

HEADQUARTERS 3RD AEROSPACE RESCUE & RECOVERY GROUP (MAC)
APO SAN FRANCISCO 96307



5 Nov 1970

73

TO: <u>ARRS (DOCP)</u>	7AF (DOCC)	ARRTC (TCCCO)	37ARRS (DO)
CINCPACAF (DICE)	41ARRNG (DOC)	PJSS	40ARRS (DO)

1. (U) The attached mission narratives are forwarded in accordance with para 6-4, Chapter 6, ARRSN 55-2.
2. (U) When attachments 1 and 2 are withdrawn or not attached, this letter is unclassified.

William T. Tomlinson

WILLIAM W. TOMLINSON, Lt Col, USAF 3 Atch
Chief, JRCC

1. Mission Narrative B-3-040,
24 Oct 70, King 22 (C)
2. Mission Narrative B-3-040,
24 Oct 70, JG 51 (S)
(all addressees except 4OARRS)
3. Mission Narrative B-3-038,
25 Sep 70, Pedro 40 (U)
(all addressees except 37ARRS
and 4OARRS)

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 30 DEC 78

DOWNLOADED TO
CONFIDENTIAL ON
IAV EX. ORDER 11-52

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GROUP 4
Downgraded at 3 year intervals;
Declassified after 12 years.

Global in Mission - Professional in Action

THE

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DATE: 24 Oct 70

31 Oct 70

MISSION NUMBER: B-3-040-24 Oct 70

AIRCRAFT DESIGNATION: KING

Declassified by B 3000
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LOCATION: 072/61/89

SCHEDULE OF EXECUTIVE ORDER 11652
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DISTRESSED AIRCRAFT: Knife 33

YEAR INTERVALS.
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SAVES: 2 Combat

(C) At approximately 0910Z, Jack informed King 22 that an aircraft, Knife 33, was reported to have crashed at 172/63/89. King 26 then relayed a corrected position of 072/62/89 with Hobo 26 as On-Scene-Commander (OSC) using UHF 263.5. All this information was passed from Hillsboro to King 26 and then relayed to King 22. Jolly Greens 61 & 65 were directed to move east from the Tango Orbit to a holding point of 078/38/89. King 26 had already started Jolly Green 51 & 57 moving north from Juliet Orbit. Contact was not made with Hobo 26 until King 22 was approximately 50 miles from the downed aircraft position. He reported that Knife 34 was in the area and had picked up eight wounded indigenous personnel who stated that all crew members were dead. Knife 34 had very little playtime and departed the area with Hobo 27 as escort to a preselected Landing Zone. Hobo 26 reported seeing penguin flares and some smoke, but it appeared to come from the wreckage, and not from any survivors. At 0925Z, Hobo 26 requested Jolly Greens come on scene to put PJ's on the ground to search the area. At approximately 0945Z, radio contact was made with Bravo and Delta crewmembers. Both crewmembers stated that they had injuries, however only one requested PJ assistance. Jolly Green 51 & 57 were determined to be the closest to on-scene and were in the process of being refueled by King 26. King 23 was launched and Mig Cap, Ironhand, ECCM and Border Clearance all were requested. Hillsboro did an excellent job of providing a Mig Cap in minutes. Sod 50 and Nail 35, both OV-10s, with considerable playtime, remained in the area to assist if necessary. Sandy 3 & 4 arrived on-scene at 1010Z and together with Hobo 26 (Sandy Qualified) determined the area to be completely permissive. Due to rapidly approaching darkness and the permissive area, Jolly Green 51 & 57 and Sandy 5 & 6 were directed to ingress immediately into the area for pickup. The actual pickup attempt was started at 1030Z and both survivors were picked up by 1040Z.. All SAR forces then eggressed the area direct to CH 89. All pertinent information relating to the survivors condition was passed to the medical facilities at CH 89. All RESCAP and SAR forces were released at 1045Z.

