

TED HAWKINS' DAY



Ted Hawkins

It was a great memorable party and between 85 to 100 friends and PJ family who came from as far away as Oregon were there to honor this brave PJ. There were many stories told from his over 24 years as a PJ. Stories from his early years which some were humorous, to the true professional stories of his exceptional career.

It ended with the years after he retired where he turned a wilderness into a country paradise for his family. His PJ family took full advantage of the fishing from the pond that he created from a small creek with fish so big you wouldn't believe the size.



(Due to the limited space in the previous Canopy Chatter some of the below information is old news.)

To All That Helped: Maeve and I want to extend our deepest gratitude for the support we have received! We are honored to have been introduced to such a strong brotherhood. Your kindness will never be forgotten.

With heartfelt thanks, Jackie, Maeve & the McDermott Family

*From: Mamie Hawkins
Sheila, Bob and Joe Printy*

To Our PJ Family and Friends,

Words are somehow not expressive enough to show how much each and every one of you mean to us. During Ted's diagnosis and illness, and then finally at the end, normal people would not be able to imagine the outpouring of love and support each of you gave. Whether it was a phone call, an email, cards and letters, or personal visits, Ted was certainly appreciative of all. Ted had started writing down everyone who called or wrote, until he was no longer able to do so.

There were hundreds of calls and many cards and letters. He wanted us to convey his love and thanks to all. Although he was not able to read his mail, Mamie and I read it to him and he would smile and acknowledge each and every one. To all of you who attended Ted Hawkins' Day, a great big hug

for you. It was truly a memorable party and one we will always cherish as we watch the video of it. Ted was certainly honored to think you thought enough of him to reward him with a party. He loved each of you dearly. The memorial service was touching and beautiful in ways we will never forget. In summary, we would not have survived this had it not been for all of you, our friends. Please keep in touch with us. Your continued friendship and love will sustain us through this difficult time, and we thank God for having been blessed with wonderful friends like each of you. Holding you close in our hearts and wishing each of you a Merry Christmas and a Happy New Year in 1999.

All our love,
Mamie Hawkins
Sheila, Bob and Joe Printy

▽

Email from John Cassidy, (PJ 73-96),

<jcassidy01@compuserve.com>

Jolly Green 23 & Hellborne 215

From: Mr. Bill Forsyth EMail: work, home Mission; Jolly Green 23 & Hellborne 215 Date: 9 June 1968 Aircraft: AF HH-3E & Marine A-4E. I request your assistance in locating the crash site of JOLLY GREEN 23, an HH-3E that was shot down on 9 June 1968 northwest of the Ashau Valley. JG23 was attempting to rescue HELLBORNE 215, a USMC A-4E piloted by 1Lt Walter R. Schmidt Jr., who had ejected from his aircraft and once on the ground reported he possibly had a broken hand and leg. After the survivor had popped smoke, JG22 made several attempts to rescue the downed airmen, but each time they received heavy ground fire and were forced to pull out.

After SPAD's and other aircraft in the area attempted to suppress the ground fire, JG23 went in to attempt a pickup, but was forced to abort their first attempt due to the ground fire. More suppressive fire was put in on the area and JG23 again attempted to rescue the pilot. On this attempt JG23 reported taking hits, then caught fire and moved to a small clearing and possibly attempted to land, but exploded when the helicopter reached the ground. There was no indication of survivors. Additional attempts were made to rescue the downed A-4E pilot, but his lifeless body was observed on the ground and it was felt it was being used as bait for a trap. The four crewmembers of JOLLY GREEN 23 and the A-4E pilot remain unaccounted for. The pilot of JG-23 was U.S. Coast Guard Pilot LTJG Jack C. Rittichier, who was participating in an exchange program; Lt Rittichier was the first Coast Guardsman killed in action in SEA and the only USCG unaccounted for from the war.

The record locations for both the A-4E and HH-3E are in Vietnam; and Joint teams from JTF-FA have conducted several investigations of the case in the area, but have not located any villagers who know of crash sites in the area.

