Washing ourselves or our clothes was out of the question while we were at a forward site.

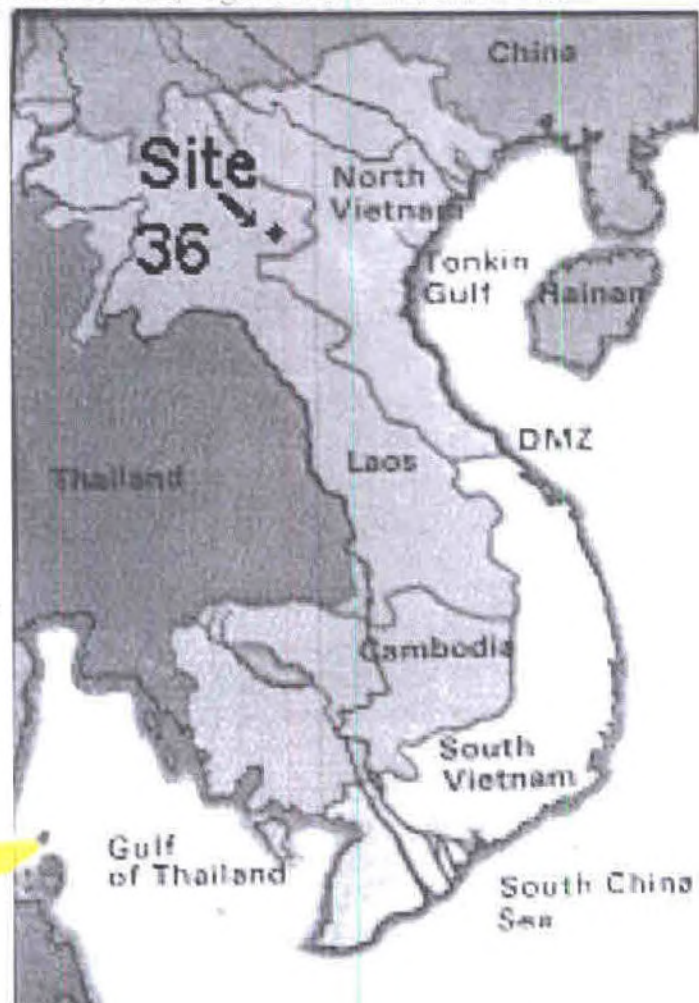
When my misadventure began it was about 5 AM, 6th of November 1965. My pilot, Captain Warren E. Lilly, co-pilot, 1st Lt. Jerry A. Singleton, pararescue man, Ssgt Arthur Cormier and I were operating out of Lima site 36. This was one of our forward operating sites in the steaming jungles of northern Laos.

It was a soggy sticky morning like all mornings in that little country where we were not supposed to be.

It was just a short jump across the border into North Vietnam. I was crewing CH-3C 63-09685, one of the two CH-3C Jolly Green Giant rescue helicopters on site. This was presumably, a safe site for us to use as a jumping off point for performing rescue operations inside North Vietnam.

We had arrived in Viet Nam months ahead of our promised HH-3E helicopters that were going to have all the goodies such as, armor plating, external, jettisonable, fuel tanks for extra range, etc.

Since these helicopters had not arrived we were using some older cargo type CH-3Cs. They had been painted dark green, no insignias, no armor plating and with a 450-gallon fiberglass fuel tank strapped down inside the cargo area to provide the fuel for the extra range we needed to perform our missions into North Vietnam and return. This fuel tank



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would prove to be nothing but a big bomb we were carrying along with us.

As morning broke we shook off the urge to go back to sleep and started to prepare our usual breakfast of tinned ham and eggs and heat some water for our instant coffee. Then, our radio set started to screech "MAYDAY, MAYDAY, AIRCRAFT DOWN".

A F-105 Thunderchief pilot was down, 35 miles southwest of Hanoi and needed a ride to safety.