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FORCES UTILIZED

JOLLY GREENS 51, 57, 61, 56
SANDY 3, 4, 5, 6
KNIFE 34
HOB0 26, 27
SOD 50
NAIL 35
FALCON 56, 57
PAPA 3, 4
KING 23, 26

(U) KING 22 Crewmembers

AMC/AC	CPT EISINGER
P	1LT KALISKY
CP	MAJ SOROKA
NN	CPT SEEGER
FE	MSG MARTEL
FE	TSG SUMNER
RO	TSG COVINGTON
LM	SSG PRESSON

Jerry B. Eisinger

JERRY B. EISINGER, Captain, USAF
Airborne Mission Commander

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DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF: 40/DO

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26 October 1970

SUBJECT: RCS: ARS-V6 Report

TO: 3ARRGP (JRCC)
APO 96307

DATE: 24 Oct 1970

MISSION NUMBER: B-3-040- 24 Oct 70

FLIGHT DESIGNATION: Jolly Green 51

MISSION OBJECTIVE: KNIFE 33 B & C

LOCATION: 072/62/89

SAVES: Two Combat Aircrew Members (KNIFE 33 B & C)

SUMMARY OF SAR ACTIONS:

1. (S) Jolly Green 51 L and 57 H were diverted from airborne alert orbit JUILLETT (UBON) and Jolly Green 61 L and 56 H from airborne alert TANGO to recover two downed USAF crew members at 24/0912Z. HOBO 26 and 27 2 A-1's, made radio contact with KNIFE 33C, located the wreckage of KNIFE 33 (CH-3) and the approximate location of 33 B & C who were reported to be in bad physical condition. Jolly Green 51 & 57 were refueled enroute by King 26 and King 22 became AMC. Sandies 3 & 4 were diverted to the survivors location and Sandy 3 became OSC at 24/1010Z. JG 61 and 56 were AR over CH 89 and held as backup recovery forces at 070/35/89. JG 51 and 57 preceded to the forward holding area 070/55/89 at an altitude of nine thousand feet. At 24/1017Z, Sandy 3 determined the area was safe for a pickup attempt at location 072/62/89 (3 miles west of North Vietnam Border and 8 miles north of Mu Gia Pass). SAR forces included ECM and MIG CAP coverage. JG 57-H was held at the forward holding position and JG 51 descended below a broken to overcast cloud coverage to make the pickup. The survivors stated that they could climb on the penetrator without the assistance of a RS and both KNIFE 33 B & C were recovered at 24/1041Z at 2700 feet elevation 25° OAT by HH-53B, JG 51. The survivors were under a heavy forest canopy 100 feet deep in a high karsted area. The crashed site was 100 yards down the knoll that the survivors were located on. The assistance provided by the survivors, in their own rescue, was remarkable with their state of physical condition. The condition of 33 B was critical with a broken leg and arm, numerous wounds about the face and body and in shock. The condition of 33 C who assisted 33 B in the penetrator was a broken jaw and numerous lacerations on the face and body. KNIFE 33 C stated he didn't know about any other survivors from the crash and due to the light condition (after sunset) and the critical

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condition of 33 B, JG 51 egressed out the same route as ingress. The survivors were returned to CH 89 and Jolly Green forces recovered at CH 70 with a night AR on JG 51. There was no battle damage on any of the SAR aircraft. A first light effort on 25 Oct 70 determined that all remaining crew members and passengers were killed in the crash of KNIFE 33.

2. (U) 40 ARRS SAR Forces were JG 51, 57, 61, and 56 with a total flying time of 9.0 hours and 4 sorties. 39 ARRS SAR Forces were King 22, 26, and 23 flew 5.2 hours and 3 sorties.

3. (U) Survivors were: KNIFE 33B, Maj Ronald R. Kunz; 33C SSgt Wallace Spivey Jr.

