

37 ARRSq History, OCT-DEC 1970

CHAPTER IV

MISSIONS

As a result of SAR missions this quarter, the 37 ARRSq recovered 7 individuals under non-combat conditions. No aircraft were damaged due to hostile ground fire, and there were no aircraft losses. In this chapter, the missions for this quarter are summarized briefly. The complete mission narratives, which are classified, can be located through Rescue Operations.

7 Oct: On the evening of 7 Oct 1970, Jolly Green 71 was launched from Channel 77 for the purpose of a MEDEVAC of an Australian seaman. The seaman was suffering from 3rd degree burns over 30% of his body plus a head fracture. At 2125 local time, Jolly Green 71 arrived in the area of the ship, 100 miles off the R.V.N coast. A high hover was then established above the craft. At 2200L the survivor was brought aboard the aircraft by use of the stokes litter. Jolly Green 71 departed for the Cam Ranh Bay hospital. One non-combat save was credited to Lt Col A. Holcomb, A.C. of Jolly Green 71.

10 Oct: At 0700 local time Jolly Green 67 and 73 were launched for the MEDEVAC of two injured seamen aboard a Norwegian freighter. Enroute to the ship, Jolly Green 67 had a hydraulic failure and diverted into Phu Cat AB. At 1030L Jolly Green 73 arrived in the area of the ship and the hoist operators check was performed.

AF Helo Aids Burned Norse Sailors

By SGT. RICH LIEFER
SAS Staff Correspondent

TAN SON NHUT AB, Vietnam — U.S. Air Force rescuers rushed two badly burned sailors to the Cam Ranh Bay Air Base hospital Saturday morning after picking them off a Norwegian freighter damaged by a fire and explosion which killed two other men Friday night, an Air Force spokesman said.

Crewmen of an HH53 "Buff" helicopter made the pick-up from the M. V. Tore Knudsen about 200 miles east of Cam Ranh Bay, the spokesman from the 3rd Aerospace Rescue and Recovery Group here reported. He said the injured men were suffering from third degree burns.

The ship first reported a fire

aboard Friday night but radioed back 30 minutes later that it had been extinguished, the spokesman said. Seven hours later it reported an explosion and asked for help, he added.

He said the HH53, from the 37th Aerospace Rescue and Recovery Sq. at Da Nang, left about 9 a.m. Saturday. An HC130 rescue control and refueling aircraft from the 39th ARRS

at Cam Ranh Bay AB also was dispatched to the scene, the spokesman said.

Cause of the explosion was unknown. The ship had reported that it intended to steam into Saigon under its own power.

In a similar operation, rescuers Wednesday night picked up a sailor injured on a British ship 110 miles east-southeast of Cam Ranh Bay, the spokesman said.

7 OCT 70 SAR

Moreno & Avery.jpg



1255
1305
1315

2 line check 5x5
DARR TO JACC (1st) TOTAL 30.0
Sgt Arrive off Duty

A-11
R
A

7 Oct 70

2040 CPT WALDER - ON DUTY
2251 366th COMMAND POST ADVISES THAT A TOTAL BASE RECON
IS IN EFFECT. INFO PASSED TO MAIN PAPER. (UP)
2301 ALL SECTIONS NOTIFIED OF RECON. (UP)
2335 ITEM 14 CRUX (UP)
0120 JG 67 AIRBORNE FOR 5400 (UP)
0205 JG 73 AIRBORNE FOR 5400 (UP)
0305 JG 71 AIRBORNE FOR 5400, QUEEN NOTIFIED OF
5400 MSN INSTEAD OF 5400. WILL NOTIFY JG 71 (UP)
0330 QUEEN ADVISES THAT SPAD 02'S REMAINS HAVE BEEN
RECOVERED (UP)
0400 CPT WALDER OFF DUTY / 1st RECON IN (UP)
0525 JG 67 ON THE DECK 5.0 RE
0705 JG 73 ON THE DECK 5.0
0830 JG 71 ON THE DECK 5.2
0915 Queen on HIB DS
0920 From m + BOCH ALFA LEFT TURNED around (P)
0930 CALL FROM JOKER & 3 GP - CONSIDERING LAUNCHING A BUFF
TO MEDWAC. A BADLY BURNED SEAMAN FROM A SHIP 60E,
OF CAM RANH BAY. REQUEST TO KNOW IF ANY DIFFICULTIES
FOR BUFF. LT/COL HOLCOMB SAY NO PROBLEM. HE WILL
FLY MISSION. R
0945 CREW FORMED, NOTIFIED, MX NOTIFIED OF REQUIREMENT. R
0955 JG 71 WILL BE AIRCRAFT. R
1030 CREW ENROUTE TO AIRCRAFT TO PREFLIGHT AND LAUNCH. R
1100 JG 71 AIRBORNE

