

<u>65-12785</u>	HH-3E	12 Nov 70	40th ARRS	NVN	Banana 1	Herb Kalen	Herb Zender	Lerpy Wright	14 man SF assault force	Son Tay Raid
<u>65-12786</u>	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.
<u>66-13279</u>	HH-3E	9 Nov 67	37th ARRS	Laos	Jolly Green 26	Gerald O. Young	Ralph W. Brower	Eugene L. Clay	Larry W. Maysey	Acft was hit MEDEVAC MOH for this
<u>66-13280</u>	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,
<u>66-13281</u>	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) 1 aircraft destr
<u>66-13282</u>	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
<u>66-13283</u>	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.
<u>67-14710</u>	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 anyon Rittichier, was a USCG man who is casualty of the Vi program between t

Special Operations H-3 SEA Losses

Jack Columbus Rittichier



Name: Jack Columbus Rittichier
Rank/Branch: Lieutenant/US Coast Guard
Date of Birth: 17 August 1933
Home City of Record: Barberton, Ohio
Date of Loss: 09 June 1968
Country of Loss: South Vietnam (over water)
Loss Coordinates: 162143 N 1070533E
Status (in 1973): Killed In Action/Body Not Recovered (KIA/BNR)
Category: 3
Aircraft/Vehicle/Ground: HH-3E Aircraft
Others In Incident: (none missing)

REMARKS: R/R CNTCT LST OW/SAR NEG

SYNOPSIS: Jack Rittichier is carried as Category 3 by the U. S. Government. The Defense Intelligence Agency (DIA) assigned categories of degrees by suspected enemy knowledge of POW/MIAs. Category 3 is "doubtful knowledge". This category contains individuals whose loss incident is such that it is doubtful the enemy would have knowledge of the specific individuals (e.g. aircrews lost over water or remote areas).

Jack Rittichier is the only member of the U. S. Coast Guard still listed as Missing In Action

(MIA). Not much else is known about the fate of LT Rittichier. He is one of nearly 2,500 U. S. servicemen still missing in Southeast Asia from the Vietnam War.

The Vietnamese have "discovered" and returned the remains of scores of missing men, releasing the information at what appears to be politically strategic intervals.

The U. S. Government has applauded the Vietnamese "cooperation" while continuing to insist that the POW/MIA issue is a separate, humanitarian issue apart from issues such as the Vietnamese desire for diplomatic recognition.

Meanwhile, the nearly 2,500 missing wait. Those who are yet alive in captivity are declining in number. We must bring them home while there is still time. One of them could be Jack Rittichier.

The above information was taken from a sheet that came with Lt. Rittichier's MIA Bracelet. Warriors Incorporated; U. S. Veterans' Affairs; POW & MIA Awareness; P. O. Box 1873; Winchester, Virginia 22602; (703) 667-0696; (703) 768-4037.

The following is taken from Lt. Rittichier's citation to the Silver Star Medal as well as the photographs of the Lieutenant above.

Citation to accompany the award of
THE SILVER STAR
(Posthumous)
to
JACK C. RITTICHER

LT Jack C. Rittichier, United States Coast Guard, distinguished himself by gallantry in connection with military operations against an opposing armed force as Rescue Crew Commander of an HH-3E helicopter in Southeast Asia on 9 June 1968. On that date, LT Rittichier attempted the rescue of a downed pilot from one of the most heavily defended areas in Southeast Asia. Despite intense accurate hostile fire which had severely damaged another helicopter, LT Rittichier, with undaunted determination, indomitable courage, and professional skill, established a hover and persisted in the rescue attempt until his aircraft was downed by the hostile fire. By his gallantry and devotion to duty, LT Rittichier reflected great credit upon himself and the United States Coast Guard.

Jack Columbus Rittichier was born on August 17, 1933, at Akron, Ohio, and received a B.F.A. degree from Kent State University in March 1957. He received his U. S. Air Force pilot wings in December 1958 and then served as a B-47 jet bomber pilot with the Strategic Air Command. In September 1963 he accepted a commission in the U. S. Coast Guard.

He subsequently served with the Coast Guard at Elizabeth City, North Carolina, and Selfridge AFB. He later volunteered for exchange duty with the U. S. Air Force 37th Aerospace Rescue Recovery Squadron in Da Nang, Vietnam.

Of the 8,000 Coast Guardsmen who served in Vietnam between 1965 and 1975, 12 were helicopter and fixed-wing pilots who flew with the Air Force out of Tuy Hoa and Da Nang,

Vietnam, as well as from Thailand and the Philippines.

On June 9, 1968, 37 miles west of Hue, a Marine Corps fighter pilot lay on the ground with a broken arm and leg. The Marine pilot also had the further misfortune of having parachuted into a North Vietnamese Army bivouacking area. The enemy used the injured pilot as bait to lure the *Jolly Green Giant* rescue helicopters within killing range. Air strikes pounded the site around the downed pilot. The first helicopter made three attempts to reach the Marine pilot before breaking off to refuel. LT Rittichier dove his aircraft in for the pickup. Heavy enemy fire forced him off. He swung around to let the gunships clear the area and followed them in for another pickup attempt. As he hovered over the pilot, bullets punched his aircraft and it began to burn. He tried to pull away, but the *Jolly Green* would not rise. The helicopter settled to the ground and exploded. Within 30 seconds a ball of fire consumed the aircraft.

LT Rittichier's awards include the Silver Star, the Distinguished Flying Cross, the Purple Heart, Air Medal with third oak leaf cluster, and the Coast Guard Unit Commendation.

The following is from another sheet of information.

Lieutenant Rittichier was one of the first three Coast Guard exchange pilots to fly combat search and rescue with the Air Force in Southeast Asia. Quickly he showed them the kind of courage Coast Guardsmen have. He earned the Distinguished Flying Cross in less than three weeks after he arrived in Vietnam when he flew through enemy fire to pluck four Army fliers to safety. A couple of weeks later under the faint light of illumination flares he pulled nine men from the side of a mountain, five of whom were badly wounded.

This is in addition to the information above from the citation to the Silver Star Medal...The helicopter settled to the ground and exploded. Within 30 seconds a ball of fire consumed the aircraft leaving only ashes where moments ago there had been life. Lieutenant Rittichier died for the proudest Coast Guard mission of all--saving lives.

**And...the following is a biographical Sketch from the Public Information Division;
U.S. Coast Guard Headquarters; Washington, D. C.**

**LIEUTENANT JACK C. RITTICHER,
U. S. COAST GUARD**

Jack Columbus Rittichier was born on August 17, 1933, at Akron, Ohio, where he graduated from Coventry High School, South Akron, in June 1951. He received a B.F.A. Degree from Kent State University, Kent, Ohio, in March 1957.

He was trained as a pilot at the Air Bases in Brainbridge, Georgia, and Loreda, Texas, while serving on active duty in the U. S. Air Force Reserve from August 1957 to November 1962. After receiving his wings in December 1958, he served as a B-47 jet bomber pilot with the Strategic Air Command at Whiteman Air Force Base, Missouri. During that tour of duty he advanced from 2nd Lieutenant to Captain.

Following a period of inactive duty, he was discharged from the Air Force to accept a commission as Lieutenant (jg) in the U. S. Coast Guard Reserve on September 26, 1963. While assigned his first tour of duty at the U. S. Coast Guard Air Base at Elizabeth City, N. C., he served as search and rescue pilot, acting legal assistant, and public information officer among other duties. He was advanced to Lieutenant in the regular Coast Guard on March 28, 1966.

In May 1966, he was reassigned to the Coast Guard Air Station at Selfridge Air Force Base, Detroit, Michigan, as search and rescue pilot, assistant head operations office, and public information officer. While there he laid the ground work for a public information program on the activities of Coast Guard aviators flying with the U. S. Air Force Rescue Service in Viet Nam. Volunteering for duty in Southeast Asia, he was assigned to the 37th Aerospace Rescue Recovery Squadron at DaNang Airport, Viet Nam, in November 1967.

LT Rittichier was declared missing in action on June 9, 1968, the date he piloted a "Jolly Green" helicopter HH-3E, with three Air Force crewmen on board, out of DaNang on a rescue mission to pick up a downed pilot. While attempting the rescue the helicopter was hit by automatic gunfire and crashed approximately 27 miles southeast of Khe Sanh.

LT Rittichier received a Coast Guard Unit Commendation for rescue work during hurricane "Betsy" in September 1965. He was awarded the AIR MEDAL in June 1967 for his role as co-pilot of a Coast Guard helicopter that flew 150 miles from Detroit in hazardous snow and ice conditions to rescue eight seamen from the grounded West German motor vessel NORDMEER on Thunder Bay Island Shoal in Lake Huron minutes before it broke up, November 29, 1966.

I would like to send out a huge THANKS to MCPO Vince Patton, USCG, for supplying me with all of the above information, including the photo of The Wall, on this "Great Coast Guardsman and Hero".

I also did a little research on the Internet and found that the hangar facility at U. S. Coast Guard Air Station Detroit is dedicated to Lieutenant Rittichier. Lieutenant Rittichier was assigned to Air Station Detroit from 1966 to 1968.

Thanks to all for the information about Lt. Rittichier when I had very little.

06-04-97: Thanks to some of the crew members from Fred's Place, I have been able to find out more information on Lt. Rittichier. Lt. Rittichier was a voluntary exchange pilot with the Air Force and was flying an Air Force HH3 on a rescue mission to rescue a downed pilot when he and his crew were shot down by enemy fire in Vietnam on 06-09-68. (Thank you Jack McCormack, LCDR USCG (ret); John D. Klemm, LCDR USCG (ret); Ron Bartholomew, MK2 USCG (also served); and William H. Kiley, DT2 USCG (also served).) They also directed me to the Vietnam Casualty Search Page where I was able to retrieve

the names of other casualties that occurred on the same date. From there I searched the Vietnam Veterans Memorial Wall Page and found the following information. Lt. Rittichier was married and was age 34 at the time he went missing. The incident occurred in Quang Tri, South Vietnam. The records say: HOSTILE, HELICOPTER, AIR LOSS, CRASH ON LAND. Lt. Rittichier was the pilot. There were three USAF casualties that occurred on the same date and at the same place. The records on these three all state the following: HELICOPTER - CREW, AIR LOSS, CRASH ON LAND. It also states that none of the bodies of these four men were recovered. The other names are: SSGT Elmer Larry Holden, USAF; SGT James Douglas Locker, USAF; and CPT Richard C. Yeend, Jr., USAF Reserve. Gunny has directed me as to where I might do some further research, so I hope to continually add to this MIA.

Obtain E-Mail Addresses for the Following and Ask Them to Help Find Our Men:

President and Vice President

Congressmen

Senators

*My husband is in the U. S. Coast Guard and I want to help
bring this member of our "family" home!!*



I have written letters to President Clinton, Congressman Richard Gephardt, and Senator John Ashcroft on behalf of Lt. Rittichier. Please [click here](#) to see the letters and responses. The only response I have received is the auto response from the White House.