4. (U) 40 ARRS SAR crew members were;

Jolly Green 51 (Low Bird)

Major William D. Eastman Jr. AC
Captain John P. Ditucci CP
SSgt Bonnie R. Stevens FE
SSgt Donald G. Behrends PJ#1
ALC Frederick D. Jenkins PJ#2

Jolly Green 57 (High Bird)

Lt Col Ervin F. Rees AC
Captain Larry N. Young CP
Sgt Robert M. Camy FE
MSgt Udo C.J. Fischer PJ
Sgt Theodore J. Polys PJ

William D Eastman Jr
WILLIAM D. EASTMAN JR., Major, USAF
Aircraft Commander

Classified by 40 ARRS
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GROUP 1
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interval

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DECLASSIFIED Hist, 1 October - 31 December 1970

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CHAPTER II

OPERATIONS

The quarter 1 October to 31 December 1970 saw the 40th participate in eight SAR efforts. Thirteen combat saves and three non-combat saves were recorded as a result.

The period was also the low point in pilot strength. During November the squadron dropped to 18 operationally qualified pilots or 47% of the authorized manning. However, the end of the quarter saw an increase of 10 pilots to a strength of 28 (74%).

(S) Due to the pilot shortage the deployment posture was changed. The two Nakhon Phanom RTAFB² aircraft continued to fly the Tango³ orbit, however, the aircrews were rotated every third day. The first two days the crews were on 15 minute ground alert and on the third day they flew the Tango orbit and returned to Udorn⁴. The alert commitment at Ubon RTAFB⁵ continued as a three day deployment. Forces flew the Juliett⁶ orbit on the third day and returned to Udorn. The Functional Check Flight crew served as a home alert force and was prepared to fill in on either orbit in case of aircraft abort.

(S) On 24 October 1970, the 40th became involved in its first SAR effort when a CH-3 helicopter crashed approximately 3 miles west of the North Vietnamese border and 8 miles north of Mu Gia Pass. Two Jolly Green⁷ helicopters were diverted from their normal orbit to proceed to the crash site area. The Jolly Greens recovered two critically injured USAF crew members and returned them to the hospital at Nakhon Phanom RTAFB. These were the only survivors of the crash.

(S) On 1 November 1970 the unit recorded 6 more combat saves when a

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KNIFE 33 SEARCH AND RECOVERY

(C) A partially successful rescue operation was conducted on 24 October 1970, for the crewmembers of Knife 33.¹²⁶

(C) At 1430L Captain Craig B. Schiele, 297-311-9146FR, aircraft commander, Major Ronald R. Kunz, 591-263101FR, pilot, Master Sergeant Thomas E. Heideman, FR346-26-7331, and Staff Sergeant Wallace Spivey, FR162-34-3618, Flight Mechanics, departed Nakhon Phanom Royal Thai Air Force Base on a helicopter infiltration/exfiltration mission. This crew, call sign "Knife 33", was the lead CH-3 helicopter crew of a two ship formation assigned the mission of placing a friendly ground team in Laos, and removing a similiar team from the same area.¹²⁷

(C) The helicopters rendezvoused with their escort A-1 aircraft, Hobo 26 and 27, as planned and proceeded to the Helicopter Landing Zone at WE 726 566. Knife 33 landed on the zone and off-loaded 10 troops and their equipment while Knife 34 and the Hobo escorts orbited overhead. After unloading 11 troops, Captain Schiele began, what appeared to be, a normal take-off. Moments after lifting off the ground, and before reaching translation lift airspeed, the main rotors came in contact with trees at the southwestern end of the landing zone. At 1610L, Hobo 26 observed this action and radioed Knife 34 that Knife 33 was in trouble and going in. Knife 34 descended immediately and observed Captain Schiele's