7 Oct 70 (Cont)

1230	DAAR TO JRCC (same) TOTAL 21.3	PR
1245	LINE CHECK STS	PR
1350	SSgt Anger OFF DUTY	PR
1351	MAJ RAPER ON DUTY; STANDING BY FOR PROGRESS OF MEDVAC.	PR
1410	JG 71 HAS PATIENT ON BOARD, RETRIEVING P.J. 259	PR
1420	JG 71 ETA CHANNEL 71 1450Z. PATIENT IN FAIRLY GOOD SHAPE.	PR
1430	JG 71 AIR REFUELING WITH KING 27	PR
1440	A/R COMPLETE.	PR
1450	KING 27 SAYS JG 71 BEING VECTORED BY CRB TRUSS TO HOSPITAL PAD.	PR
1600	QUEEN ADVISES J.G. 71 ETA CH 77 1715Z	PR
1601	MISSION NUMBER 3-012, 7 OCT 70.	PR
1715	JG 71 ON DECK LOGGED <u>6.3</u> HRS	PR
1730	MAJ RAPER OFF DUTY	PR

8 Oct 70

2040	MAJ LIGHTNER ON DUTY	
2135	STATUS TO QUEEN	
0020	QUEEN ADVISED ITEM 14 CANX	WOT
0110	JG 77 ETA CH 77 1050 L	
0245	JG 77 ON THE DECK	
0250	JG 65 AIRBORN FOR 5100	
0255	JG 73 " " "	
0400	Sgt Rodriguez ON DUTY / A/CFT SYSTEM CHECKS	PR
0425	JG 82 ABN FROM CH 58 0400Z	EST
	CH 102 0315Z.	PR
0650	JG 24 ABN FROM CH 73 PROCEEDING TO	
	CH 83 FOR FUEL	

37 ARRSq History, OCT-DEC 1970

CHAPTER IV

MISSIONS

As a result of SAR missions this quarter, the 37 ARRSq rescued 7 individuals under non-combat conditions. No aircraft were damaged due to hostile ground fire, and there were no aircraft losses. In this chapter, the missions for this quarter are summarized briefly. The complete mission narratives, which are classified, can be located through Rescue Operations.

7 Oct: On the evening of 7 Oct 1970, Jolly Green 71 was launched from Channel 77 for the purpose of a MEDEVAC of an Australian seaman. The seaman was suffering from 3rd degree burns over 30% of his body plus a head fracture. At 2125 local time, Jolly Green 71 arrived in the area of the ship, 100 miles off the R.V.N coast. A high hover was then established above the craft. At 2200L the survivor was brought aboard the aircraft by use of the stokes litter. Jolly Green 71 departed for the Cam Ranh Bay hospital. One non-combat save was credited to Lt Col A. Holcomb, A.C. of Jolly Green 71.

10 Oct: At 0700 local time Jolly Green 67 and 73 were launched for the MEDEVAC of two injured seamen aboard a Norwegian freighter. Enroute to the ship, Jolly Green 67 had a hydraulic failure and diverted into Phu Cat AB. At 1030L Jolly Green 73 arrived in the area of the ship and the hoist operators check was performed.

The hoist was found to be stuck in the up position. The electrical connection to the lock was disconnected and a screw driver was used to break the hoist loose so that it could be used manually. The survivors were brought aboard the aircraft at 1130L and J.G. 73 proceeded to the MEDEVAC hospital at Cam Ranh Bay. Two non-combat saves were credited to Capt. A. Stacy, A.C. of Jolly Green 73.

