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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 TACAN 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

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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

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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.

Grew Members:

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

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NARRATIVE OF RESCUE MISSION

On 18 November 1965, two rescue HH-43 helicopters, "Pedro 1" and "Pedro 2" were scrambled from Nakhon Phanom Air Base to pick up a pilot who had bailed out of his F-105 after it had been severely damaged by hostile fire. The downed pilot's position had been plotted as being dangerously close to confirmed concentrations of hostile anti-aircraft emplacements, and in the same area that an HH-43 helicopter had been shot down while attempting a rescue operation in September 1965. Enroute to the area, Pedro 1 and 2 encountered weather and rain of such intensity that portions of the rubber covering was peeled off the rotor blades of Pedro 1. Positive contact with the downed pilot had not been established when the Pedros arrived on the scene. A search was initiated by both helicopters and the general area was thoroughly explored for fifteen minutes. An emergency "beeper" tone was suddenly heard by Pedro 1 and voice contact was established between the downed pilot and the helicopter. A flare from the distressed crewman revealed his exact position to Pedro 2, who directed Pedro 1 to the spot. The helicopter was brought to a perfect hover over the pilot who was tangled in a dense mass of limbs and vines. With the aid of the hoist, and after five minutes of maintaining a motionless hover, the pilot was brought safely into the helicopter, and the return trip was started. As Pedro 1 moved away, there was an unidentified movement in some bushes nearby. It was thought that the movement might have been made by some natives, but there was no ground fire encountered and the departure was executed safely. Both helicopters returned safely to Nakhon Phanom Air Base.

Crew Members "Pedro 1"

RCC Capt John B. Reiderich
CP 1/LT Charles R. Sweet
HM A/2C Charles E. Veasey
PJ A/1C Harry W. Birtel

Crew Members "Pedro 2"

RCC 1/LT Frederick T. Dykes
CP 1/LT Kenneth G. Griffis
HM A/2C Philip D. Carlson

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NARRATIVE OF RESCUE MISSION

During normal strip alert on 19 December 1965 at Nakhon Phanom Air Base, the crews of Jolly Green 33 and 27 were notified of a "Mayday" by Invert radar. An F-4C had encountered battle damage over North Vietnam and the crew was anticipating ejecting. At 0927Z Invert radar advised the crews to scramble as the damaged aircraft was proceeding toward their area. Both helicopters took off and were given an initial intercept heading by Invert. On a heading of approximately 250° at about 0948Z a column of black smoke was sighted and the helicopters proceeded towards the smoke. Invert advised that two chutes had been spotted and the positions were 269° Radial at 29 miles and the other one on the 270° Radial at 32 miles of channel 65 TACAN. Jolly Green 27 diverted to the 270° radial position and Jolly Green 33 set up a search for the pilot located on the 269° Radial. The helicopters were receiving one good beeper signal and one intermittently plus receiving one of the downed pilots voice radio on guard channel. One of the pilots used his signal mirror and was immediately picked up by Jolly Green 27. The other pilot ignited a smoke bomb and attracted the attention of Jolly Green 33. The trees were dense where the pilot was and the helicopter directed him to move to a clearin about 200 feet away. A low hover was established and the pilot was picked up. Neither of the downed pilots were injured and they were taken back to Nakhon Phanom and later to Udorn Air Base, Thailand.

Crew Members "Jolly Green 33"

RCC Capt Norman B. Kamhoot
CP Capt Charles P. Rush
HM SSgt Theodore M. Youngblood
PJ A/1C Harry W. Birtel

Crew Members "Jolly Green 27"

RCC Capt Robert D. Furman
CP Capt Dale V. Hardy
HM SSgt Berkley E. Naugle
HM A/1C Robert E. Crites