126. Accident Investigation report, involving CH-3E, SN 66-13287, 24 Oct 1970. Dtg Dec 1970.

127. Ibid.

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aircraft lying nose down on a slope. Knife 34 declared an emergency situation and requested SAR assistance. While orbiting above the crash site, he observed smoke rising from the downed aircraft and in minutes an intense fire started. Knife 34 then observed injured troops being carried up the slope and landed to see if any were crewmembers. He landed on the HLZ and was unable to locate any of the Knife 33 crew. He loaded eight injured troops on his aircraft and because of low fuel departed the crash site.¹²⁸

(C) Shortly after departing the area, an emergency signal beeper came up from the site. Knife 34 could not return, so Hobo 26 called for the Jolly Green rescue helicopters. Voice contact was established with Sergeant Spivey who informed the Hobos that he and Major Kunz were alive but injured. Both were recovered by the Jolly Greens using the jungle penetrator pick up. The following day, the body of Captain Schiele was recovered; however, no trace was ever found of Sergeant Heideman.¹²⁹

128. Confidential working paper on Knife 33 SAR. Document #9.
129. Ibid.

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RUHHABA/41ARRWG/OC/HICKAM AFB HAWAII
RUEKAAA/AFE0C FT RITCHIE MD
RUCEAAA/HQ USAF ALTERNATE CP MAXWELL AFB ALA
RHMSMVA/MACV SAIGON RVN
RUMMRSA/7AF/DO/DP/DI/TACC/CC/ TAN SON NHUT RVN
RUMMRSA/3ARRGP TAN SON NHUT AB RVN
RUMFRBA/CTF 77
RUHGOSA/CTG 77.0
RUMUJAA/39ARRS CAM RANH BAY RVN
ZEN/7/13AF TACC UDORN RTAFB THAI
ZEN/40ARRS UDORN RTAFB THAI
RUMOREA/56SOW NAKHON PHANOM RTAFB THAILAND
RUMOUVA/AIRA VIENTIANE LAOS
RUCPAAA/HQ MAC/MCP/SCOTT AFB ILL

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RUMOREA/21SOS NAKHON PHANOM RTAFB THAILAND
BT

~~SECRET~~ JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 057/240912Z OCTOBER 1970.

1. RESCUE CLOSING REPORT - 25 OCTOBER 1970
2. MISSION NUMBER - B-3-040-24 OCTOBER 1970
3. SITUATION: DOWNED AIRCREW MEMBERS

(C). PERSONNEL INFO:

- (1) 15 PERSONNEL INVOLVED, 14 LOCATED, 10 SAVED, 4 DECEASED, 1 MISSING.
- (2) LOCATING AGENCY - 56SOW AT 24/0912Z, COORDINATES 1739N 10538E.
- (3) RECOVERY AGENCY: 40ARRS, JG 61 MADE RECOVERY OF REMAINS OF ONE DECEASED BY LANDING.
- (4) DISPOSITION OF SAR OBJECTIVE - REMAINS TAKEN TO NAKHON PHANOM RTAFB HOSPITAL FOR ATTEMPT AT POSITIVE IDENTIFICATION.

(D). FLYING ACTIVITY

- (1) 39ARRS - 2 SORTIES FOR 3.7 HOURS
- (2) 56SOW - 4 SORTIES FOR 5.2 HOURS
- (3) 40ARRS - 4 SORTIES FOR 5.2 HOURS

PAGE 3 RUMOSRA0505 ~~SECRET~~

(E). SAVES DATA: NO CHANGE FROM OPENING REPORT

- (1) RCC MAKING SAVE - NO CHANGE
- (2) PERSONNEL SAVED - NO CHANGE

IMMEDIATE

40 ARRS 2 SAVES

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ARRS	1	
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25 OCT 70 06 34z

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EX. ORDER 11552

MISSION DOWNGRADED

Individual
Contacted: Syck

Local File
and Date: 01/95L

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- (A) SERVICE/NO CHANGE
(B) COMBAT/NON-COMBAT SAVE - NO CHANGE
(C) AIRCREW MEMBER - NO CHANGE

(G). SUMMARY OF SAR ACTIONS:

(1) A FIRST LIGHT EFFORT WAS INITIATED FOR POSSIBLE SURVIVORS OF KNIFE 33. KING 23 WAS DIVERTED FROM HIS NORMAL ELECTRONICS SEARCH MISSION AND WAS AMC. KING 21 WAS LAUNCHED FOR TANKER AND PERFORMED 4 AIR REFUELINGS. SANDIES 1/2/3/4 WERE ON SCENE. SANDY 1 WAS OSC. AN AIR AMERICA PORTER AIRCRAFT, CALL SIGN 'TOPHAT', WAS FAC ON SCENE. PAPA 3/4 (F-4'S) WERE MIGCAP AND WOLFPACK 11/12 (F-4'S) WERE ON SCENE FOR POSSIBLE GROUND FIRE SUPPRESSION. THE AREA WAS PERMISSIVE ALTHOUGH A 100MM GUN LOCATED AT WE653439 WAS REPORTED TO BE HOT BY INTELLIGENCE. WEATHER WAS NOT A FACTOR. JOLLY GREEN'S 52/61/55/60 PROCEEDED TO THE SCENE. JOLLY GREEN 61 LOWERED 2 RESCUE SPECIALISTS AND MAJOR DODD, FLYING SAFETY OFFICER FROM 21 SOS, TO THE CRASH SITE. THE RS'S AND A FRIENDLY INDIGENOUS GROUND

PAGE 4 RUMOSRA0505 ~~SECRET~~

TEAM, WHICH WAS IN THE AREA OF THE CRASH SITE, MADE A THROUGH SEARCH OF THE AREA-RETRACING KNIFE 33'S FLIGHT PATH. REMAINS OF FOUR BODIES WERE FOUND. ONLY ONE BODY WAS INTACT ENOUGH FOR THE HUMAN REMAINS TO BE EXTRACTED. BODY REMAINS EXTRACTED WERE FOUND IN LEFT PILOTS SEAT AND ARE BELIEVED TO BE THE REMAINS OF CAPTAIN CRAIG. B. SCHIELE. POSITIVE IDENTIFICATION NOT POSSIBLE AT THIS TIME. OTHER REMAINS FOUND WERE NOT IN A CONDITION TO BE REMOVED OR IDENTIFIED. JOLLY GREEN 61 RETURNED TO NAKHON PHANOM RTAFB WHERE MORTUARY PERSONNEL ARE ATTEMPTING TO POSITIVELY IDENTIFY REMAINS. TOTAL POB ON KNIFE 33 WAS DETERMINED TO BE 15.

(2) TOTAL FLYING ACTIVITY:

- (A) 39 ARRS - 5 SORTIES FOR 8.8 HOURS
(B) 40 ARRS - 8 SORTIES FOR 14.2 HOURS
(C) 56SOW - 8 SORTIES FOR 14.2 HOURS.

(3) AREA SEARCHED- 15NM RADIUS OF POSITION 1739N 10538E BY AERIAL AND GROUND FORCES.

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O 241518Z OCT 70
FM OL-B 3ARRGP UDORN RTAFB THAILAND
TO RUEFHQA/CSAF/AFXOTZB
RUHHABA/PACAF/CC/HICKAM AFB HAWAII
RUCIEUA/HQ ARRS/CC/SCOTT AFB ILL
INFO RUHHHQA/CINPAC/CC/HAWAII
RUHHABA/41ARRWG/CC/HICKAM AFB HAWAII
RUEKAAA/AFECC FT RITCHIE MD
RUCEAAA/HQ USAF ALTERNATE CP MAXWELL AFB ALA
RUCPAAA/HQ MAC/MCP/SCOTT AFB ILL
RHMSMYA/MACV/SAIGON RVN
RUMMRSA/7AF/DO/DP/DI/TACC/CC/TAN SON NHUT AB RVN
RUMMRSA/3ARRGP/TAN SON NHUT AB RVN
RUMRRBA/CTF 77
RUHGDSA/CTG 77.0
RUMUJAA/39ARRS/CAM RANN BAY AB RVN
ZEN/7/13AF/TACC/UDORN RTAFB THAILAND
ZEN/40ARRS/UDORN RTAFB THAILAND
RUMOREA/56SOW NAKHON PHANOM RTAFB THAILAND
RUMOUVA/AIRA/VIENTIANE LAOS