Reporting from the time of the incident suggests that both incidents probably occurred across the border in Laos.

9 June 68

In the middle of a North Vietnamese Army (NVA) encampment, thirty seven miles west of Hue RVN, a USMC A-4E "Hellborn 215" has been shot down. Its pilot, 1Lt Walter R Schmidt, lies on the ground with a broken arm and leg. The enemy is using him as bait to lure SAR aircraft, especially the very vulnerable Jolly Green Giants, within killing range. Jolly 22 and Jolly 23, 37th ARRS scramble to Lt Schmidt's shootdown location. Air strikes pound the area and brutalize the enemy, but with little effect. Three times Jolly 22 attempts to reach the survivor, but each time it is repelled by ground fire. When that Jolly is forced to depart because of low fuel, Jolly 23 assumes the low bird role. Jolly 23 is piloted by Lt Jack Rittichier and Lt Richard Yeend. The FE, Sgt. Elmer Holden and the PJ, Sgt James Locker manned the aircraft defensive weapons. The crew fights its way in but is forced to withdraw. Again it goes in, this time surrounded by gunships, but, again, the enemy attacks. As the crew hovers over the survivor, bullets punch into the aircraft and it begins to burn. Jolly Green 23 attempts to egress, but is mortally wounded; it falls to the ground and explodes, killing all onboard. The pilot, USCG Lieutenant Jack Rittichier, one of three U.S. Coast Guard exchange pilots flying with the 37th ARRS at DaNang AB, becomes one of the USCG's war fatalities. Sandy lead then flies low over the survivor and observes what appears to be his lifeless body. SAR attempts were called off at this point. The four Jolly crewmembers and Hellborn 215 are declared MIA. Their status is later changed to KIA.

Steve opened the ramp and by scanning from there he spotted Capt. Williams and directed the aircraft back around until I spotted him. From there it was just like a normal training mission. A funny thing on the way back out, the Co-Pilot, LT. Col. Lowe opened his window to smoke. And as luck would have it, the air stream sucked the map out the window. How did we navigate back, just plumb dumb luck? During the debrief, Intel informed us that we had flown over some of the most heavily defended route structures in NVN. Charlie was either asleep or out of ammo for they never popped a cap at us. Hell we thought we had discovered a safe egress route out of North Vietnam. Years later I thought the reason we got away with that dumb move the NVA was positioning for the big Easter Offensive of 1968 and didn't want to call attention to their activities. God always looks after dummies and helicopter people.

9 June 1968: Shoot down of Jolly Green 23, the sadest day of my tour. Not only did we lose a crew, but I failed to pick up Hellborne 215, the Marine pilot that Jolly 23 was attempting to pickup. This was just one of those days that the Rescue Gods were not with us, but Lord how we tried. I've included an article that came from a Dallas Tx news paper that completely sums up the efforts of that day, it says it all. My crew gave some that day but Jolly 23 gave all, it just wasn't to be. I'm still working with Mr. Bill Forseth of Joint Task Force Accounting in an attempt to locate the crash site of Jolly 23. I got a gut feeling we will be successful. I will keep you posted.

I've included Investigation Lead sheets for Jolly 23, Hellborne 215, Jolly 10 and Jolly 26. These are up to date with the last investigative effort listed/attached. Hellborne and Jolly 26 have blow by blow SAR Logs attached. They make for some interesting reading. You will have to put your thinking cap on to remember all the acronyms.