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NARRATIVE OF RESCUE MISSION

On 21 December 1965 at 0025Z, the Jolly Green aircraft pulling strip alert at Nakhon Phanom Air Base were notified by local GCI radar unit that an aircraft was down at coordinates 18 00 N, 105 50 E, a position in North Vietnam. The two helicopters, Jolly Green 27 and Jolly Green 33, scrambled and established a course to take them around some of the heavier known concentrations of hostile AA. Upon reaching the objective area, the weather was found to be extremely poor for a crew recovery operation. The mountains were obscured by a layer of clouds which stretched east all the way across the "panhandle" of the DRV. One of the A-1E aircraft found a hole in the undercast and dropped down to begin an electronic search while both helicopters orbited above. The A-1E reported a firm position on the downed pilot, but the problem of descending to execute a pickup had been seriously compounded by the fact that the holes in the undercast had closed up. The A-1E aircraft gave the helicopters steers by UHF-DF and a description of the terrain below the undercast. The Jolly Green helicopters entered the clouds at 5,000 feet and broke out at 2,500 feet with mountains on both sides and about 900 feet above the valley floor. The A-1E lead the helicopters to the area of the downed pilot, and the lead helicopter saw a pen flare. A high speed, low altitude pass over the spot revealed a chute but due to the tall trees and dense vegetation, they were unable to see the pilot. A hover was established over the chute and the flight mechanic spotted the downed pilot almost immediately. The pilot was picked up out of the dense undergrowth from a point on a steep slope, about 200 feet from the top of a mountain. Due to the terrain, the pilot of the helicopter had to make his takeoff over a small road and a village. Just before reaching the village, a double burst of AA fire made the helicopter lurch violently into an extreme nose down attitude, knocking all occupants in the cabin to the floor. The pilot regained control of the aircraft and employing evasive flying techniques, made a maximum performance climb and departure. The climb back through the clouds and the remainder of the trip back to Nakhon Phanom was completed without incident.

Crew Members "Jolly Green 27"

RCC Capt James L. Butera
 CP Capt William E. Cowell
 HM T/Sgt Spence C. Heywood
 PJ A/IC Harry W. Birtel

Crew Members "Jolly Green 33"

RCC Capt Norman B. Kamhoot
 CP Capt Charles P. Rush
 HM S/Sgt Theodore M. Youngblood

NARRATIVE OF RESCUE MISSION

At 1010 local on the 29th of December 1965, Jolly Green 32 was on a local training flight, the Udmorn tower requested that he break out of traffic and orbit south of the field because there was an aircraft emergency in progress. A Pedro HH-43 was in the immediate area south of the field with fire suppression kit awaiting the distressed aircraft. At 1020 local the tower notified both the Pedro and Jolly Green 32 that they had lost the T-33 on radar about ten miles out on the 280° radial from Channel 31. The Pedro advised the tower that he had to return to the field and drop the fire suppression kit. The tower requested Jolly Green to proceed to the area and search. At about five miles out of Channel 31 the tower was asked for any other information on the T-33 that would help in the search. The tower knew nothing more than they had mentioned before. Almost immediately after talking to the tower the explosion from the aircraft crash was sited about four miles in front of Jolly Green. A large column of black smoke started to rise above the crashed aircraft. About a mile past the crash site a parachute was seen at about 1500 feet above the terrain. Within a minute after the pilot landed, the Jolly Green was on the ground. Three crew members went to the pilot's aid. The pilot indicated problems with his back and left leg, so he was not moved until a medic arrived on the Pedro. At that time he was examined by the medic and placed on a litter for transportation in the Jolly Green back to Udmorn. After airborne the tower was notified and an ambulance and doctor requested to meet the aircraft. He was offloaded at Udmorn at 1057 local.

Crew Members Jolly Green 32:

RCC Capt James L. Butera
CP Capt William E. Cowell
HM A/1C Frank I. Clubb

Crew Members Pedro:

RCC Capt Charles E. McMillan
Fireman SSgt James C. Baldwin
Fireman A/2C Antony F. Desmond
Medic A/1C Keith R. Nolder