DUANE W. FARNHAM
Capt. USAF

241710

OPR
ARRS
INFO

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PAGE 2 RUMOSRA0498 SECRET
RUMOREA/21 SOS NAKHON PHANOM RTAFB THAILAND
BT

SECRET/JOPREP JIFFY/OL-B 3ARRGP/RESCUE 056/240912Z OCTOBER 1970.

1. RESCUE OPENING REPORT - 24 OCTOBER 1970.
2. MISSION NUMBER - B-3-040-24 OCTOBER 1970.
3. SITUATION: DOWNED AIRCREW MEMBERS

A. DESCRIPTION OF SAR OBJECTIVE:

- (1) CH-3/6-13287/CAMOUFLAGED/KNIFE 33
- (2) FLIGHT PLAN - TACTICAL
- (3) PILOT - CAPT CRAIG B. SCHIELE; ADDRESS - 21ST SOS NAKHON PHANOM RTAFB, THAILAND

(4) POB - UNKNOWN

(5) WEATHER IN AREA - NOT A FACTOR

(6) SURVIVAL EQUIPMENT - USAF STANDARD

(7) LAST KNOWN POSITION - 1739N 10538E

B. ACTIONS TAKEN:

- (1) CONTROLLING AGENCY - OL-B, 3ARRGP
- (2) OL-B, 3ARRGP NOTIFIED OF SAR INCIDENT AT 24/0912Z OCTOBER 1970 BY 3ARRGP JRCC
- (3) FOLLOWING SAR FORCES ALERTED:
(A) 39 ARRS AT 24/0917Z

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(B) 40ARRS AT 24/0917Z

(C) 56SOW AT 24/0917Z

(4) TIME SAR FORCES LAUNCHED:

(A) 2 HC130P, 39ARRS DIVERTED AT 24/0917Z

(B) 4 HH53'S, 40 ARRS DIVERTED AT 24/0917Z

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MESSAGE NOTIFICATION

Individual Contacted: *Capt. Farnham*

Local Time and Date: *24 Oct 70*

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(C) 4 A-1'S, 56 SOW DIVERTED AT 24/0917Z
(D) 1 HC130P, 39ARRS LAUNCHED AT 24/1013Z

C. PERSONNEL INFORMATION:

- (1) UNKNOWN NUMBER PERSONNEL INVOLVED, 10 SAVED, UNKNOWN NUMBER MISSING.
- (2) SAR OBJECTIVE LOCATED BY HOB0 26/27 AT 24/0912Z, COORDINATES 1739N 10538E
- (3) 40ARRS, HH53 MADE RECOVERY BY FOREST PENETRATOR, RS WAS DE-
PLOYED, 2 SURVIVORS.
- 21SOS, CH-3, MADE RECOVERY BY LANDING, 8 SURVIVORS
- (4) SURVIVORS TAKEN TO NAKHON PHANOM RTAFB THAILAND.

D. FLYING ACTIVITY:

- (1) 39ARRS - 3 SORTIES FOR 5.2 HOURS
- (2) 40ARRS - 4 SORTIES FOR 9.0 HOURS
- (3) 56SOW - 4 SORTIES FOR 9.4 HOURS

PAGE 4 RUMOSRA0498 S E C R E T

E. SAVES DTAT:

- (1) RCC MAKING SAVE - MAJOR WILLIAM D. EASTMAN
- (2) PERSONS SAVED - MAJOR RONALD R. KUNZ; SSGT WALLACE NMI, SPIVEY, JR.
- (A) SERVICE - USAF NATIONALITY -USA
- (B) 2 COMBAT SAVES
- (C) AIRCREW MEMBERS