One that gets my dander up was the shootdown of Jolly 26, Young's Medal of Honor Mission. I was on the 1st bird out of Da Nang the next morning on a first light effort. We were told to wait for Sandies but as we waited we would pickup an intermittent beeper but no voice. We continued to expand our orbit until we crept across the border (couple of clicks) into Laos. We had the crash site in sight; we could see the Jolly, VNAF H-34 and an Army UH-1. People were waving to us from atop the H-34 but still couldn't raise anyone on voice. Sandies were still held up due to weather so we asked permission to drop down for a closer look. Boy did all hell break loose ... We were told in no uncertain terms to get our butts back across the border and RTB to Da Nang. We were even denied permission to pickup the crew from Jolly 29 that had limped into Khe Sanh. All we wanted to do was return them to DaNang. My pilot, Maj. Dander was so infuriated he threatened to turn in his wings. Read the SAR log it is a mess and an embarrassment for our leadership from SEA. Rescue was successful in SEA inspite of the leadership.

Jolly Green 23 & Hellborne 215

From: Mr. Bill Forsyth
EMail: [work](#), [home](#)
Mission: Jolly Green 23 & Hellborne 215
Date: 9 June 1968
Aircraft: AF HH-3E & Marine A-4E

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The record locations for both the A-4E and HH-3E are in Vietnam and Joint teams from JTF-FA have conducted several investigations of the case in the area, but have not located any villagers who know of crash sites in the area.

Reporting from the time of the incident suggests that both incidents probably occurred across the border, in Laos.

I would appreciate hearing from anyone who participated in the rescue attempt who may be able to help me pinpoint the crash site location. My E-mail address is forsytwl@hq.pacom.mil.

Thank You,

Mr. Bill Forsyth

Laos POW/MIA Analyst, JTF-FA

Robert LaPointe

From: Forsyth, William CIV JTFFA J2 [william.forsyth@jtffa.pacom.mil]
Sent: Thursday, January 23, 2003 9:36 AM
To: 'JollyFE@att.net'
Cc: 'Byron Hukee'; 'Robert LaPointe'; 'Tom Pilsch'; 'Bob DuBois'; 'mouse@seii.net'
Subject: JG-23 and JG-71 Found

Chuck, Bob, Hook and the two Bob's and Tom who helped in the search for JG-23

I got permission from the boss to pass on to you the fact that we have found the crash sites of both Jolly Green 23 and 71 in Laos, these are the last two Jolly's we had with unaccounted for Americans that we had not located the crash sites for. The information which can be disseminated further/Web posted is below.

In November 2002, during the 76th Joint Field Activity in Laos, a Joint U.S. and Lao investigation team from Joint Task Force-Full Accounting (JTF-FA) located the crash sites of the last two Jolly Green helicopters in Southeast Asia with unaccounted-for personnel onboard that had not been previously located.

The first site found was Jolly Green 23, an HH-3E with a crew of four which was shot down on 9 June 1968 while attempting to rescue a downed Marine pilot. The crash site was found 600 meters inside Laos, 250 meters north of the former North Vietnamese Route 922, which ran into the Ashau Valley, 20 kilometers to the east. On 9 November 2002, while investigating the incident, an analyst from JTF-FA, an American-Lao service member who was acting as the Linguist, and a Lao official conducted an aerial reconnaissance in a helicopter of the suspected loss area in Laos, looking for signs of habitation, but none were found. On their return to the Base Camp, the analyst observed a small village six kilometers west of the suspected loss area and requested the team land and interview the villagers; however, the Lao official said a Joint Team had been to the village, Ban Koutai, on two previous Joint Field Activities and the villagers did not know anything. The analyst insisted they land at the village and the Lao official relented. Once in the village, the villagers told the two Americans they knew of two crash sites near the village they had not told the previous teams about because they were scared. After the six other team members flew to the village, the team searched for the crash site in the 12 foot deep elephant grass. Eventually, the villagers were able to relocate the crash site, with the HH-3 rotor head being the prominent feature. A search of the area found three boot soles and other evidence the crew was onboard the helicopter when it crashed. The crash site is currently being excavated on the 77th Joint Field Activity which began on 17 January 2003.