Back to Bernard Plassmeyer and the POW/MIA Ring.

Home Letters

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Jolly Greens Defy Cong Traps in Futile Rescue Efforts

By JOHN T. WHEELER is, N.C., and his crew were next being forced to abandon the ship. He said: "After a doomed Marine pilot, crumpled below his parachute deep area, we went in. When we entered enemy territory, became un-started to hover over the Ma- witting bait for a huge Viet mine, it seemed the whole right Cong ambush against helicop- side of the countryside erupted with groundfire. I could feel the ters. Enemy troops pointedly ig- hits on the aircraft." nored the flier, who lay with a broken leg and arm, trying to but the copilot, Capt. Harry Ha- call in Air Force rescue helicop- gen Jr., of Seattle, Wash., re- lers. The Viet Cong were dig- ported later: "Somehow we got ging in all around the pilot, just away." out of sight and earshot, wait- ing. Away from the ridgeline trap, but far from home free.

Suspect Trap
Severely Damaged
When the camouflaged chop- The severely damaged bell- pers arrived with their fighter- copter tried to land some dis- bombers escorts, they suspected- tance away "and the whole a trap at once. They had seen place blew up in our face. There many before. But traps are part were so many streams of trac- of the business and pilots of the ers that it looked like 1,000 red Jolly Green Giant rescue ships pencils drawing lines in front of never questioned their next us," Hagen said. move—try and get their man, out.

In the past year, the 37th Aerospace Recovery and Rescue Squadron has rescued more than 250 men from North and South Vietnam. The cost, three helicopters and eight killed of the 21 crews assigned to the squadron. Many of the saves were called miracles by the men who were picked up and those who did the job.

This time there was no miracle along the ridge line overlooking the A Shau Valley hard on the Laotian frontier. Unless it could be said, as some did later, that it was a wonder things weren't worse.

Withering Gunfire
After fighter-bombers hit the area, the first camouflaged helicopter dipped its nose and sliced to for a rescue attempt. Withering groundfire greeted the chopper as it neared the Leather-neck pilot, and the craft shuddered under the impact of the bullets.

The pilot pulled up and fighter-bombers went back to work. A second chopper slowed above the downed man but heavy fire raked the twin-engine craft. One of the spotter plane pilots called in, "Your left side is on fire, Jolly Green. Get outta there."

The pilot tried, pulling his stricken craft up and away from the trap and limping to the east. The fire diminished, but the bird's rotors began turning more and more slowly and the chopper fell. When it hit the ground, a huge fireball consumed the fragile craft. The four men aboard presumably were killed instantly.

Rescue Volunteers
Back at the Da Nang base the radioed news of the disaster first brought shock and then a mass of volunteers to go after time their friends and the Marine jet pilot.

Capt. Jerry Griggs, Kannapolis, N.C., and his crew were next being forced to abandon the ship. He said: "After a doomed Marine pilot, crumpled below his parachute deep area, we went in. When we entered enemy territory, became un-started to hover over the Ma- witting bait for a huge Viet mine, it seemed the whole right Cong ambush against helicop- side of the countryside erupted with groundfire. I could feel the ters. Enemy troops pointedly ig- hits on the aircraft." nored the flier, who lay with a broken leg and arm, trying to but the copilot, Capt. Harry Ha- call in Air Force rescue helicop- gen Jr., of Seattle, Wash., re- lers. The Viet Cong were dig- ported later: "Somehow we got ging in all around the pilot, just away." out of sight and earshot, wait- ing. Away from the ridgeline trap, but far from home free.

It was a bad day—but it was almost a glorious day. Other Jolly Greens from Da Nang had rescued five pilots. The sixth would have made a record for one day.

Next day aerial spotters found the Marine pilot and his chute gone. He is listed as missing and presumed dead.

Lt. Col. Kenneth D. Caughion, the Jolly Green squadron commander, said: "It's been apparent for some time that the enemy is not capturing downed pilots immediately. He knows that will launch a rescue operation that will give him a chance to shoot down more of our people. I and get more of our people. I a thing we're up against—ever one of us knows it. But we'll be everytime. That's our job."

With luck, a great deal of luck, this crew limped into the Marine base at Khe Sanh.

By now the Marine on the ground had stopped his radio transmission. With the odds against them, the rescue men might have assumed he was dead.

Maj. Harvie L. Stringer, Cookeville, Tenn., who escorted Griggs to Khe Sanh, returned and "figured most of the guns were silenced and that was worth another try."

Still Shooting
Two skyraider precision Stringer's craft, two were each side and two followed him into the pickup zone. Despite the bombing and strafing runs no one was too surprised when Sgt. Robert Baldwin, 28, Burnsville, Tenn., the flight engineer, shouted: "Pull up! Pull up! They're shooting."

Baldwin and Sgt. Steve North- ern, 21, Riverside, Calif., began pouring machine-gun fire into the Viet Cong positions, killing some of the enemy and forcing the rest to keep their heads down.

Northern, the pararescue medic, was at the helicopter's door waiting to go down via a cable hoist to pick up "the downed pilot. Then "the whole hill opened up on us," he recalls.

"Charlie All Over"
One of the covering fighter bombers radioed, "Get away from the ridge, Jolly. Get away from the ridge. Charlie is all over the place."

Ominously the center of the fire was only 20 yards from the downed pilot.

Maj. Stringer reported that the downed Marine was crumpled up and not moving, but it was decided to try one last time. The results were about the same. Heavy fire, the rescue chopper hit several times before



LOCKER, JR.

37ARRSq Hist, Apr-Jun 1968.

17.

northwest of Khe Sanh. One survivor was located on a mountain peak at an altitude of 5400 feet. Performance calculations indicated that a Hover OGE was impossible and the terrain was unsuitable for landing. Fuel was again dumped to the absolute minimum and hover was entered with only 4% reserve power. The survivor was hoisted using the penetrator as a rescue sling and was taken to LZ Stud where badly needed fuel was obtained. Capt Edward E. Kirkpatrick was the survivor.

(21)(U) 1-3-62, 9 Jun 1968. Jolly Greens 33 and 23, strip alert aircraft at DaNang, were scrambled to recover two pilots of an Army Mohawk downed the previous evening 35 miles southwest of DaNang. A PAC in the area had radio contact with both pilots but was having difficulty locating their exact position. The first pilot was sighted near a river in dense jungle and the rescue was effected with minimum difficulty. The second pilot was located ten minutes later and hoisted aboard. The survivors were Major Hubert P. Benton, USA and 3PL James H. Baird, USA.

(22)(U) 1-3-63, 9 Jun 68. A total of six Jolly Green helicopters were used on this mission to recover a downed pilot 37 miles west of Rue. Jolly Green 22 and 23 were scrambled from DaNang and proceeded with the A-1's to the area where a PAC was already directing air strikes around the survivor. The entire area was reported to be extremely hostile with automatic and

37ARRSq Hist, Apr-Jun 1968

18.

antiaircraft weapons. The survivor was located under his parachute a few yards from a road and had a broken leg and a possible broken arm. Numerous suppression strikes had been directed into the area. Jolly Green 22 descended into the area and was driven off on both the first and second approaches by extremely heavy ground fire. Suppression strikes were again called in. Jolly Green 22 started his third approach and was driven off by fire that came from all quadrants. Jolly Green 22 returned to Hue for fuel and 23 advised he would attempt the rescue with gunships for high cover. JG 23 started his approach and continued under heavy fire until initiating a hover over the survivor. The attempt was aborted and a second approach with more gunships and A-1's for cover was started. JG 23 sustained heavy damage to his left side in the hover and crashed approximately 1200 meters from the survivor. Upon crashing, the entire aircraft was enveloped in flames. Intense fire suppression strikes were again called in to sterilize the area. Jolly Green 28 arrived in the rescue area and was cleared in for an attempted rescue. JG 28 came to a hover and was maneuvering for the pickup when extremely heavy ground fire from all directions opened up on them. A diving exit was initiated and the right engine shut down because of fire. The PAC and Jolly Green 24 escorted JG 28 into the area. After he was able to gain enough altitude to clear the ridges in the area. After

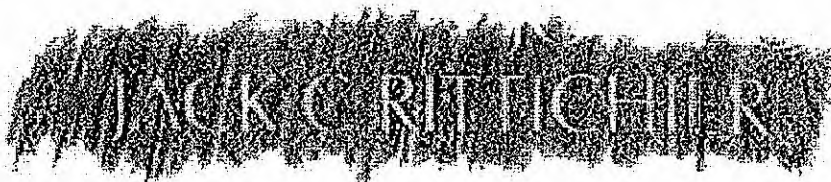
37ARSq Hist, Apr-Jun 1968

19.

the area had been worked over, Jolly Green 24 refueled and returned for another approach. Just as JG 24 transitioned to a hover, intense ground fire was reported by the FE and an exit was initiated. Jolly Green 33 started an approach into the area after suppression had been dropped on both sides of the survivor, only to be driven off again by ground fire. The FE of Jolly Green 33 observed the survivor partially covered by the parachute and no movement was observed. The mission was terminated.

(23)(U) 1-3-61, 9 Jun 68. A total of six Jolly Green helicopters were used on this mission to recover a downed F-105 pilot (Master Lead) 25 miles northwest of Dong Ha. Jolly Green 07 and 28 were scrambled from Quang Tri and Jolly Green 29 was diverted from morning orbit to a position off the coast while numerous air strikes were called in to suppress the extremely heavy automatic weapons and antiaircraft positions in the area. JG 28 experienced flight control failure and returned to Quang Tri for maintenance, and subsequently was assigned to mission 1-3-63. An F-4 was hit during one of the strikes and caught fire. Both pilots remained with the aircraft until over the water and then ejected. Jolly Green 07 and 29 had visual contact and both pilots were picked up immediately by JG 07 two miles off the coast. The pilots were flown to Quang Tri after which JG 07 rejoined JG 29 for the SAR effort. JG 31 was diverted from the afternoon orbit to back up

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USCG LT. JACK COLUMBUS RITTICHER

BARBERTON, OH

17 AUGUST 1933 - 09 JUNE 1968

SOUTH VIETNAM - KILLED IN ACTION/BODY NOT RECOVERED

Remarks

R/R CONTACT LOST OVER WATER - SAR NEG
Border Laos, Thuan Thien 22 miles NW of A Shau
ATTEMPT RESCUE DOWNED PILOT, GROUND FIRE, EXPLD/BURN

UPDATE : The Jolly Green 23 crash site has been located ! More info here.

About The Jolly Green Helicopters

The first HH3E Jolly Green Giant helicopters specifically outfitted for search and rescue arrived in Vietnam in the fall of 1965. By the beginning of 1967 there were 50 Aerospace Search and Recovery Squadron (ARRS) rescue aircraft in five squadrons in Southeast Asia. Later models of the HH3 were equipped with aerial refueling capability that gave them the range necessary to fly missions deep into North Vietnam.