F. FUTURE PLANS:

- (1) PLANNED SEARCH AREA - 15 NM RADIUS OF POSTION 1739N 10538E
- (2) SAR FORCES AVAILABLE FOR SEARCH:-
 - (A) 1 HC130P, 39ARRS
 - (B) 4 A-1'S, 56 SOW
 - (C) 4 HH53'S, 40 ARRS

G. SUMMARY OF SAR ACTIONS:

- (1) KNIFE 33 WENT DOWN DUE TO MECHANICAL PROVLMS IN A HOSTILE AREA. KNIFE 34 LANDED AND PICKED UP 8 INDIGENOUS SURVIVORS. HOB0 26/27, 2 A-1'S, WERE IN THE AREA. HOB0 26 MADE RADIO CONTACT WITH 2 USAF AIRCREW MEMBERS AT 24/0917Z. HOB0 26 WAS OSC AT THIS TIME. KING 22 DIVERTED TO THE AREA AND WAS AMC. 4 HH53'S, AND 4 A-1'S (SANDIES) WERE DIVERTED TO THE

PAGE 5 RUMOSRA0498 S E C R E T

AREA FROM ORBIT POSITIONS. SANDY 3 BECAME OSC AT 24/1010Z AND HAD VISUAL AND RADIO CONTACT WITH 2 AIRCREW MEMBERS. AT 24/1017Z SANDY 3 DETERMINED THAT THE AREA WAS SAFE FOR A PICKUP ATTEMPT. JG51 PICKED UP THE SURVIVORS AT 24/1041Z. AN RS WAS LOWERED TO ASSIST SURVIVORS. BOTH SURVIVORS WERE IN FAIR CONDITION AND WERE TAKEN TO THE HOSPITAL AT NAKHON PHANOM RTAFB. THERE WAS NO CONTACT ESTABLISHED WITH THE OTHER POB'S. A FIRST LIGHT EFFORT IS BEING PLANNED FOR SEARCH FOR MISSING PERSONS.

GP-4

BT

#0498

IMMEDIATE

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MISSION B-3-040-24 OCT 70 PICKUP

Major Eastman (Aircraft Commander) being congratulated by Lt Colonel Rodica after his pickups on Mission B-3-040-24 Oct 70.

FILES 24 OCT 70

Robert LaPointe

From: Gordon Angus Mackinlay [gam47@bigpond.com]
Sent: Wednesday, June 05, 2002 7:04 AM
To: Robert LaPointe
Subject: May be of interest to you

Airmen from Vietnam War identified

06/04/02WASHINGTON (AFP) -- The remains of two U.S. Air Force servicemen killed in action during the Vietnam War have been identified and are being returned home to their families. They are Master Sgt. Thomas E. Heideman and Capt. Craig B. Schiele, both of Chicago.

RELATED LINKS

- CILHI

On Oct. 24, 1970, Heideman and Schiele were crewmembers of a CH-3E helicopter as the lead of a two-ship formation on a mission to extract friendly forces from Laos. Shortly after takeoff, the helicopter crashed into nearby dense jungle. Some, but not all, crew and passengers were rescued. A rescue mission was continued the next morning, but there was no evidence of survivors.

On Dec. 14, 1994, a U.S.-Lao team, led by Joint Task Force-Full Accounting officials, conducted an investigation at the crash site in the Laotian province of Khammouan. Material from the recovered wreckage included aircraft debris and personal artifacts but no human remains.

In the spring of 1995, a second joint team excavated the crash site and recovered human remains and additional personal affects that were submitted to the U.S. Army Central Identification Laboratory, Hawaii. By compiling eyewitness accounts and other physical evidence such as personal artifacts and the human remains, the forensic scientists at laboratory identified the remains as those of Schiele and Heideman.

A group burial with full military honors for these two servicemen will be conducted June 7 at Arlington National Cemetery.