The second site found was Jolly Green 71, an HH-53B with a crew of six which was downed on 28 January 1970 by a missile fired by a MIG-21, while waiting to refuel during a mission to recover an F-105 pilot shot down in North Vietnam. On 14 November 2002, a Vietnamese team consisting of officials from the Vietnam Office For Seeking Missing Persons (VNOSMP), American Vietnamese Linguists, and a Vietnamese villager who had been to a helicopter crash site in Laos were met the Joint Lao team at the border town of Lao Bao, near the former Marine Base at Khe Sanh. The next day the team flew to an area 2900 meters from the Lao/Vietnam border, 40 Kilometers NNW of the Mugia Pass. From the landing zone the villager guided the team to the crash site where the team found one piece of wreckage with JG-71's aircraft number and other material indicating crewmembers were onboard the helicopter when it crashed. This wreckage appears to be from the aft section of the helicopter, which broke into several pieces when it was hit by the missile. Additional investigations will be required to locate the forward section of the aircraft. No excavations will be conducted until all investigations are completed.

Robert LaPointe

From: Forsyth, William CIV JTFFA J2 [william.forsyth@jtffa.pacom.mil]
Sent: Tuesday, February 11, 2003 10:09 AM
To: 'JollyFE@att.net'
Cc: 'Byron Hukee'; 'Robert LaPointe'; 'Tom Pilsch'; 'Bob DuBois'; 'mouse@seii.net'
Subject: RE: JG-23 and JG-71 Found

All

The following article is from the 6 Feb Honolulu Star Bulletin, gives the arrival date for the remains associated with the JG-23 crew, which is this Friday at 0900 at Hickam.

Bill

Newswatch
Police, Fire, Courts
By Star-Bulletin Staff
Thursday, February 6, 2003

Crew combs Laos site for remains of pilot

U.S. missing-in-action search and recovery teams are at a site in Laos where the only U.S. Coast Guard MIA from the Vietnam War is believed to have died, the Coast Guard said yesterday.

Lt. Jack Rittichier, the first Coast Guard combat casualty of the war, was piloting an HH-3E, "Jolly Green Giant," helicopter when it was shot down June 9, 1968 along the Ho Chi Minh Trail, just inside the Laos border, Petty Officer Lauren Smith said.

At the time, Rittichier, a native of Ohio, and his three-man Air Force crew were attempting to rescue a downed pilot, she said. Rittichier served with the U.S. Air Force 37th Aerospace Rescue and Recovery Squadron in Da Nang as a volunteer exchange pilot with the Air Force, Smith said.

Recovered remains associated with the helicopter crash site were to arrive at Hickam Air Force Base on Feb. 14, and then will be transported to the U.S. Army's Central Identification Laboratory, Hawaii for identification, she said.

The MIA search and recovery teams are comprised of mostly Hawaii-based U.S. military and Department of Defense civilian specialists, including personnel from the lab and Joint Task Force-Full Accounting, Smith said.

> -----Original Message-----

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> Sent: Thursday, January 23, 2003 8:36 AM
> To: 'JollyFE@att.net'
> Cc: 'Byron Hukee'; 'Robert LaPointe'; 'Tom Pilsch'; 'Bob DuBois';
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 > will be required to locate the forward section of the aircraft. No
 > excavations will be conducted until all investigations are completed.

>

> There are currently 1,891 Americans unaccounted-for in Southeast Asia,
 > 1,444 in Vietnam, 382 in Laos, 57 in Laos, and eight in China.

From: BERLY100@aol.com [mailto:BERLY100@aol.com]
Sent: Friday, August 29, 2003 6:08 AM
To: jcassidy@alaska.net
Subject: Another finally returns

John:

Please post on the list since Jack was flying with the 37th and James Locker, Elmer Holden, and Richard Yeend.

This shows us to always hold the faith :)

Kimmie
proud daughter of T/SGT James R. Thomas
Missing In Action 11/25/71

Date: August 27, 2003

"Vietnam vet finally may rest in peace"

U.S. Coast Guard Lt. Jack Rittichier took the long way home from the Vietnam War. Unlike most of his comrades from that war, the Barberton native is coming home to a hero's welcome. Unfortunately, he's not alive to witness it. Yet, his family is at peace that the journey is finally over.