This was our call to duty and pandemonium broke out. We all scrambled to our helicopters, trying to get into the air as soon as possible.

After donning our flak vests, survival vests, parachutes and our helmets, we waited while two Skyraiders scouted the crash area. At 10 a.m., another Skyraider was shot down.

This was territory where no U.S. helicopter had ever flown before but we decided to go and give it a try. We got our helicopters into the air and started toward our target. Then fate struck. The second helicopter's pilot reported that they had an engine problem and they could not continue the mission with only one engine operating.

Normally this would have been the end of the mission. We had been instructed that we would "NOT" proceed on a mission if we did not have both helicopters to provide cover for each other. Normal procedure was that other helicopters would be launched from Vietnam or Thailand to perform the rescue, if possible, but we knew that would have caused hours of delay in getting to the pilots assistance.

Upon hearing from the downed pilot's wingman that he had sighted the downed pilot, we decided that we were going to proceed on the mission alone. The C-130 (Crown) communications aircraft relayed to us that the Rescue Center in Vietnam (KING) did not want us to continue on the mission alone. This due to the danger from the numerous concentrations of anti-aircraft batteries and ground fire reported in the target area, but we continued on the course being relayed to us by the Crown aircraft.

Shortly we met up with the two A-1E Skyraiders (Sandies) who were going to be our escorts during the mission and continued onward at 10,000 feet, out of range of ground fire.

While we kept our eyes open, watching for any Sam missiles launched at us, one of the A-1Es proceeded ahead. It was going to check the area where the downed aircraft was supposed to be, to see if he could spot the pilot and see if the area was safe for a rescue attempt.

Immediately upon arriving at the supposed crash site, Enemy gunners raked the A-1E setting it on fire. The pilot bailed out.

Now there were two pilots to find and rescue. I quickly donned my safety harness to the aircraft so I could not fall out the door if wounded, while assisting with the rescue.

Then we and the remaining A-1E escort aircraft dropped through the fluffy white clouds.

Then all hell broke loose! It was as if They were waiting for us! At the 7000 feet of altitude we began to fly into a squall of machine gun bullets and flak. How could that be? We were supposed to be too high for any ground fire. It turned out that the terrain in this area is around 1000 feet above sea

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I feel very fortunate now. My efforts as an American soldier in Vietnam only required a few years from me. Many men gave their lives proudly and unselfishly. We cannot do anything for these men now. We can't even say "Thank you!" But we can honor them by giving time and effort to make ourselves better citizens - and in so doing, make the United States of America an even better country.

Our Country, the U.S.A., is not perfect, and it never will be. But it is the best in the world today. Love it, honor it, work for it, and protect it, and it will reward you many times over.

God bless America

December 1996

Jerry Singleton became a Chaplain after his release. He retired from the United States Air Force as a Lt. Colonel. He and his wife Barbara reside in Texas.

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CORMIER, ARTHUR



Name: Arthur Cormier  
 Rank/Branch: E5/United States Air Force  
 Unit: DET 1, 38th ARS  
 Date of Birth: 24 October 1934  
 Home City of Record: West Orange NJ  
 Date of Loss: 06 November 1965  
 Country of Loss: North Vietnam  
 Loss Coordinates: 202000N 1053000E  
 Status (in 1973): Returnee  
 Category:  
 Aircraft/Vehicle/Ground: CH3C

Other Personnel in Incident: Warren Lilly, returnee, pilot; Jerry Singleton, returnee, co-pilot; Sgt. Naugle, flight engineer, (burned, escaped, evaded, rescued)

Source: Compiled by P.O.W. NETWORK March 1997 from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews.