15 Nov: At 0505 local time Jolly Green 65 and 70 were launched for the MEDEVAC of a seaman aboard a Rumanian freighter. Air refueling was accomplished enroute by King 27. King 27 also dropped smoke flares for J.G. 65 while he was hovering above the ship. At 0720L the survivor was brought aboard the aircraft and they departed for Cam Ranh Bay. One non-combat save was recorded by Capt. K. Bakke, A.C. of Jolly Green 65.

17 Nov: At 1256 local time Jolly Green 64 and 77 were launched from Bien Hoa, AB, for the MEDEVAC of a seaman aboard a German ship. One and one half hours later Jolly Green 64 established his hover over the ship. A P.J. was sent down the forest penetrator to prepare the survivor to be brought aboard the aircraft. They departed the area with the injured man at 1445L for Cam Ranh Bay hospital. One non-combat save was recorded by Maj. W. Osley, A.C. of Jolly Green 64.

3 Dec: At 1035 local time Jolly Green 71 was launched from Bien Hoa and told to proceed to Con Son Island. The island was located 135 miles to the southeast of Saigon. Weather enroute was very low ceilings down to 100' with numerous rain showers.

0510 JG 32 ABN FROM CH83 EST CH77 1330L
 0530 JG 27 ON THE DECK - 2.3
 0630 JG 67/32 ON THE DECK 67-5.0/32-4.1
 0700 JG 71 ON THE DECK 5.0
 0800 WEATHER WARNING VALID 0800Z - 1300Z
 1000 \$ 1500 \$ US 1 1/2 & THUNDERSTORMS
 WINDS 10 GUSTS TO 25 - MAINT ADVISED
 Queen NOTIFIED (Sgt Buxner)
 0815 JG 65 AIRBORNE FOR 4+00
 0930 JG 65 RTB'ing WITH DETERIORATING #1
 Primary Hydraulic Pump / MAINT ADV.
 1000 Sgt Redinger OFF, SGTANNE ON AC
 1110 DATA TO MCC (CAMEAS) TOTAL 28.5
 1112 Line Check 57.5
 1115 Slt Change off Duty

10 OCT 70

2045 CAPT HAMICA ON DUTY 9VA
 2115 STATUS TO QUEEN 9VA
 2205 MAJ WALKER CALLED POSSIBLE LAUNCH 9VA
 2220 NOTIFIED OF MISSION ON SHIP 9VA
 2240 Latest position 1135N 11225E heading 274
 at 16.5 KTS. SHIP TORE KNUDSEN APPROX
 200 MILES NE CAM RANH BEY 11K.
 2300 JG 67 AB ON MISSION
 2320 JG 73 AB TO CH73
 2330 MAINT REQUESTS CREW FOR OPS CK ON 363. (RR)
 0015 JG 67 HAS EXPERIENCED SECONDARY HYDRAULIC
 PROBLEMS - GOING INTO PHU CAT. (RR)
 0030 JG 67 ON GROUND AT PHU CAT (RR)

0040	ITEM 14 IE CM DFMU 6SPB	
0100	PEDEOS ARE DOWN	#592:598
0330	P.U. COMPLETE RTB 71 NO ETA	MISSIOO NO 3-013
0400	CAPT HAMICA OFF DUTY	
0401	ALERT SYSTEM TEST 5X5	
0405	Sgt Rodriguez on duty	
0505	JG 21/65 ARBOW CW FRAG.	
0545	JG 67 AIRBORNE @ 0539, 1 HR ENROUTE TO CH 71	
0640	LBR IN COMMISSION	
0700	JG 21 RTISING - A/2 - BAD PILOT ATTITUDE INDICATOR W/INT ANUSED.	
0740	JG 21 ON THE DECK 2.3.	
0730	QUEEN REPORTS POSSIBLE DOWNED AIRCRAFT HAVE BEEPER NO VOICE - KING 26 ATTEMPTING AUTHENTICATION POSITION XD55052	
0750	AIRCRAFT STATUS CHANGE - JG 24 WORK ETC 10/2000L - IMPERATIVE Fuel Gauge, Queen NOTIFIED	
0800	JG 67 ARBOW FROM CH 71 ETA CH 77 APPROX 1000Z	
0805	JG 65 ON THE DECK 3.0	
0806	WEATHER WARNING - VALID 0750Z - 1400Z 2500 ft 2 mile VIS & THUNDERSTORMS W 10 GUSTING TO 18 / W/INT / QUEEN TRACKED	
0810	KING 26 REPORTING BEEPER AGAIN MAKING R TRACK RW AT THIS TIME.	
0825	KING 26 UNABLE TO TRACK ON BEEPER - CONTINUING ELECTRONIC SEARCH	
0900	JG 67 RST CH 77 3.0 1810L.	
0905	JG 73 ON THE DECK CH 73	
0910	KING 26 REPORTS NEGATIVE BEEPER RESULTS	

