

JACK CAMP
is honored on Panel 15W, Row 12 of
the Vietnam Veterans Memorial

Full Name: JACK CAMP
Wall Name: JACK CAMP
Date of Birth: 8/15/1947
Date of Casualty: 12/1/1969
Home of Record: TOLAR
County of Record: HOOD COUNTY
State: TX
Branch of Service: ARMY
Rank: CAPT
Casualty Country: SOUTH VIETNAM
Casualty Province: PHUOC LONG



CPT Camp served with Headquarters and Headquarters Company, 2nd Brigade, 1st Cavalry Division. He was the pilot of an OH-6A helicopter on a visual reconnaissance mission orbiting at 2000 feet. The gunner saw black smoke coming from an area between the transmission and engine, so CPT Camp made a power on decent towards an open field. At approximately 1000 feet, a high frequency vibration developed, but all instruments were reading in the green. From an altitude of 1000 feet to 250 feet the vibration increased. At 250 feet the engine failed and the vibration stopped. CPT Camp went into autorotation and at approximately 35 feet; a CH-47 Chinook helicopter passed 50 feet to the front of the aircraft. Control of the aircraft was lost at that time, resulting in a crash that fatally injured CPT Camp. The other two crewmembers were able to escape the incident.

Jack is buried at Tolar Cemetery in Tolar, Texas

From www.flyarmy.org

CAMP JACK

Name: CPT Jack Camp

Status: Killed In Action from an incident on 12/01/1969 while performing the duty of Pilot.

Age at death: 22.3

Date of Birth: 08/15/1947

Home City: Tolar, TX

Service: FA branch of the reserve component of the U.S. Army.

Unit: HHC 2 BDE 1 CAV

Major organization: 1st Cavalry Division

Flight class: 68-518/68-32

Service: FA branch of the U.S. Army.

The Wall location: 15W-012

Short Summary: High frequency vibration, lost control and crashed.

Aircraft: OH-6A tail number 67-16479

Country: South Vietnam

MOS: 6482

Primary cause: A/C Accident

Major attributing cause: aircraft connected not at sea

Compliment cause: weapons

Vehicle involved: helicopter

Position in vehicle: observer

Started Tour: 04/20/1969

"Official" listing: helicopter air casualty - non-aircrew

Length of service: 03

Location: Phuoc Long Province III Corps.

Reason: aircraft lost or crashed

Casualty type: Non-hostile - died of other causes

married male U.S. citizen

Race: Caucasian

Religion: Baptist - other groups

The following information secondary, but may help in explaining this incident.

Category of casualty as defined by the Army: non-battle dead Category of personnel:

active duty Army Military class: officer

This record was last updated on 07/31/1995

Helicopter OH-6A 67-16479

Information on U.S. Army helicopter OH-6A tail number 67-16479

The Army purchased this helicopter 1168

Total flight hours at this point: 00000844

Date: 12/01/1969

Incident number: 691201291ACD Accident case number: 691201291 Total loss or fatality Accident

Unit: 2 BDE 1 CAV

This was a Combat incident. This helicopter was LOSS TO INVENTORY

This was a Recon mission for Unarmed Recon

While in Operations Area this helicopter was Unknown at UNK feet and 050 knots.

The station for this helicopter was Phouc Vinh in Cambodia

Helicopter took 1 hits from:

Small Arms/Automatic Weapons; Gun launched non-explosive ballistic projectiles less than 20 mm in size. (12.7MM)

Systems damaged were: PERSONNEL

Casualties = 01 DOI, 02 INJ. Number killed in accident = 1. . Injured = 2. . Passengers = 0

the helicopter Crashed. Aircraft Destroyed.

Both mission and flight capability were terminated.

Costing 149969

Original source(s) and document(s) from which the incident was created or updated: Defense Intelligence Agency Helicopter Loss database. Army Aviation Safety Center database. Survivability/Vulnerability Information Analysis Center Helicopter database. Also: OPERA, LNNF, CRAFX, CASRP (Operations Report. Lindenmuth New Format Data Base. Crash Facts Message. Casualty Report.)

Loss to Inventory

Crew Members:

P W1 GG GABLER

P CPT CAMP JACK KIA

G E5 CH LEMKE

Accident Summary: Aircraft was on a VR mission and had been on station for a period of one hour. The OH-6A was orbiting at 2000 feet while the aircraft commander of the Cobra was directing an airstrike. The first indication of trouble came when the gunner saw black smoke coming from the area between the transmission and engine. The pilot made a power on descent towards an open field. At approximately 1000 feet, a high frequency vibration developed, but all instruments were reading in the green. From the altitude of 1000 feet to 250 feet, the vibration increased. At 250 feet, the engine failed and the vibration stopped. The pilot went into autorotation. At approximately 35 feet, a CH-47 passed 50 feet to the front of the aircraft. At this time the pilot lost control of the aircraft. He attempted to finish the autorotation, with negative results.

This record was last updated on 05/25/1998