REMARKS: 021273 RELEASED BY DRV

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 Captain and Mrs. Frederic A Wyatt (USNR Ret), Barbara Powers Wyatt, Editor  
 P.O.W. Publications, 10250 Moorpark St., Toluca Lake, CA 91602  
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 November 1996 - Edited by request of Capt. Arthur Cormier, USAF RET

ARTHUR CORMIER  
 S M Sergeant- United States Air Force  
 Shot down: November 6, 1965  
 Released: February 12, 1973

I was born in Rumford, Maine on 24 October 1934. I lived there until I was six years old. We then moved to Boston, Massachusetts and New Jersey. I was reared in Lincoln Park, New Jersey, and finished my last two years of high school in West Orange, New Jersey. I graduated in 1953 the eldest of six children (three boys and three girls).

I joined the Air Force in April 1954. I took my basic training at Sampson AFB, New York, followed by a tour in Germany May 1955 to November 1957.

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During my tour at Suffolk County AFB, New York, February 1958 to February 1960, I met my wife, Eileen M. Weth, from Bay Shore, New York. We were married 1, January 1960. We had four children Sean 12, Daphne 11, Mercedes 10, Kevin 9.

I spent a year Minot AFB, North Dakota February 1960 to February 1961 then Andrew, AFB, Maryland, August 1961 to March 1963. I joined Rescue in April 1963 as a Para-rescueman. I had two tours in Vietnam and was shot down on my second tour. Our helicopter was shot down 30 miles from Hanoi on 6 November 1965.

I have enrolled this fall (1973) at Long Island University and plan to finish my under graduate degree within the next two years. The future looks very bright to me and it's a good world. Thank you for the prayers and help bestowed so abundantly upon my wife and my family over the years. We especially thank you for the magnificent homecoming.

November 1996

Eileen and Arthur subsequently divorced. Both have remarried. Arthur retired from the United States Air Force as a Captain. He and his wife Merry K. have 2 children and reside in Massachusetts.

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LILLY, WARREN E.

Name: Warren E. Lilly  
 Rank/Branch: O3/United States Air Force/pilot  
 Unit: DET 1, 38th ARS  
 Date of Birth:  
 Home City of Record: Dallas, TX  
 Date of Loss: 06 November 1965  
 Country of Loss: North Vietnam  
 Loss Coordinates: 202000N 1053000E  
 Status (in 1973): Returnee  
 Category:  
 Aircraft/Vehicle/Ground: CH3C

Other Personnel in Incident: Jerry Singleton, returnee, co-pilot; Arthur Cormier, returnee, pararescue; S/Sgt. Naugle (escaped, evaded, rescued, badly burned)

Source: Compiled by P.O.W. NETWORK March 1997 from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews.

REMARKS: 021273 RELEASES BY DRV INJURED

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WARREN R. LILLY  
 Lieutenant Colonel - United States Air Force  
 Shot Down: November 6, 1965  
 Released: February 12, 1973

The statement below was given at Nederland, thanking them for dedicating a Freedom Tree to me during my detention. It sums up how I feel. It's the men who won't or haven't come back that deserve remembering, the rest of us just did our jobs.

MESSAGE

On 14 October 1972 a plaque and flame were dedicated specifically to myself and those who were detained or listed as MIA in the Vietnam conflict. I would like to thank you for the thoughts that you offered that so heavily contributed to my presence here with you today. I consider myself very fortunate and totally inadequate to receive the honors you have bestowed upon me, for I have returned. It is those brave men who have not returned that so rightfully deserve yours and the nation's highest tribute. The men of whom I speak are those who made the ultimate sacrifice in Vietnam, and those whose fate yet remains unknown. Vietnam was perhaps the most difficult, least understood, and least supported military endeavor ever undertaken by our nation. But our KIA's and MIA's did not fail their duty and because of their devotion to their country, PEACE with HONOR, tenuous though it may be, was obtained. Their personal sacrifice must never be forgotten, for they did it for you and for me. At the present time our government is making every effort to account for all those whose fate remains in question in Vietnam. The communists continue to procrastinate in making it possible to accurately conclude this final accounting. It is your continuing concern for these men which will ultimately result in a terminal

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