1100
1103
1110

DAAR TO JACC (JW)
Line Check 5X5
SSat Arrive off Duty

TOTAL 1411

Ar
Ar

13 Oct 70

2045

MASS LIGHTHOUSE ON DUTY

2120

MX STATUS TO QUEEN

2325

JG AIRBOEN FOR WSH

2328

Item 14 CANX.

0020

REPORTED LEAKING PLUMBING IN BLDG 559 TO C.E. SERVICE

DESK - ASSIGNED JOB # 5398 WY

0230

JG 67 AIRBOEN

0335

JG 65 AIRBOEN

0400

MASS LIGHTHOUSE OFF DUTY - ST RODRIGUEZ ON

0500

FROM QUEEN: JG 72 DIRECTED BY JOKER

FROM CH 73

TO LAUNCH FUR MEDICAL OFF SHIP -

POSITION AT 0350Z WAS $135^{\circ}/222/102$ R2

0520

JG 65 RIDING WITH STOCK RAMP / PROBLEM

FIXED MANUALLY, 65 CONTINUING ON FLIGHT R2

0545

POSITION OF SHIP, BUENA VENTURA 0755N

109.25 E

R2

0600

FROM QUEEN - JG 65 HAS LANDED AT AN

ARMY PAD - POSITION $120/162/69$ - WITH

A CHIP DETECTOR LIGHT ON / JG 67 ENROUTE

TO ASSIST. CHIP DETECTOR WAS IN MOTION

GEAR BOX - MAINT NOTIFIED

R2

0615

JG 66 BROUGHT UP ON ALERT - QUEEN

NOTIFIED / CREW NOTIFIED

R2

0635

JG 65 REPORTS THAT AREA IS RELATIVELY SECURE

~~HOWEVER~~ HOWEVER THERE ARE NO GUARDS FIELD

NIGHT

R2

0715

JG 66 ARB WITH MAINTENANCE TEAM TO

SITE OF JG 65

R2

0720

JG 72 OVER SHIP AT THIS TIME - WILL TAKE

TH 200 B-1A HAWKINS

13 OCT (CONT)

0725	JG 32 ABW ON FCP	R2
0735	JG 72 HAS MADE PICKUP ENROUTE TO ⁰⁵⁹⁴ CH 102	
0745	JG 67 ON THE DECK 53	R2
0755	JG 66 ON THE GROUND WITH MAINT.	R2
	TRUCKS AT SITE OF JG 65.	
0810	JG 73 ABW FROM CH 73 ETA 1210Z	R2
0815	JG 32 ON THE DECK .7	R2
0840	MISSION # FOR NEREWAC <u>3-014</u> 13 OCT 70	R2
0900	ITEM 14 QA/AS/GEIRUOQR - EXECUTE.	R2
0910	JG 65 ABOUT TO BEGIN RUN-UP - IF AFT CHECKS OUT HE WILL FLY DIRECTLY TO CH 77 / MAINT	
	People will come down with JG 66.	R2
0915	JG 67 ABW ON FCP / JG 66 ABW ON FCP	
0945	JG 65 ABW EST CH 77 1000Z / MAINT NOTIF	
0955	JG 65 ON THE DECK	
1000	Sgt Rodriguez OFF DUTY, SGT AMISPE ON	A
1050	JG 66/67 ON DECK	A
1211	JG 73 ON DECK	A
1235	LINECHECK 5X5	A
1258	DATA TO JACC (SU) TOTAL 27.0	1
1305	SGT AMISPE OFF DUTY.	A