Jennifer Rittichier Holmer -- Lt. Rittichier's niece -- shared the bittersweet news: "It has been 35 years since my uncle was killed in Vietnam." "His body was never recovered," the Suffield Township woman said. It wasn't for the lack of trying. "Several attempts were made," she noted. "Only recently were investigators able to go back."

With the notification that Lt. Rittichier's remains (his date of loss was June 9, 1968) had finally been located, came a welcome gesture: burial in Arlington National Cemetery. Lt. Rittichier's remains were matched in part by using the DNA of brother Dave Rittichier.

Lt. Rittichier was one of three Barberton brothers, Jack, Dave and Henry. Their parents, Carl and Ruby Rittichier, died in an automobile accident in 1978. Dave Rittichier, who now resides in Erwin, Tenn., said he was always confident a government search mission "would one day result in finding my brother's remains. It was like finding a needle in a haystack. But they finally found him."

"As children we lived at Portage Lakes, and we would swim all summer long and push inner tubes," said Dave Rittichier, 68. Lt. Rittichier was intensely involved in athletics in his youth. He played football at Coventry High School and Kent State University, where he was team captain. He also was involved in Air Force ROTC. He was commissioned as an officer in the Air Force in August 1957 and was discharged as a captain in 1963 to accept a commission as a lieutenant (junior grade) in the Coast Guard.

The young pilot earned accolades for his search and rescue missions, most notably for his role as a co-pilot of a helicopter that flew 150 miles from Detroit during a horrible ice storm to pluck eight seamen from the grounded West German motor vessel NORDEER just before it broke up on Lake Erie.

Two weeks after arriving in Vietnam, he was awarded the Distinguished Flying Cross for rescuing four Army helicopter crew members in hostile fire. That was just the tip of the iceberg when it came to Lt. Rittichier's heroics. His last would be June 9, 1968. The Barberton native and pilot was shot down with three other soldiers while attempting to rescue a downed Marine on the Ho Chi Minh Trail.

The family in all of its sadness has tried to keep Lt. Rittichier's memory alive. "My brother Henry -- who is nine years younger and lives in Houston, Texas -- has four children," Dave Rittichier said. "He named one after Jack and one after me." Lt. Rittichier had been married 11 years when he died. The couple had no children.

Further testimony to Lt. Rittichier's indelible impact -- he was the Coast Guard's first combat casualty and its last MIA -- is a Web site created by Stacey Jones in his memory: www.faraway-soclose.org

The 26-year-old Texarkana, Ark., woman first got involved with the POW/MIA cause in 1998 when she was surfing the Internet and found a Web page paying tribute to an MIA soldier someone had adopted. Jones -- whose only other connection to the military is her grandfather, who served in the Army in World War II -- has adopted seven Vietnam MIAs, one from every military branch and a female civilian surgeon. Lt. Rittichier was among Jones' MIA adoptees. "I cried, and I laughed when I heard the news that his remains had been found," said Jones, who will attend his burial.

Jennifer Holmer said as many family members as possible will attend the Oct. 6 burial. Dave Rittichier is uncertain if his brother's widow, Carol Rittichier Wypick of Fountain Valley, Calif., will be able to attend the Arlington National Cemetery ceremony service. She is in the middle of a huge battle of her own, cancer. That's why the family is requesting in lieu of flowers that donations in Lt. Rittichier's name be made to the American Cancer Society.

What better way for him to rest in peace?

Robert LaPointe

From: John Cassidy [jcassidy@alaska.net]
Sent: Sunday, August 31, 2003 8:30 AM
To: John Cassidy
Subject: FW: CG Lt Jack Rittichier

-----Original Message-----

From: Doug McGill [mailto:pjdj@worldnet.att.net]
Sent: Saturday, August 30, 2003 2:50 PM
To: John Cassidy
Subject: CG Lt Jack Rittichier

John ,

Just received this bit of information ...thought all would like to know about it and attend if possible. I flew several missions with Jack Rittichier. He was an outstanding individual and a true inspiration to the younger combat fliers of DaNang.