The Incident

When North Vietnam began to increase its military strength in South Vietnam, NVA and Viet Cong troops again intruded on neutral Laos for sanctuary, as the Viet Minh had done during the war with the French some years before. This border road was used by the Communists to transport weapons, supplies and troops from North Vietnam into South Vietnam, and was frequently no more than a path cut through the jungle covered mountains. US forces used all assets available to them to stop this flow of men and supplies from moving south into the war zone.

On 9 June 1968 US Coast Guard Lt. Jack C. Rittichier, pilot; and US Air Force Capt. Richard C. Yeend, Jr., Co-pilot; SSgt. Elmer L. Holden, flight engineer; and Sgt. James D. Locker, Pararescueman; comprised the crew of a HH3E helicopter (tail #67-14710), call sign "Jolly Green 23." Their mission was to rescue a downed Marine Corps A-4E Skyhawk pilot, 1st Lt.

Walter R. Schmidt, call sign "Hellborne 215," who was downed in the northern end of the infamous A Shau Valley, Thua Thien Province, South Vietnam.

At 1020 hours, 1st Lt. Schmidt's aircraft was struck by ground fire after making a bombing run on an enemy position. His aircraft continued to the northwest and crashed in the densely forested mountains approximately 5 miles northwest of the northern edge of the A Shau Valley, 2 miles northeast of the South Vietnamese/Lao border and the same distance southwest of a primary road leading from the Ho Chi Minh Trail. This road ran east/west from the border eastward to a point near the northern tip of the A Shau Valley. It then turned south-southeast running along the full length of the east side of the dense jungle covered valley.

Walter Schmidt was seen to eject from his crippled Skyhawk and descend safely to the ground. Other pilots saw his parachute caught in trees and were able to immediately establish voice contact with him. He reported to the other pilots that he sustained a broken leg while ejecting and was unable to move. Search and rescue (SAR) aircraft were immediately called to pick up the downed pilot, and as they arrived on site, NVA troops were observed approaching Walter Schmidt's position.

Jolly Green 23 quickly moved into the rescue area and hovered over the rugged jungle covered mountains approximately 9 miles northwest of the A Shau Valley floor near the downed pilot. As the helicopter attempted to pick up Walter Schmidt, it was struck by heavy enemy ground fire and seen to fall to the ground in flames and disintegrate upon impact by the onsite Forward Air Controller (FAC) just to the west of a primary road used by the communists to infiltrate troops and supplies into South Vietnam from the Ho Chi Minh Trail. The location of loss was approximately 1300 meters northeast of the village of Ka Kou, 12 miles northwest of the village of A Luoi, 25 miles southeast of Khe Sanh and 29 miles west-southwest of Hue. This location was also 4 miles north of the South Vietnamese/Lao border, near the border between Thua Thien and Hue Provinces.

Another aircraft flew over the wreckage, but its crew saw no survivors and heard no emergency beeper signals. Because of the intense enemy presence in the area, no ground search was possible. At the time the formal SAR was terminated, Jack Rittichier, Richard Yeend, Elmer Holden and James Locker were immediately listed Killed in Action/Body Not Recovered.

On 12 October 1991 a villager turned in to the "Office PA15 - Public Security", Dong Ngai Province, Vietnam, a dog tag and remains reportedly belonging to Lt. Rittichier. The information on the dog tag correlates with the correct data for Jack Rittichier. That information was provided to US personnel; however, the dog tag and remains were not turned over by the Vietnamese. There was no information provided by the villager as to the fate of Elmer Holden, James Locker or Richard Yeend. Lt. Rittichier's name can be found on Panel 58 W, Line 14. More information about Rittichier, including family photos, can be viewed [here](#).

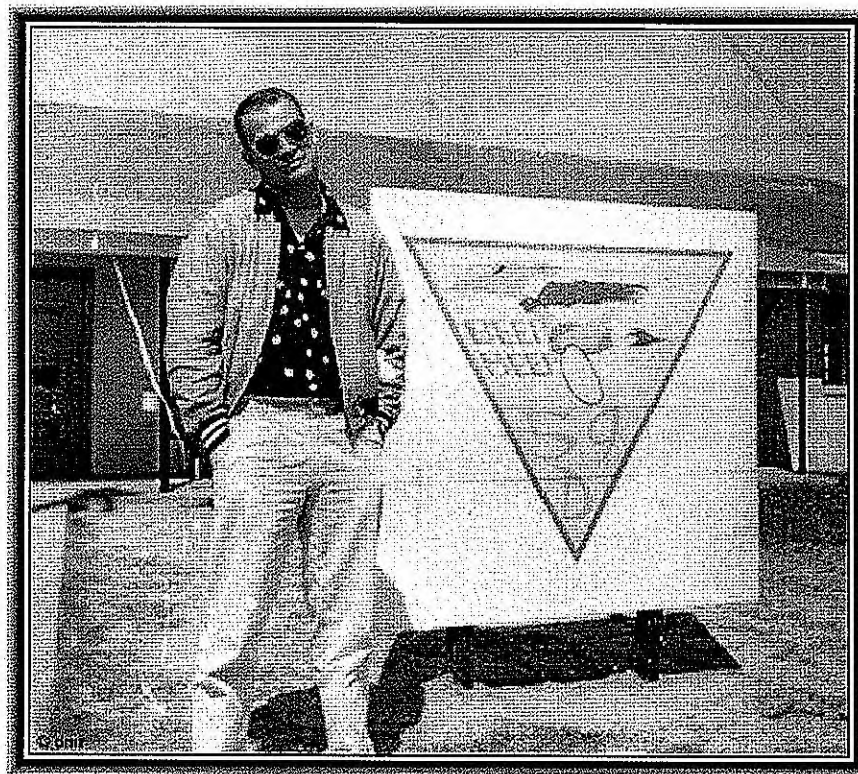
armstrong | harwood and kinsman | vietti | rittichier | forrester | green, jr.

All Biographical and loss information on Vietnam Era POW/MIA's provided by Operation Just Cause have been supplied by Chuck and Mary Schantag of POW/NET. Please check with POW/NET regularly for updates. Additional info (if source is not mentioned above) was obtained from Task Force Omega, Inc. Photos obtained through POWMIAFF's photo site (no longer available).

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Jack, in his Air Force days, standing next to a patch he designed : [view more photos](#)
links marked with an * open in a pop-up window

It is with great pleasure that I inform you that, in November 2002, the Jolly Green 23 crash site was located. Excavation began in January of 2003, and on 14 February 2003, the remains of the crew were repatriated. On 11 August 2003, the military called Dave and Maggie to confirm that Jack's remains have been ID'd ! Jack will be buried at Coast Guard Hill in Arlington National Cemetery; a Commandant gave up his spot for Jack. The funeral is on 06 Oct 2003 at 1300 hours. The funeral is an open one; however no one may attend unless their name is on a list that will be given to base security. So, if you are planning on attending the funeral, please contact LCDR. Jim Brewster at 202-267-4009 or jbrewster@comdt.uscg.mil.

"Greater love hath no man than this, that a man lay down his life for a friend". The words from St. John 15:13 echoed true on the 9th of June, 1968, when the crew of an HH-3E, the Jolly Green 23, was killed in action. United States Coast Guard Lt. Jack Columbus Rittichier, pilot; Air Force Capt. Richard Carolinus Yeend, Jr., co-pilot; Air Force SSgt. Elmer Larry Holden, flight engineer; and Air Force Sgt. James Douglas Locker, Pararescueman; all perished while attempting to rescue a downed Marine pilot, 1st Lt. Walter R. Schmidt, who is listed as Prisoner of War. Lt. Rittichier was the first of seven Coast Guardsmen killed in Vietnam, and the only one still unaccounted for following the War's end. This is his story* ...

Lt. Rittichier was no stranger to heroism. In November of 1966, Rittichier led a rescue mission in dangerous, wintry conditions, which saved the lives of all crew members aboard the West

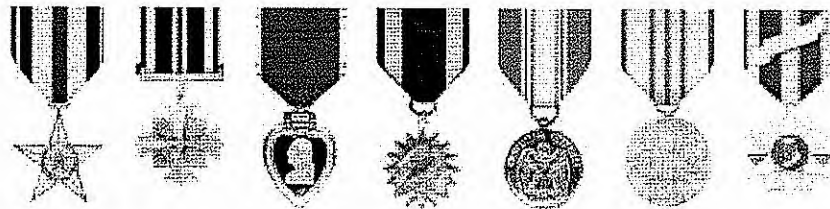
German Motor Vessel *Nordmeer*, which had run aground in Thunder Bay Island Shoal, Lake Huron; he was awarded the Air Medal for his heroic actions. Within three weeks of his arrival in Vietnam [in 1968], Rittichier flew through heavy enemy fire to save four Army fliers; for this he earned the Distinguished Flying Cross. A couple of weeks later, under the faint light of illumination flares, he pulled nine men from the side of a mountain, five of whom were badly wounded.

In addition to the Air Medal by Presidential Presentation and the Distinguished Flying Cross, Lt. Rittichier was also awarded the Distinguished Flying Cross (First Oak Leaf Cluster), the Air Medal (First Oak Leaf Cluster), the Distinguished Flying Cross (Second Oak Leaf Cluster), the Air Medal (Second and Third Oak Leaf Cluster), the Silver Star, and the Purple Heart*. All awards, save the Air Medal, were awarded posthumously. In 2003, Rittichier was also awarded the "Honored Veterans Award"* by the Vietnam Veterans World Wide [online] committee.

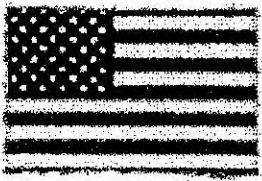
Other items related to Lt. Rittichier : Special Order (G-2123), Special Order (G-3134), Special Order (G-3637), Special Order (G-299), and a copy of a letter* sent to Lt. Rittichier regarding his being awarded the Air Medal. You should also read this newspaper article, published on 27 Aug 03.



Off-site links of interest : Honoring a Hero : A Coast Guard Story; a comprehensive bio on Jack; Rittichier remembered on Virtual Wall; My American Heroes ~ Lt. Jack C. Rittichier; and Leilani's POW/MIA pages. Two excellent sources for information about the Jolly Green 23 and her crew, from the day of the loss to now, can be found at Thomas Pilsch's site and at the Check-Six site.



I wish to make three acknowledgements. The United States Coast Guard's Historian Department deserves a big thank you for replying to my simple e-mail request for info on Lt. Rittichier with a package that contained virtually all the information contained in this section, as well as an 8*10 photo of Lt. Rittichier and Lt. Cmdr. Lonnie Mixon. Gratitude also is sent to Maggie Rittichier and Janet O'Reilly Herron, both wonderful ladies whom I am proud to call friends, and both of whom have kept me abreast of updates since the repatriation.

<i>POW/MIA Ring</i>  <i>Lest We Forget</i>	This POW/MIA Ring site is owned by Stacey Site ID#757 [Next Previous Skip Random Site] [List Sites Stats MessageBoard Join] Proud Member of the POW/MIA Freedom Fighters. Get a POW/MIA Honor Page of your own.
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[top](#)

Jack Columbus Rittichier was born on August 17, 1933, at Akron, Ohio, and received his B.F.A. degree from Kent State University in March 1957. He received his U.S. Air Force pilot wings in December 1958 and then served as a B-47 jet bomber pilot with Strategic Air Command. In September 1963 he accepted a commission in the U.S. Coast Guard.

He subsequently served with the Coast Guard at Elizabeth City, North Carolina, and Selfridge AFB. He later volunteered for exchange duty with the U.S. Air Force 37th Aerospace Rescue Recovery Squadron in Da Nang, Vietnam.

Of the 8,000 Coast Guardsmen who served in Vietnam between 1965 and 1975, 12 were helicopter and fixed-wing pilots who flew with the Air Force out of Tuy Hoa and Da Nang, Vietnam, as well as from Thailand and the Philippines.

On June 9, 1968, 37 miles west of Hue, a Marine Corps fighter pilot lay on the ground with a broken arm and leg. The marine pilot also had the further misfortune of having parachuted into a North Vietnamese Army bivouacking area. The enemy used the injured pilot as bait to lure the Jolly Green Giant rescue helicopters within killing range. Air strikes pounded the site around the downed pilot. The first helicopter made three attempts to reach the Marine pilot before breaking off to refuel. LT Rittichier dove his aircraft in for the pickup. Heavy enemy fire forced him off. He swung around to let the gunships clear the area and followed them in for another pickup attempt. As he hovered over the pilot, bullets punched his aircraft and it began to burn. He tried to pull away, but the Jolly Green Giant would not rise. The helicopter settled to the ground and exploded. Within 30 seconds a ball of fire consumed his aircraft.

LT. Rittichier's awards include the Silver Star, the Distinguished Flying Cross, the Purple Heart, Air Medal with third oak leaf cluster, and the Coast Guard Unit Commendation.

His widow, the former Carol Ann Laux, remarried several years after his death to another Coast Guard Aviator, John Wypick, who retired as a commander in 1980. They currently live in Fountain Valley, California.

Source : the "Above and Beyond" Section of the Spring 1991 edition of Foundation

THE DISTINGUISHED FLYING CROSS

Lieutenant Jack C. Rittichier distinguished himself by heroism while participating in aerial flight as Rescue crew Co-pilot of an HH-3E helicopter in Southeast Asia on 21 April 1968. On that date, Lieutenant Rittichier was instrumental in the rescue of four crew members of two United States Army helicopter gunships shot down by hostile ground fire. With great determination and superior airmanship, Lieutenant Rittichier effected the rescue in the face of hostile ground fire. The outstanding heroism and selfless devotion to duty displayed by Lieutenant Rittichier reflect great credit upon himself and the United States Air Force.

THE DISTINGUISHED FLYING CROSS (FIRST OAK LEAF CLUSTER)

Lieutenant Jack C. Rittichier distinguished himself by extraordinary achievement while participating in aerial flight as Rescue Crew Co-pilot of an HH-3E helicopter in Southeast Asia on 2 May 1968. On that date, Lieutenant Rittichier penetrated the extremely hostile, heavily defended A Shau Valley to investigate an aircraft crash site for possible survivors or confirmation of an aircrew fatality. With great determination and superior airmanship, Lieutenant Rittichier braved numerous thunderstorms and hostile antiaircraft position to complete this mission. The professional competence, aerial skill, and devotion to duty displayed by Lieutenant Rittichier reflect great credit upon himself and the United States Air Force.

THE AIR MEDAL (FIRST OAK LEAF CLUSTER)

Lieutenant Jack C. Rittichier distinguished himself by meritorious achievement while participating in aerial flight as Rescue Crew Commander of an HH-3E helicopter in Southeast Asia on 4 May 1968. On that date, Lieutenant Rittichier entered the A Shau Valley, heavily defended by hostile forces and numerous antiaircraft sights, and landed at a bomb cratered landing zone to prepare two downed helicopters for aerial recovery out of the hostile area. Lieutenant Rittichier then on-loaded a crew, complete with all personnel equipment, and all portable aircraft equipment, and departed the landing zone littered with unexploded bombs and mines, for recovery to Da Nang Air Base. The professional skill and airmanship displayed by Lieutenant Rittichier reflect great credit upon himself and the United States Air Force.

THE DISTINGUISHED FLYING CROSS (SECOND OAK LEAF CLUSTER)

Lieutenant Jack C. Rittichier distinguished himself by heroism while participating in aerial flight as an HH-3E Rescue Crew Commander near Da Nang, Republic of Vietnam, on 12 May 1968. On that date, Lieutenant Rittichier twice entered an extremely hostile area to effect the rescue of four survivors of a downed helicopter and five seriously wounded personnel. The survivors were located in an extremely small landing zone, surrounded by tall trees, on the side of a steep mountain slope. With great determination and superior airmanship, Lieutenant Rittichier executed the second approach and departure at night by flareslight even though the distress site was obscured by smoke and clouds. The professional competence, aerial skill, and devotion to duty displayed by Lieutenant Rittichier reflect great credit upon himself and the United States Air Force.

THE AIR MEDAL (SECOND AND THIRD OAK LEAF CLUSTER)

Lieutenant Jack C. Rittichier distinguished himself by meritorious achievement while participating in sustained aerial flight as a combat crew member in Southeast Asia from 10 April 1968 to 9 June 1968. During this period, Lieutenant Rittichier participated superbly in accomplishing highly intricate missions to support Free World Forces that were combating aggression. The energetic application of his knowledge and skill were significant factors that contributed greatly to furthering United States goals in Southeast Asia. The professional ability and outstanding aerial accomplishments of Lieutenant Rittichier reflect great credit upon himself and the United States Air Force.

THE SILVER STAR

Lieutenant Jack C. Rittichier, United States Coast Guard, distinguished himself by gallantry in connection with military operations against an opposing armed force as Rescue Crew Commander of an HH-3E helicopter in Southeast Asia on 9 June 1968. On that date, Lieutenant Rittichier attempted the rescue of a downed pilot from one of the most heavily defended areas in Southeast Asia. Despite intense accurate hostile fire which has severely damaged another helicopter, Lieutenant Rittichier, with undaunted determination, indomitable courage, and professional skill established a hover and persisted in the rescue attempt until his aircraft was downed by the hostile fire. By his gallantry and devotion to duty, Lieutenant Rittichier reflected great credit upon himself and the United States Coast Guard.

SGT James Douglas Locker

Pararescue Creed

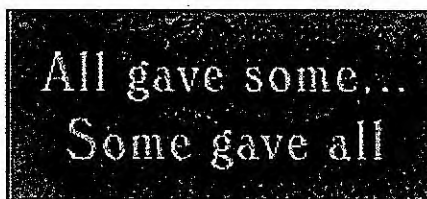
It is my duty as a
Pararescueman to
save a life and to aid the
injured.

I will perform my assigned
duties quickly
and efficiently, placing these
duties before
personal desires and comforts.

These things I do,
"That Others May Live."



In Tribute • From The Other Side • Still The Noblest Calling
SGT Larry Wayne Maysey • COL Gregory Inman Barras
SSGT Elmer Larry Holden • CMS Charles Douglas King



This page was created at the request of a very special man, Douglas J. McGill Jr., USAF PARARESCUE, RETIRED, (66-87). He provided me with information for my page for SGT. Larry Wayne Maysey and we have collaborated on this page. All I can say is "Thank you so much, DJ. I will try my best to be worthy of your belief in me."

This is the information we have about Jim Locker:

- Name: James Douglas Locker
- Rank/Branch: E4/US Air Force
- Serial Number: 15754661
- Unit: 37th Aerospace Rescue and Recovery Squadron, DaNang, Republic of

Vietnam

- ❶ **Date of Birth:** 25 February 1947
- ❷ **Home City of Record:** Sidney OH
- ❸ **Date of Loss:** 09 June 1968
- ❹ **Country of Loss:** South Vietnam
- ❺ **Loss Coordinates:** 162144 North 107053 East
- ❻ **Status (in 1973):** Killed/Body Not Recovered
- ❼ **Category:** 2 - Suspected Knowledge
 - This category includes personnel who were:
 - A. Involved in the same incidents as individuals reported in category 1 (Confirmed Knowledge), or
 - B. Lost in areas or under such conditions that they may reasonably be known by the enemy, or
 - C. Connected with an incident which was discussed but not identified by name in the enemy news media, or
 - D. Probably identified through analysis of all-source intelligence.
- ❽ **Aircraft/Vehicle/Ground:** HH3E Jolly Green Giant Combat Rescue Helicopter (Jolly Green 23)
- ❾ **The Wall:** Panel 58W - Row 010

Other Personnel In Incident

Elmer Holden, Jack Rittichier, Richard Yeend (all Killed in Action/Body Not Recovered)

Source

Compiled by P.O.W. NETWORK from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews and CACCF = Combined Action Combat Casualty File; Pararescue History Book

Synopsis

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 Ashau 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.



If you're interested in learning more about Pararescue, please visit these excellent sites:

- [The Jolly Green Association](#)
- [Pararescue Association](#)
- [Pararescue Online](#)
- [Jim Thede's USAF Pararescue Homepage](#)

To read the story of another PJ, be sure to visit [Gone But Not Forgotten](#), for T/Sgt. James Richard Thomas. He was lost on Jolly Green 70 in 1971, and his daughter Kim has created a wonderful page in his memory.

Another story can be found at [Sgt. Gregory P. Lawrence](#), by his daughter Debbie. He was a Flight Engineer on Jolly Green 10 (which went down in 1968) and she is searching for people who knew him.

Who Was James Douglas Locker

James Douglas Locker was my friend!

He was a man of quiet demeanor and strong stature. A principled man of high ideals with a strong sense of commitment, Jim was devoted to serving his fellow man, friend and foe alike. We spent many med-evac hours on the HH43 Pedro rescue helicopters patching up and tending to wounded combatants from both sides. Jim's attention and skill to the wounded was indiscriminate and always one hundred percent.

Rewarded with some R&R days for being lowered to the ground on a mission to North Vietnam, we decided to tour the Orient. We spent seven grand days visiting the Philippines, Thailand and Japan, and had many great adventure stories to tell on our return to home base at the 37 ARRS in DaNang. Unfortunately we never got that chance. On an early morning mission, the day after our return, Jim Locker was killed.

That morning I helped him prepare for his mission. Gathering up his gear we hurried to the Jolly Green for pre-flight and on the way talked about the impending mission and the familiar dangers of combat rescue. To this day, Jim's words on that last walk echo in my head. "This is my mission... and this what we were trained to do." A little while

later, on the way back to the flight line from the gun locker, I became increasingly concerned when upon approaching the HH3E I witnessed Jim giving away what I didn't know at the time were about to become "personal effects" to his ground crew. Instantly, an empty feeling descended on me, never to leave; not even in all these years.