Doug

ate: Fri, 22 Aug 2003 20:09:22 -0000 Subject: [prisoners-of-war] a hero is soon to be laid to rest on 06 October, 2003, at 1300 hours, the remains of United States Coast Guard Lt. Jack Columbus Rittichier will be buried at Arlington National Cemetery. Jack was the first Coast Guardsman killed in action in Vietnam, and the only one who remained unaccounted for after the war's end. The crash site of the Jolly Green 23 was discovered on 09 November 02, and the remains of the four crew members were repatriated on 14 Feb 03; positive ID was confirmed to Rittichier's brother (Dave) on 11 August 03. Maggie and Dave Rittichier are allowing the funeral to be an open one, and would very much like to see a large crowd present. If you are able to make it, please attend the funeral. Jack will be buried at Coast Guard Hill, in an area normally reserved for the top officials; a Commandant gave up his spot for Jack. Information about and photos of Jack can be found at the URL below. If you would like to e-mail Dave and Maggie, contact me at snj@faraway-soclose.org and I will send you their address.<http://www.faraway-soclose.org/jcr/>

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Robert LaPointe

From: bob (mouse) baldwin [mouse@seii.net]
Sent: Tuesday, November 12, 2002 12:35 PM
To: Robert LaPointe; Alvin A. Malone
Subject: Fw: Jolly Green 23 Found



9 JUNE 1968 LOSS

SITREP 10 9 Nov Jolly Green 23.jpg
03-1L.doc

FYI Only.

Please keep this close to the vest until Bill Forsyth oks further release. They do not want the families to get their hopes too high. We understand.

Bob (Mouse) Baldwin

----- Original Message -----

From: "Forsyth, William CIV JTFFA J2" <william.forsyth@jtffa.pacom.mil>
To: "Tom Pilsch" <tpilsch@cc.gatech.edu>; "Bob DuBois" <duboisr@earthlink.net>; <mouse@seii.net>
Sent: Saturday, November 09, 2002 11:16 AM
Subject: Jolly Green 23 Found

JACK RITTICHER
RICHARD YEND
ELMER HOLDEN
JAMES LOCKER

> Tom and the two Bob's
>
> It appears our search for Jolly Green 23 is finally over, our team in Laos
> found the probable (politically correct, little no doubt it is JG-23)
crash
> site yesterday. On our last trip in this area the villages told the team
> about a June 1968 crash of a large helicopter near Ban Kaboui, since there
> was an operational loss HH-53 right outside that village, they correlated
> the information to the Op's loss and did not investigate further. To me
it
> was too much of a coincidence, so I sent them out this time to
> reinvestigate, not only was there the OPLOSS, but also JG-23 in the area.
> This is about six kilometers WSW of where we have been looking, but that
is
> nothing new in this business.
>
> When I get back to work on or about the 21st, I will pull out imagery of
the
> area. Right now I am down and out. Two weeks ago I woke up with a bad
> headache on Friday, went to work, but the headache stayed with me all
> weekend and I could not eat. Finally at 0430 that Sunday I drove myself
up
> to Tripler Hospital, after ten hours in the ER, CATSCAN and MRI, they
found
> I had a brain tumor. They kept put me in and were trying to get my body
> stable before operating, last Friday they were going to send me home for a
> week and operate yesterday (Friday), but that morning my vision went Tango
> Uniform with the tumor pressing on my optic nerve, so they rushed me into
> the OR and after seven hours on the table, the headache was gone and my
> vision was back, they went in thru my nose to get to the tumor, so now I
> just look like I lost a bar room fight. Spent three days in ICU and then
> was released on Tuesday, stopped and voted on the way home. Anyway,
feeling
> pretty all considered, due to see the doctor on the 20th and she will
decide
> then if I can go back to work. In the meantime, the troops smuggled me
home
> my laptop, so I can keep up with the team in the field, this morning was

the

> news I was waiting for, they have been rained out the last four days and I
> was worried they would have to move on to the next province before they
> could investigate the site.