Pararescuemen (PJs), including the total rescue community, lost four brothers that day. Closing my eyes, I can still see those heroes posed in my mind next to their Jolly Green rescue helicopter, making ready to do their duty... risking it all to save another.

Jim Locker (PJ) and his crew; Jack C. Rittichier, Pilot ; Richard C. Yeend Jr, Co-Pilot ; and Elmer L. Holden, Flight Engineer, performed the ultimate sacrifice and gave their all, "That others may live".

A nation grateful to its warriors saves its highest praise for the soldier pulling a brother-in-arms out of danger. Pararescue warriors are professionals voluntarily dedicated to that very mission, and often times beyond. A grateful country should never forget their whole hearted dedication to duty, to country, and to their fellow man. It was my honor and a privilege to have known and served with Jim Locker and his crew.

Til I See You Again My Friends, may God hold you in his special care.

- Douglas Joseph McGill Jr., USAF PARARESCUE, RETIRED



Jim Locker

donated by Duane I. Beland, HH3E Flight Engineer, DaNang RVN, (1967-68)

The Search For Jim Locker

The following are letters detailing the ongoing search for Jim Locker and the others who died with him.

This is posted to Jim Thede's Pararescue website. It's the most visable throughout the world. Site location Okinawa, Japan.

To:MSGT Jim (TE) Thede, USAF PARARESCUE

TE,

As a service to Mr. Forsyth and to the family and friends of these fallen comrades in arms, I urge you to please make contact with him so that he may update us old Vietnam types about needed information to their location and update reports from their location. Your page seems to be frequented more often then all the other related sites. SGT Jamas Douglas Locker was the PJ on Jolly 23 and my closest friend in this lifetime. I want to see that he makes it home soon. Your help in posting the information requested from the Joint Task Force that are on station at the crash site would be most helpful to achieving this goal. Congrats on your accomplishments and your fine dedication the the Pararescue Family.

Respectfully, Douglas J. McGill Jr. , USAF
PARARESCUE, RETIRED, 66-87
Jolly Green 23 & Hellborne 215

From: Mr. Bill Forsyth
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 SPADs 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. 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 forsythwl@hq.pacom.mil

Thank You,
Mr. Bill Forsyth
Laos POW/MIA Analyst, JOINT TASK FORCE- FULL ACCOUNTING

Dear Mr. Forsyth,
Read your messages on the Jolly Green Association Page regarding gaining needed topography information of crash sites of Jolly Green etc. Please post your requests to the "Official A-1 Skyraider website at <http://209.39.156.3/skyraider/index.htm>. These folks had a ring side seat and were in the area much longer than the Jollys, besides having memories like God.

I've waited over thirty years for my friend, James D. Locker, on Jolly Green 23, to be found and returned home. You and your team will always be remembered as true Americans for embarking on this endeavor of finding, identifying, and returning our fallen comrades to their homeland and families.

I was able to attend the interment ceremony for the Jolly 67 crew at Arlington in November 1997. The event was able to occur as a direct result of the Joint Task Force - Full Accounting and their untiring efforts to find our fallen comrades in arms of so long ago.

Thank you and GOD SPEED Mr. Forsyth,
Respectfully,
Douglas J. McGill Jr., USAF PARARESCUE, RETIRED, 66-87
DaNang and the 37th ARRS Jolly Greens , 67-68

Date: Tue, 28 Jul 1998 9:43am
From: "Forsyth, William L. GS12"
To: DoctorD@nvsu.com
Subject: RE: CONTACT

Doug
Thanks for the good detective work, I have sent an e-mail to Bobbie requesting his help.
Bill

From: Douglas McGill
Sent: Tuesday, July 28, 1998 1:34 PM

To: forsytwl
Subject: CONTACT

Dear Mr. Forsyth,
Please be advised that I have found a witness to the Jolly 23 & Hellborne Mission. His name is Robert (BOBBIE) H. Baldwin.

Bob is a retired Chief Master Sergeant who was the NCOIC of the Fight Engineers of the 37th ARRS, DaNang 68. Bob was on one of the choppers that penetrated the site looking for survivors. He says that he remembers the exact location and is willing to help you in any way necessary.

Respectfully,
Doug McGill, USAF PARARESCUE RETIRED, 66-87

Date: Wed, 29 Jul 1998 8:52am
From: "Forsyth, William L. GS12"
To: Bob Baldwin
Cc: DoctorD@nvsn.com
Subject: RE: Jolly Green 23

Bob

Thanks for the info, I will get the maps and a copy of my lead sheet in the mail to you. No rush on getting it, the team won't be going out until October. I found a LTCol (Retired) Harvie Stringer in Troy MI, he may be your pilot on the rescue; Air Force Casualty says he is the only retired Harv** Stringer; he has an unlisted number, so I will have to send him a letter to see if he is the right guy, the more people I can talk to on this the better.

Bill F

From: Bob Baldwin
Date: Fri, 31 Jul 98 11:08:49 -0600
To:
Subject: Jolly 23

Doug,
We are working the mission. Mr. Forsyth provided me all the information and we are presently constructing a visual database of the area and I will be able to fly the mission in the simulator just as if I was there today. We plan to use the coordinates for HELLBORNE 215 not Jolly 23. I think the coordinates for the A-4 is more accurate than the ones for the Jolly. If the coordinates for the A-4 driver is close to a road (trail) running from N/W to slightly S/E I feel I will be able to orient myself to the direction and proximity of the Jolly crash site.

I will keep you informed as to the progress.

Bob (Mouse) Baldwin

This was an e-mail sent to Chief Master Sergeant Bob Baldwin, USAF RETIRED. Bob is currently gathering information to find the actual crash site. JTF-FA have already been in the area but was unable to find the exact location. Bob was on the mission, as I have previously indicated, and will pinpoint the exact site for excavation.

BOBBY,

I know that you have the experience and the expertise to find the site.

There could be no other individual other than YOU that I would like to have searching for me after 30 years of being lost in a strange country... so far away from friends and most importantly my family. Thank you for your continued dedication and support to this rescue mission.

Jim Locker was a special friend . We, if you remember, had just returned to DaNang from a seven day adventure touring the orient. In Tach, Japan we visited a bar called the "CHERRY BAR". The base commander had listed it as an OFF LIMITS establishment, so naturally as any good PJ knows... that's the place to be. While there one night someone slipped me a mickey and robbed me. Jim was on the dance floor I remember. The next thing I remembered was waking up in the hotel room seventeen blocks away.

Jim had retrieved the stolen money from the bar owner (with some persuasion... and you know what I mean) and ultimately carried me back to the hotel over his shoulder. True PJ comitment to a brother PJ. His friendship has always been missed... and his memory constantly with me. He was killed the following morning after arriving back to DaNang. Enough said... starting to get all friggin misty eyed again.

With Greatest Respect,
DJ

UPDATE November 14, 1998

Advocacy And Intelligence Index
For Prisoners Of War/Missing In Action, Inc. (AIIPOWMIAI)
Bob Necci and Andi Wolos

THE POW/MIA E-MAIL NETWORK (c)
aiinov14.98b
Air Force Looks for Missing Copter
The Associated Press

HURLBURT FIELD, Fla. (AP) -- The Air Force is hoping flight simulations can help solve the disappearance 30 years ago of a rescue helicopter in Vietnam.

The project may lead to similar efforts to find other aircraft that vanished during the Vietnam War, former flight engineer Bob Baldwin said Wednesday as the nation marked Veterans Day.

Baldwin is part of a team of veterans teaming up with the Air Force to find an HH-3E Jolly Green Giant and its four-man crew. The helicopter named Jolly Green 23 vanished June 9, 1968, while searching for a downed attack pilot, who also remains unaccounted for.

Baldwin was part of the wartime effort to find the helicopter. Thirty years later, he's helping with a new search despite being thousands of miles away from the scene.

Black and white aerial photos taken in the late 1960s were converted into digital photos and matched with current maps to recreate the wartime landscape near the Vietnam-Laos border. Baldwin then used a computer joy stick to fly through the scene displayed on a console.

"I just closed my eyes and when I opened them up, it was like stepping back 30 years," Baldwin said. "The only thing missing is that the tracers aren't coming at you" from antiaircraft guns.

The simulations at the Hurlburt base in the Florida Panhandle allowed Baldwin and another former pilot to pick out three spots where the helicopter may have crashed.

A military team in Vietnam searched for four days before the monsoon season forced them to stop. They plan to resume when the rains end next year, said Maj. Mike Vaughn, who helps supervise computer mapping and flight simulator work at Hurlburt.

The team found no sign of Jolly Green 23, but did find wreckage of a Marine helicopter that had been forced down. All but one of the crew members had escaped.

UPDATE November 16, 1998

National League of Families

UPDATE LINE: November 16, 1998

US-Lao joint field operations concluded just prior to the start of activities in Vietnam on November 5th. The US-Lao teams succeeded in recovering remains at 2 of 3 excavation sites and are hopeful that remains will be found at the 3rd site where numerous items of crew-related equipment and aircraft wreckage were recovered. A follow-up excavation of this site will occur during the next joint field operation that begins in mid-January.

UPDATE February 16, 1999

Doug,

Update! From Bill Forsyth;

Next scheduled attempt to locate Jolly 23 and Helborne is 17 Aug - 19 Sep 1999.

Reason, political climate, operational planning and weather. They have 80 sites in Laos alone to dig and at the present rate they will be excavating sites into 2004. They are currently working Mu Gia and Ban Karai Passes, Savannaakhet Province and Route 9 from Tchephone and Lam Son. Very rugged territory. They hated to see Jolly 23 slip that far on the schedule because of the weather... the time of year can be Delta Sierra. I'll keep you informed.

Bob "MOUSE" Baldwin

What You Can Do

While it is a great sadness to know a loved one is dead and his body is lying far from home, the greater tragedy is those known to have been prisoners of war who did not return, and those who are missing in action.

Since the war ended, "several million documents" and "over 250,000 interviews" have been reviewed relating to Americans prisoner, missing or unaccounted for in Southeast Asia. Many officials who have reviewed this largely-classified information are convinced that hundreds of Americans are still alive in captivity today.

These reports increase the agony for families who want to know what happened to their sons, fathers and brothers. If, as the U.S. Government seems to believe, all the men are dead, it's time the information was declassified so that all can understand the fates of these heroes. If, as many believe, men are still alive, it's time they were brought home to bring the war in Vietnam to an honorable end.

I cannot emphasize enough how important it is to keep pushing this issue inside the Beltway. The need to get specific answers is more important now than ever before. If still alive, some MIAs are now in their 70s. They don't have much time left. We have to demand the answers from the bureaucrats and keep standing on their necks (figuratively speaking) until they get the message that THEY work for US and that we are serious about getting these long overdue responses. Diplomatic considerations aside...

Write your government officials. Let them know that WE CARE about these abandoned men and women! To obtain email addresses for the Senate, Congress and White House, and sample letters, click the White House banner:



We can no longer allow questionable protocols established by pseudo-aristocratic armchair strategists, to determine or influence the fate of the men who were in the trenches while the diplomats were sharing sherry and canapes and talking about "Their Plans" for the future of SE Asia.

In addition, check out the [MIA List](#) of other people who have joined the cause.



To learn more about the POWs and MIAs, and help the cause, please visit [Operation "Just Cause"](#) and adopt your own MIA. We can't rest until they're all home. Thanks Gunny!



	This POW/MIA Ring site is owned by Lorrie Scally Site ID#231. [Prev Skip It Next 5 Random Next Index] Get a POW/MIA Honor Page of your own. Want to join the ring? Get the info. Proud Member of the POW/MIA Freedom Fighters.	
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	Operation Just Cause Web Ring	
This Operation Just Cause Web Ring site is owned by Lorrie Scally [Prev] [Random] [Next] [Skip Next] [Next 5] [Members] [Join]		

Write to Doug McGill at:
DoctorD@nvsn.com



Write to Lorrie Scally
at:
lorrie@scally.com

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Lorrie Land



updated February 28, 1999

ELMER LARRY HOLDEN

In Tribute • A Visit To The Wall • From The Other Side • Still The
Noblest Calling
SGT Larry Wayne Maysey • COL Gregory Inman Barras
SGT James Douglas Locker • CMS Charles Douglas King • MAJ
Carl Berg Mitchell



Thanks to our Guestbook, Douglas J. McGill Jr., USAF PARARESCUE, RETIRED, (66-87) and I were contacted by Brandie Freeman, the daughter of Judy Freeman, Larry Holden's widow. It inspired us to create a page in his honor.

This is the information about Larry Holden:

- **Name:** Elmer Larry Holden
- **Rank/Branch:** E5/US Air Force
- **Serial Number:** 18639399
- **Unit:** 37th Aerospace Rescue and Recovery Squadron, DaNang, Republic of Vietnam
- **Date of Birth:** 19 February 1944
- **Home City of Record:** Oklahoma City OK
- **Date of Loss:** 09 June 1968
- **Country of Loss:** South Vietnam
- **Loss Coordinates:** 162144 North 107053 East
- **Status (in 1973):** Killed/Body Not Recovered
- **Category:** 2 - Suspected Knowledge
 - This category includes personnel who were:
 - A. Involved in the same incidents as individuals reported in category 1 (Confirmed Knowledge), or
 - B. Lost in areas or under such conditions that they may reasonably be known by the enemy, or
 - C. Connected with an incident which was discussed but not identified by name in the enemy news media, or

D. Probably identified through analysis of all-source intelligence.

• **Aircraft/Vehicle/Ground:** HH3E Jolly Green Giant Combat Rescue Helicopter (Jolly Green 23)

• **The Wall:** Panel 58W - Row 9

Other Personnel In Incident

James Locker, Jack Rittichier, Richard Yeend (all Killed in Action/Body Not Recovered)

Source

Compiled by the P.O.W. NETWORK from one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews and CACCF = Combined Action Combat Casualty File; Pararescue History Book

Synopsis

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 Ashau 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, Larry'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 Larry Holden 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.

Who Was Larry Holden



Larry Holden

Special thanks for the pictures to the family of Larry Holden.
Click on the photos to view the full pictures and other photos of Larry.

Larry Holden was a young man with many years already served in the Air Force when he volunteered for flight duty as a flight engineer on the HH3E Jolly Green

Combat Rescue helicopters.

He was a fun loving man who loved to play practical jokes on people, to tell jokes, and to try and get a smile from everyone he flew with. He loved to barbecue steaks and hot dogs and drink a little beer, at times... but always, he loved to smile and sing little songs.

He always seemed to bring sunshine into a room when he entered, and made people smile. I can still see him playing around and joking and being silly... he calmed everyone who was worried about their plight of being in a war time situation, and was loved by all who served with him.

Larry was the truest of real American heroes, who always considered the feelings of others, put people first and loved his fellow man. He died trying to save another human being from death... and there can be no greater love.

I feel privileged to have been associated with Larry and blessed to be able to call him my friend. He will never be forgotten!

- Douglas Joseph McGill Jr., USAF PARARESCUE, RETIRED

The Search for Larry Holden November 14, 1998

Advocacy And Intelligence Index
For Prisoners Of War/Missing In Action, Inc. (AIIPOWMIAI)
Bob Necci and Andi Wolos

THE POW/MIA E-MAIL NETWORK (c)
aainov14.98b
Air Force Looks for Missing Copter
The Associated Press

HURLBURT FIELD, Fla. (AP) -- The Air Force is hoping flight simulations can help solve the disappearance 30 years ago of a rescue helicopter in Vietnam.

The project may lead to similar efforts to find other aircraft that vanished during the Vietnam War, former flight engineer Bob Baldwin said Wednesday as the nation marked Veterans Day.

Baldwin is part of a team of veterans teaming up with the Air Force to find an HH-3E Jolly Green Giant and its four-man crew. The helicopter named Jolly Green 23 vanished June 9, 1968, while searching for a downed attack pilot, who also remains unaccounted for.

Baldwin was part of the wartime effort to find the helicopter. Thirty years later, he's helping with a new search despite being thousands of miles away from the scene.

Black and white aerial photos taken in the late 1960s were converted into digital photos and matched with current maps to recreate the wartime landscape near the Vietnam-Laos border. Baldwin then used a computer joy stick to fly through the scene displayed on a console.

"I just closed my eyes and when I opened them up, it was like stepping back 30 years," Baldwin said. "The only thing missing is that the tracers aren't coming at you" from anti-aircraft guns.

The simulations at the Hurlburt base in the Florida Panhandle allowed Baldwin and another former pilot to pick out three spots where the helicopter may have crashed.

A military team in Vietnam searched for four days before the monsoon season forced them to stop. They plan to resume when the rains end next year, said Maj. Mike Vaughn, who helps supervise computer mapping and flight simulator work at Hurlburt.

The team found no sign of Jolly Green 23, but did find wreckage of a Marine helicopter that had been forced down. All but one of the crew members had escaped.

February 16, 1999

Doug,

Update! From Bill Forsyth;

Next scheduled attempt to locate Jolly 23 and Helborne is 17 Aug - 19 Sep 1999. Reason, political climate, operational planning and weather. They have 80 sites in Laos alone to dig and at the present rate they will be excavating sites into 2004. They are currently working Mu Gia and Ban Karai Passes, Savannaakhet Province and Route 9 from Tchephone and Lam Son. Very rugged territory. They hated to see Jolly 23 slip that far on the schedule because of the weather... the time of year can be Delta Sierra. I'll keep you informed.

Bob "MOUSE" Baldwin

UPDATE September 27, 1999

JTF-FA is scheduled to look at Jolly 23/Hellborne sites 19 October - 17 November. Weather has kept the team out this year. It didn't look good for the remainder of 1999 but right now it's evidently looking good.



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 pursuit 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.

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/>

=====

LAOS ANALYST LEAD SHEET

VIETNAM PRIORITY CASE: 1205
(LAST KNOWN ALIVE)

RANK & NAME(s): 1LT SCHMIDT, WALTER R. JR.

POSITION: -01 PILOT

VEHICLE/#: A-4E/151080

STATUS: INVESTIGATE

CALL SIGN: HELLBORNE 215

PROVINCE: SALAVAN

DATE/TIME: 9 JUN 68/0920G

DISTRICT: TA-OY
(POSSIBLY) SAMOUAY

(SAR LOG) (UTM/(GEO): 48Q YD 23 03
(161756N 1070514E)

UNIT: USMC, VMA-121, MAG-12,
1ST MAW, CHU LAI AB, RVN

MAPS: SERIES L7014, 6441-IV, 1:50,000, EDITION 3-TPC, A LOUI
SERIES L1501, NE 48-16, 1:250,000, EDITION 6, HUE
SOVIET SERIES E-48-143

J223 ANALYST: MR. BILL FORSYTH

ORDNANCE ONBOARD: UNKNOWN (STANDARD 2 X MK12 20MM GUNS OR 2 X 30MM DEFA 553
CANNON IN WING ROOTS)

AIRCRAFT IDENTIFICATION FEATURES: MCDONNELL DOUGLAS "SKYHAWK"; NICKNAME
"THE SCOOTER"; SINGLE-SEAT; 12.27M (LENGTH) X 8.38M (WINGSPAN); ENGINE 1 X
PRATT & WHITNEY J52-6 TWO-SHAFT TURBOJET.

OTHER IDENTIFICATION FEATURES: NONE.

----- BASIC CIRCUMSTANCES:

- ON 9 JUNE 1968, THE A-4E WAS THE LEAD AIRCRAFT IN A FLIGHT OF TWO ON A
COMBAT SUPPORT MISSION OVER THE NORTHERN ASHAU VALLEY. DURING A BOMBING
RUN, THE AIRCRAFT WAS HIT BY GROUND FIRE AND THE PILOT SUCCESSFULLY
EJECTED, LANDING IN TREES. RADIO CONTACT WAS ESTABLISHED AND A SEARCH AND
RESCUE EFFORT WAS INITIATED, WHICH RESULTED IN ONE OF THE RESCUE
HELICOPTERS BEING SHOT DOWN AND TWO OTHERS HEAVILY DAMAGED. HOSTILE FIRE
PREVENTED THE RESCUE FORCES FROM REACHING THE DOWNED PILOT AND THE EFFORT
WAS SUSPENDED AT DARK. RESCUE OPERATIONS RESUMED THE NEXT DAY, BUT THERE
WAS NO FURTHER CONTACT WITH THE PILOT.

DOCUMENTATION COMMENTS:

- JOINT TEAMS HAVE EXTENSIVELY INVESTIGATED THIS PCIT CASE AND CASE 1206 IN
THE SRV IN THE AREA OF THE RECORD LOCATION WITH NEGATIVE RESULTS. AN ENTRY
IN THE SEARCH AND RESCUE LOG INDICATES THE "SURVIVOR" (CASE 1205
INDIVIDUAL) WAS AT 260 DEGREES, 36 NAUTICAL MILES, FROM TACAN CHANNEL 69 AT
HUE-PHU BAI, WHICH PLOTS TO YD 23 03, WHICH IS IN LAOS, ACROSS THE BORDER

(UPDATED 28 JULY 1998)

- 1205 CONTINUED

FROM THE RECORD LOCATION. ANOTHER ENTRY IN THE SAR LOG FOR THE LOCATION OF THE CASE 1206 SHOT DOWN ALSO PLOTS TO THIS SAME AREA IN LAOS (REF: 3RD AEROSPACE RESCUE AND RECOVERY GROUP SEARCH AND RESCUE LOG, 9 JUNE 1968, ENTRY 00303Z)

- ANOTHER SAR LOG ENTRY (09/0237Z) READS "TERRAIN IS ROLLING LOW HILLS, SURVIVOR ON TOP OF HILL. . . . AREA IS RELATIVELY FLAT AND SURVIVOR IS HIDING UNDER BRUSH." THIS DESCRIPTION GENERALLY FITS THE AREA OF THE SAR LOG COORDINATES AND NOT THE RECORD LOCATION FOR CASE 1205.