>
> Please do not disseminate this information beyond the circle of those who
> have been working this, it would not be right for the families to find out
> before they are officially notified, plus it would get me in deep Kim Chee,
> so this is for your eyes only.....

>
> Aloha

>
> Bill

>
>
>

Jolly Green 23 Crash

Ground Losses

Previous Area



SUPPORTING DOCUMENT #13

58

CITATION TO ACCOMPANY THE AWARD OF

THE DISTINGUISHED FLYING CROSS

TO

EARNEST D. CASBEER

Sergeant Earnest D. Casbeer distinguished himself by heroism in connection with military operations against an opposing armed force as an HH-3E Rescue Specialist near the A Shau Valley, Republic of Vietnam on 9 June 1968. On that date, Sergeant Casbeer flew over hostile territory to attempt the rescue of a downed United States Air Force pilot from one of the most heavily defended areas in Southeast Asia. Six previous rescue attempts had been driven off with intense hostile ground fire resulting in one helicopter shot down and two damaged. With complete disregard for his own personal safety, Sergeant Casbeer volunteered to be deployed into the hostile area to assist the downed pilot in his rescue. When intense ground fire forced the withdrawal, Sergeant Casbeer manned his machine gun and helped suppress the hostile ground fire until his aircraft reached safety. The outstanding heroism and selfless devotion to duty displayed by Sergeant Casbeer reflect great credit upon himself and the United States Air Force.

**CITATION TO ACCOMPANY THE AWARD OF
THE DISTINGUISHED FLYING CROSS**

TO

ROBERT H. BALDWIN

Staff Sergeant Robert H. Baldwin distinguished himself by heroism in connection with military operations against an opposing armed force as a Flight Engineer on a HH-3E rescue helicopter northwest of the A Shau Valley on 9 June 1968. On that date, Sergeant Baldwin displayed outstanding aerial competence and courageous professionalism in the aggressive pursuance and acquisition of the assigned targets. The tenacity of this airman to attain the objective against formidable defenses is in accord with the highest military objectives. The outstanding heroism and selfless devotion to duty displayed by Sergeant Baldwin reflect great credit upon himself and the United States Air Force.

Additional Note: Crew remains were eventually recovered.

Tail No.: 67-14710 Model: HH-3E Date of Loss: 9 Jun 68 Unit: 37th ARRS
Country of Loss: SVN Call Sign: Jolly Green 23

Pilot: Jack Rittichier (58W-14)
Co-Pilot: Richard C. Yeend, Jr. (58W-17)
Flight Engineer: Elmer L. Holden (58W-9)
P.J.: James D. Locker (58W-10)

Location of Loss: 162144 North 107053 East

Notes: JOLLY GREEN 23 was flying a SAR mission for HELLBORNE 215, a USMC A-4E piloted by 1Lt Walter R. Schmidt Jr. (MIA), who was downed northwest of the A Shau Valley. Voice contact was established with the survivor, who reported he possibly had a broken leg. Several attempts at pickup were made by the lead helicopter, JG22, but they were unsuccessful due to the intense ground fire. After suppressive fire was put in, JG23 moved in to attempt the pickup, JG23 reported taking hits and then caught fire. The pilot attempted to land in a small clearing, but the helicopter exploded when it hit the ground and burned intensely. There were no indications anyone survived the crash. The pilot of JG23, LTJG Jack Rittichier, was a U.S. Coast Guard helicopter pilot, he is the only USCG man who is unaccounted for in SEA and was the first USCG casualty of the Vietnam War. He was part of a pilot exchange program between the USAF and Coast Guard.

Additional Information: JOLLY GREEN 23 was flying a SAR mission for HELLBORNE 215, a USMC A-4E piloted by 1Lt Walter R. Schmidt Jr. (MIA), who was downed northwest of the A Shau Valley, in the middle of a North Vietnamese Army (NVA) encampment, thirty seven miles west of Hue RVN. Voice contact was established with the survivor, who reported he possibly had a broken arm and leg. The enemy was using him as bait to lure SAR aircraft, especially the very vulnerable Jolly Green Giants, within killing range. Air strikes pounded the area and brutalized the enemy, but with little effect.

Three times the lead helicopter, JG22, attempted to reach Schmidt, but they were unsuccessful due to the intense ground fire. When that Jolly was forced to depart because of low fuel, Jim's aircraft assumed the low bird role. After suppressive fire was put in, JG23 moved in to attempt the pickup. The crew fought its way in but was forced to withdraw. Again it went in, this time surrounded by gun ships, but again the enemy met them head on. As the crew hovered over the survivor, bullets punched into the aircraft and it began to burn. The pilot of Jolly Green 23 attempted to land in a small clearing, but the helicopter exploded when it hit the ground and burned intensely, killing Jim Locker and all the others on board.

The pilot of JG23, LTJG Jack Rittichier, was a U.S. Coast Guard helicopter pilot. He is the only USCG man who is unaccounted for in SEA and was the first USCG casualty of the Vietnam War. He was part of a pilot exchange program between the USAF and Coast Guard.

The Air Force has dedicated two buildings to the memory of Jim Locker, at Keesler AFB, Mississippi and at Wright Patterson AFB, Ohio.

Tail No.: Model: HH-43 Date of Loss: 27 Sep 67 Unit: 38th ARRS,

65-12785	HH-3E	12 Nov 70	40th ARRS	NVN	Banana 1	Herb Kalen	Herb Zender	Leroy Wright	14 man SF assault force	Son Tay Raid
65-12786	CH-3E	16 Oct 68	37th ARRS	NVN	Jolly Green 24	Richard Griffiths	Harry Hagen	Mickey D. Berry	Robert Cassidy	helo experien ground fire, rough seas.
66-13279	HH-3E	9 Nov 67	37th ARRS	Laos	Jolly Green 26	Gerald O. Young	Ralph W. Brower	Engene L. Clay	Larry W. Maysey	Acft was hit MEDEVAC MOH for this
66-13280	HH-3E	15 Apr 70	37th ARRS	SVN	Jolly Green 27	Travis H. Scott, Jr.	Travis Wofford	Gerald L. Hartzel	L. E. Davis	Caught fire,
66-13281	HH-3E	24 Oct 69	37th ARRS	Laos	Jolly Green 28	Charlie Langham	Charles W. Bond	James E. Smith	Donald G. Smith	Downed by g 11 (F-100F) aircraft destr
66-13282	HH-3E	20 Oct 68	37th ARRS	NVN	Jolly Green 29	Gerald Moore	Lawrence Davis	Robert Anderson	Steven T. White	North Vietna water landin (F-4D, 1Lt D Wilburn, 366 when the airc Tiger Island, 0833H the cr and JG33. At floating belly
66-13283	HH-3E	27 Oct 67	37th ARRS	Laos	Jolly Green 30	R.R. Mulder	W.E. Walter	Williams	M.L. Walder	aircraft was h when it lost e bombing.
67-14710	HH-3E	9 Jun 68	37th ARRS	SVN	Jolly Green 23	Jack Rittichier	Richard C. Yeend, Jr.	Elmer L. Holden	James D. Locker	JOLLY GREEN 2 215, a USMC A-4 who was downed established with th leg. Several attem JG22, but they we After suppressive f pickup, JG23 repo attempted to land when it hit the gro indications anyone Rittichier, was a USCG man who is casualty of the Vi program between t

Special Operations H-3 SEA Losses