- THE GROUP 559 DOCUMENT HAS FIVE ENTRIES FOR THE UNIT WHICH APPEARS TO HAVE SHOT DOWN THE CASE 1205 AIRCRAFT. AN ENTRY (BOGUS CLAIM) FOR THE COMPANY ON THE DAY PRIOR TO THE 1205/1206 INCIDENT DATE HAS THE NOTATION "STOPPED TO FIGHT ENROUTE TO SOUTH VIETNAM". THE NEXT ENTRY AFTER THE 1205/1206 INCIDENT IS 19 DAYS LATER AND CORRELATES WELL WITH THE CASE 1218 SHOT DOWN, WHICH OCCURRED IN LAOS. BASED ON THIS INFORMATION, THERE IS A POSSIBILITY BOTH THE 1205 AND 1206 INCIDENTS TOOK PLACE IN LAOS RATHER THAN VIETNAM.

PREVIOUS INVESTIGATIONS:

- DURING THE SEVENTH ITERATION (31 JUL - 19 AUG 1989), THE FIELD TEAM INTERVIEWED FORMER NLF OFFICIALS WHO STATED THAT NO AIRCRAFT EVER CRASHED IN THE VICINITY OF WHERE U.S. RECORDS INDICATE CASE 1205 OCCURRED. THE TEAM TRAVELLED ON FOOT TO THE CRASH SITE AND PILOT'S LAST KNOWN LOCATION WITHOUT SUCCESS. (REF JCRC LIAISON BANGKOK TH 230940Z AUG '89; SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE 1205)

- FROM 29 APRIL TO 3 MAY 92, DURING THE 17TH JFA IN THE SRV, THE TEAM INTERVIEWED TWO WITNESSES WHO PROVIDED INFORMATION INCONSISTENT WITH CASE 1205. THE TEAM TRAVELED TO THE AIRCRAFT CRASH SITE AND QUESTIONED TWO LONG-TERM LOCAL RESIDENTS CONCERNING THE CRASH OF A JET AIRCRAFT IN THE AREA. BOTH VILLAGERS STATED NO U.S. JET AIRCRAFT HAD EVER CRASHED NEAR THEIR HAMLET NOR HAD VILLAGERS EVER SCAVENGED JET AIRCRAFT WRECKAGE FROM THE AREA. THE TEAM CONDUCTED AN AERIAL RECONNAISSANCE OF THE ALLEGED CRASH SITE, BUT THICK VEGETATION PREVENTED A CLEAR VIEW OF THE VALLEY FLOOR. DURING THE INVESTIGATION, THE TEAM DID NOT OBTAIN INFORMATION RELATED TO THE INCIDENT. (REF: CDR JTF-FA DET ONE BANGKOK TH 021038Z JUN 92; SUBJ: FIELD INVESTIGATION REPORT CONCERNING CASE 1205)

- ON 17 NOV 93, THE PRIORITY CASE INVESTIGATION TEAM (PCIT) INVESTIGATED CASE 1205 IN THUA THIEN-HUE PROVINCE. THE TEAM INTERVIEWED ONE WITNESS WHO PROVIDED NO INFORMATION REGARDING THIS CASE. TWO OTHER WITNESSES WERE INTERVIEWED BY MEMBERS OF THE ORAL HISTORY PROGRAM INTERVIEW TEAM. VIETNAMESE OFFICIALS IN THUA THIEN-HUE PROVINCE DENIED THE EXISTENCE OF ANY SUPPORTING ARCHIVAL DOCUMENTATION ASSOCIATED WITH CASE 1205. (REF: CDR JTF-FA HONOLULU HI 170705Z FEB 94; SUBJ: PRIORITY CASE INVESTIGATION TEAM REPORT: CASE 1205)

- ON 14 NOV 96, THE VNOSMP TURNED OVER A UNILATERAL INVESTIGATION REPORT OF CASE 1205. THE REPORT PROVIDED NO NEW INFORMATION AND DID NOT ADDRESS THE SPECIFIC INVESTIGATION REQUIREMENTS. (REF: CDR JTF-FA HONOLULU HI 140912Z OCT 97; SUBJ: TRANSLATION AND EVALUATION OF VIETNAMESE DOCUMENT; VIETNAM OFFICE SEEKING MISSING PERSONS (VNOSMP) UNILATERAL INVESTIGATION REPORT ON CASE 1205)

- 1205 CONTINUED

REMAINS:

- NONE.

POTENTIAL WITNESSES:

- NONE

SPECIFIC REQUIREMENTS:

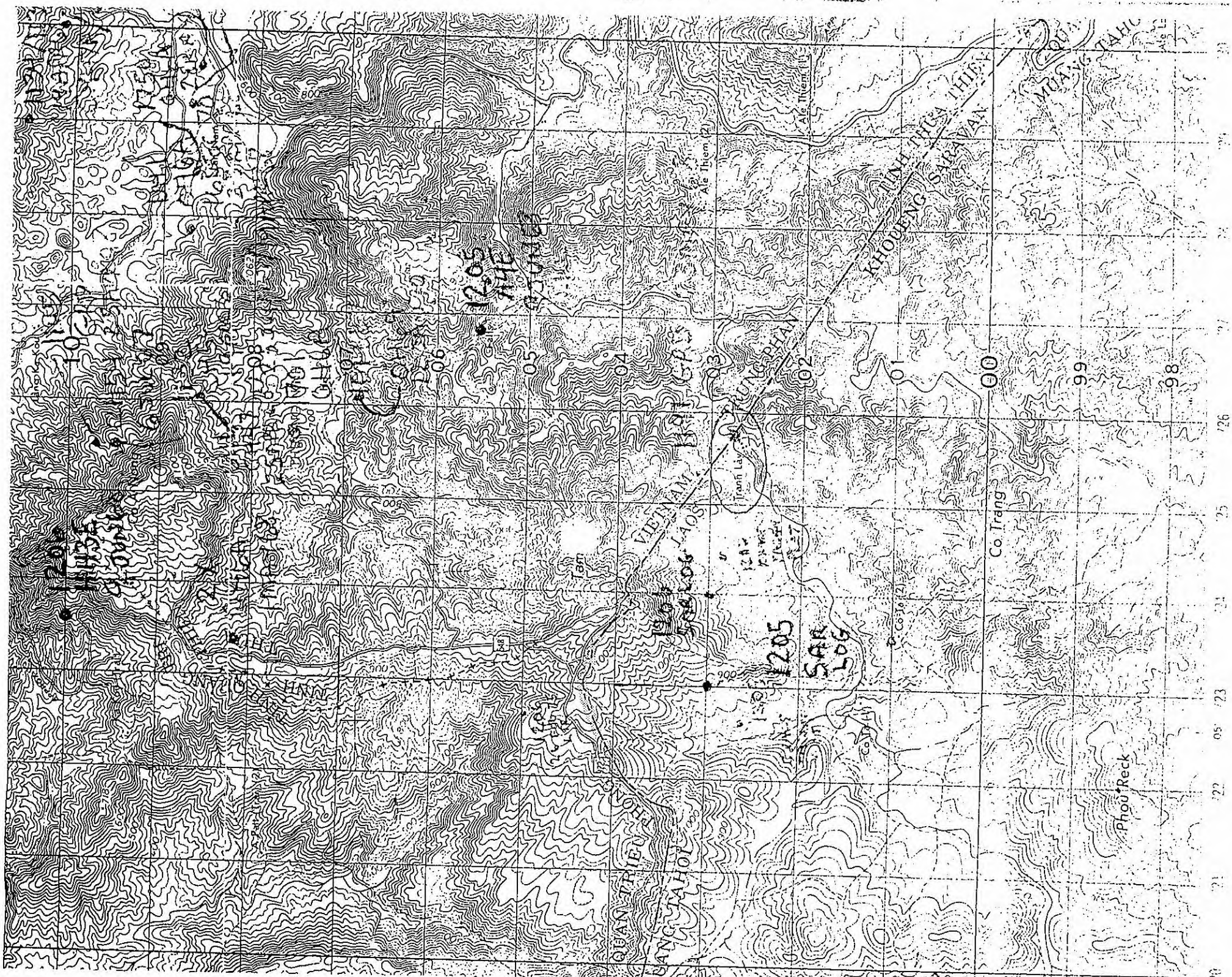
- IN TA-OY AND POSSIBLY SAMOUAY DISTRICT, SALAVAN PROVINCE, INVESTIGATE THE CASE 1206 SEARCH AND RESCUE (SAR) LOG LOCATION (48Q YD 23 03). INVESTIGATE AT ANY VILLAGES IN THE AREA. A GROUND SEARCH IS NOT REQUIRED.

J223 RECOMMENDATIONS:

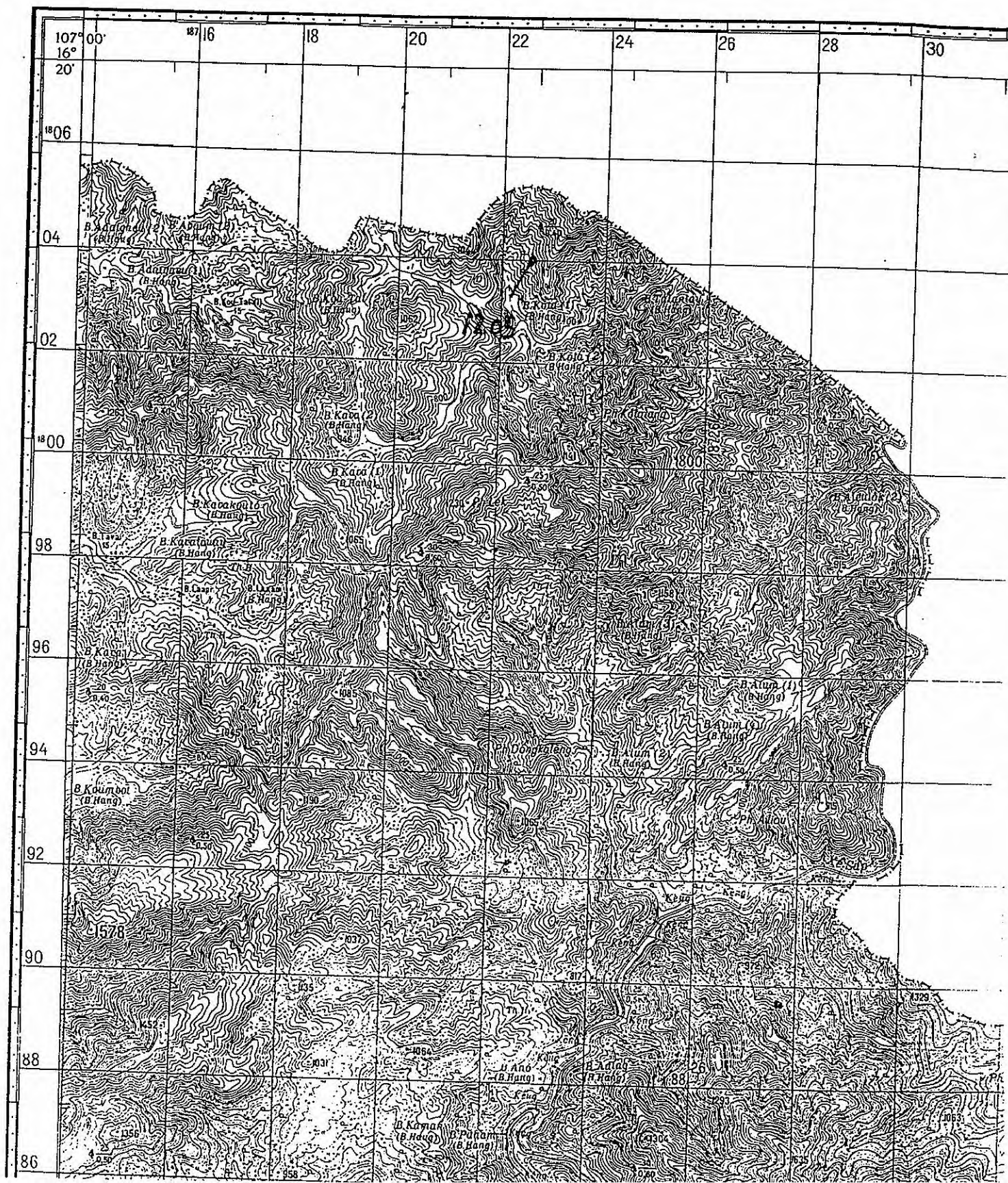
- SURVEY ANY CRASH SITES KNOWN TO VILLAGERS THAT HAVE NOT BEEN PREVIOUSLY VISITED BY JOINT TEAMS, UNLESS THEY CAN UNQUESTIONABLY BE CORRELATED TO A KNOWN OPERATIONAL LOSS.

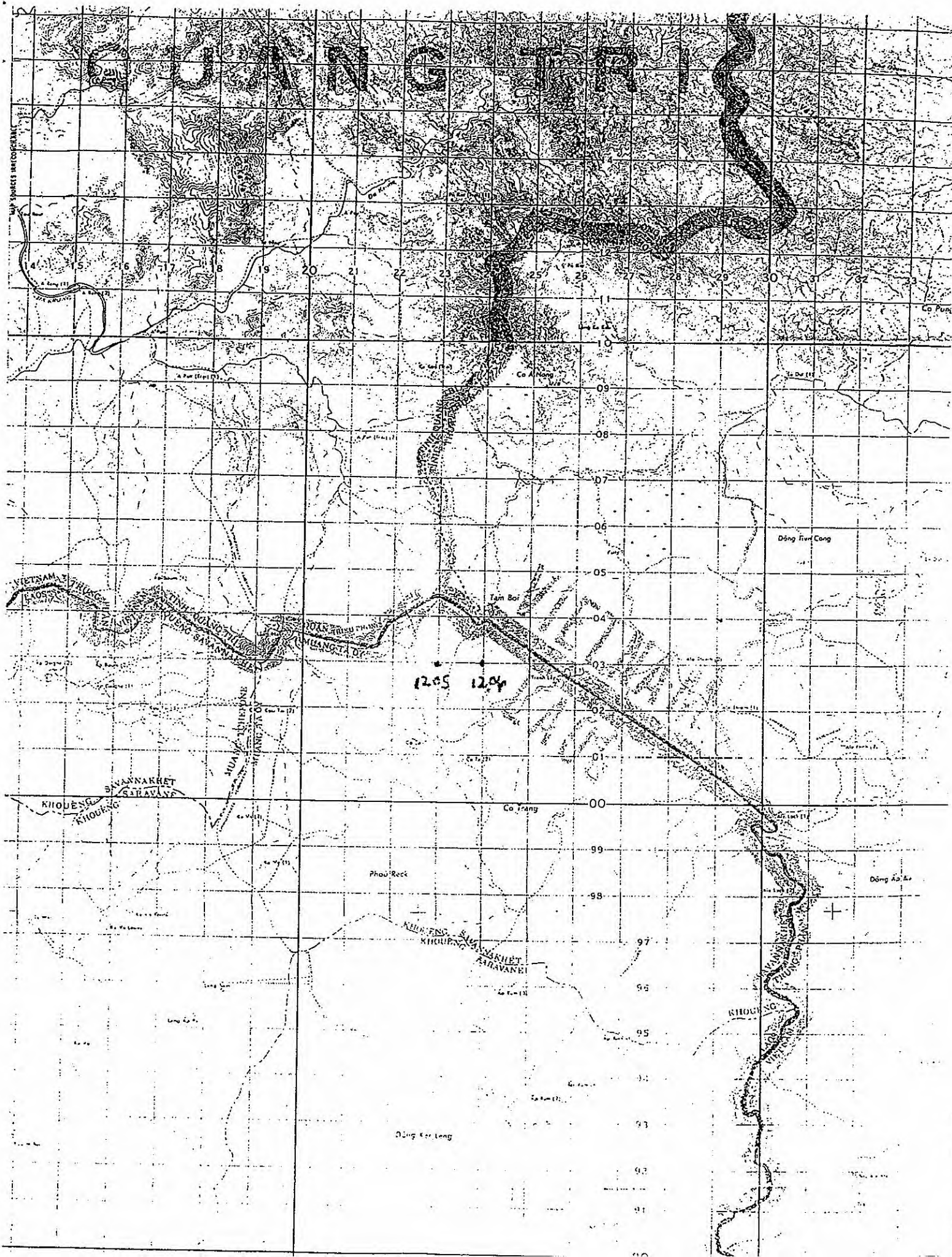
COMMENTS:

- LAOS GROUND LOSSES 0598, 0608, 0763, 1191, ALONG WITH SRV GROUND LOSS CASES 1445 AND 1447, ALSO TOOK PLACE IN THIS AREA, BE ON THE LOOK OUT FOR INFORMATION TO THESE INCIDENTS.



Système de coordonnées de Vientiane





Page No. 1 SEARCH RESULTS; SEALOSS search of 7 kms
 07/28/98 around 48QYD230030

Refno	Mission Date	Service	Vehicle Type	Vehicle Number	Ctry	UTM
OPERA	69/07/14	USA	AH1G	6815075	VS	48Q YC155957
JOKER		700310	WRECKAGE	FUSELAGE?		48Q YC215955
				OLD??		
623019			AIRCRAFT	P RUWAI	LA	48P YC220784
OPERA	69/05/13	USA	OH6A	6716281	VS	48Q YC280958
JOKER	69/05/13	690513	LOH	BANSHEE 12		48Q YC287953
JSARC	67/05/10	ARMY	H34			48Q YC280980
JSARC	67/12/22	USMC	F4			48Q YD150010
COMPRES	68/12/18	681218	A6	MILESTONE		48Q YD157019
				405		
JSARC	68/12/18	NAVY	A6	MILESTONE		48Q YD157019
				405		
1447-0	69/05/23		GRND	\$	VS	48Q YD159039
OPERA	70/10/10	USA	AH1G	6815161	VS	48Q YD152052
OPERA	71/11/07	USA	OH6A	6607891	VS	48Q YD154067
OPERA	70/02/19	USA	AH1G	6815154	VS	48Q YD154086
0598-	95/01/26	95-3L	INVEST	B KOUTAI LAO	SL	48Q YD165027
0608-	95/01/26	95-3L	INVEST	B KOUTAI LAO	SL	48Q YD165027
0763-	95/01/26	95-3L	INVEST	B KOUTAI LAO	SL	48Q YD165027
1191-	95/01/26	95-3L	INVEST	B KOUTAI LAO	SL	48Q YD165027
0763-0	67/07/12		GRND	\$	LA	48Q YD177031
0763-	95/03/15	95-4L	SEARCH	RECORD	SL	48Q YD177031
				LOCATION		
0598-0	67/02/21		GRND	\$	LA	48Q YD188011
0598-	95/03/15	95-4L	SEARCH	RECORD	SL	48Q YD181024
				LOCATION		
0598-	95/03/15	95-4L	LZ	LZ USED BY	SL	48Q YD181024
				TEAM		
0608-0	67/03/06		GRND	\$	LA	48Q YD180036
0608-	95/03/09	95-4L	SEARCH	RECORD	SL	48Q YD180036
				LOCATION		
REFCON	0000000	K840323	GRAVE	SECOND HAND	VS	48Q YD2000000
OPERA	68/05/01	USA	OH6A	6607810	VS	48Q YD233082
1153-0	68/05/01		OH6A	7810	VS	48Q YD233082
1191-	95/03/14	95-4L	LZ	LZ USED BY	SL	48Q YD243021
				TEAM		
1191-0	68/05/23		GRND	\$	LA	48Q YD258028
1191-	95/03/14	95-4L	SEARCH	RECORD	SL	48Q YD258028
				LOCATION		
1701-0	71/02/10		OH6A	17765	VS	48Q YD257076
REFCON	770000	M820141	GRAVE	FIRSTHAND	VS	48Q YD253090
REFCON	770000	M820142	GRAVE	FIRSTHAND	VS	48Q YD253090
REFCON	770000	M820143	GRAVE	FIRSTHAND	VS	48Q YD253090
REFCON	770000	M820144	GRAVE	FIRSTHAND	VS	48Q YD253090
OPERA	67/07/06	USA	CH54	6414206	VS	48Q YD255095
1132-0	68/04/19		CH54	14205	VS	48Q YD255095
1145-0	68/04/25		GRND	\$	VS	48Q YD255097
1205-1	68/06/09		A4E	151080	VS	48Q YD269056

Page No. 2 SEARCH RESULTS; SEALOSS search of 7 kms
 around 48QYD230030
 07/28/98

Refno	Mission Date	Service	Vehicle Type	Vehicle Number	Ctry	UTM
OPERA	70/01/12	USA	OH6A	6716365	VS	48Q YD261068
OPERA	68/04/25	USA	CH47	6413152	VS	48Q YD261087
OPERA	67/06/25	USA	CH47	6413153	VS	48Q YD261087
OPERA	68/04/19	USA	UH1H	6616799	VS	48Q YD261087
1205-0	68/06/09		A4E	151080	VS	48Q YD273053
OPERA	70/12/16	USA	OH6A	6716594	VS	48Q YD279087
OPERA	68/04/23	USA	UH1H	6616555	VS	48Q YD279087
1750-0	71/05/28		OH6A	16670	VS	48Q YD284087
1135-0	68/04/19		CH47A	19063	VS	48Q YD291087
1135-1	68/04/19		CH47A	19063	VS	48Q YD292086
OPERA	68/04/23	USA	UH1H	6616567	VS	48Q YD296087
NAVY	68/07/14	USAF	F100C	542004	VS	48Q YD296087