14 OCT 70

2045	CAPT HAMICA ON WATCH	JVH
2120	STATUS TO QUEEN	JH
0335	ITEM 14 VZCOM YFJSPCE	JH
0335	JG 67 AIRBORNE	JVH
0400	JG 64 AIRBORNE	JVH
0401	OFF WATCH John V. Hamica / Sgt Rodriguez	JH
0405	JG 64 COMING IN WITH UNSURE CONC ^{INDICATION}	JVH

~~SECRET~~
~~CONFIDENTIAL~~

40th ARRSq Hist, 1 October - 31 December 1970

5

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 thier 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

~~SECRET~~
~~CONFIDENTIAL~~

GROUP 1
Downgraded and
Excluded from automatic
downgrading and
declassification
after 12 years

~~CONFIDENTIAL~~

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, [REDACTED], aircraft commander, Major Ronald R. Kunz, [REDACTED] R, pilot, Master Sergeant Thomas E. Heideman, FR346-26-7331, and Staff Sergeant Wallace Spivey, FRL62-34-3618, 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.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

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.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DATE: 24 Oct 70

31 Oct 70

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

AIRCRAFT DESIGNATION: KING 22 classified by *B 3000*

LOCATION: 072/61/89

DISTRESSED AIRCRAFT: Knife 33

SAVES: 2 Combat

SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *6/1/76*

(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.

~~CONFIDENTIAL~~

EXCUP-4
Downgraded at 3 year intervals
Declassified at 10/1/76

MISSION B-3-040-24 OCT 70 PICKUP

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

IMMEDIATE

250707

42M
5412

00077

TSZYUW RUMOSRA0505 RUCIEUA.

ZNY SSSSS

RUMFRBA T CTF SEVEN SEVEN

RUHGOSA T CTG SEVEN SEVEN POINT ZERO

O 250515Z 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 RUHHABA/CINCPAC/CC/HAWAII

RUHHABA/41ARRWG/OC/HICKAM AFB HAWAII

RUEKAAA/AFEOC 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

25 OCT 70 06 34z

OPR	
ARRS	1
INFO	CYS
DO	7
DOCP	1
USEH	1
	10

Classified by
SUBJECT TO SECURITY CLASSIFICATION
SCHEDULE OF E.O. 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 79

PAGE 2 RUMOSRA0505

RUMOREA/21SOW NAKHON PHANOM RTAFB THAILAND
BT

~~SECRET~~ JOPREP JIFEY/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

MISSION DOWNGRADED

Individual
Contacted: Sytce

Local File
and Date: 01/452

01004 RUM

IMMEDIATE

40 ARRS 2 SAVES

IMMEDIATE

BT 00077

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

2/2

(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) 40ARRS - 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.

GP-4
BT
#0505

NNNN#

IMMEDIATE

~~CONFIDENTIAL~~

IMMEDIATE

PT 00568

DTISZYUW RUMOSRA0498 2971600-SSSS

ZNY SSSSS

O 241518Z OCT 70

FM OL-B 3ARRGP UDORN RTAFB THAILAND

TO RUEFHQA/CSAF/AFXOTZB

RUMHABA/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

RHMSMVA/MACV/SAIGON RVN

RUMMRSA/7AF/DO/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 RANH 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

PAGE 2 RUMOSRA0498 S E C R E T

RUMOREA/21 SOS NAKHON PHANOM RTAFB THAILAND

BT

S E C R E T/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 - ~~1730N 10530E~~

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

PAGE 3 RUMOSRA0498 S E C R E T

(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

IMMEDIATE

DUANE W. FARNHAM
Capt. USAF

241710

Classified by GLB 3A091
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

DOWNGRADED TO
CONFIDENTIAL ON 9 Apr 78
IAW EX. ORDER 11 52

- SD ENG NKP.

MESSAGE NOTIFICATION

Individual Contacted: Person

Local Time and Date: 24 Oct 70

RHR

~~SECRET~~

~~SECRET~~

42
IMMEDIATE

PT 00568

(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

2150S, 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 SECRET

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 23 WENT DOWN DUE TO MECHANICAL PROBLEMS 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 RUMOSRAU498 SECRET

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

~~SECRET~~

IMMEDIATE

PT 00568

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3RD AEROSPACE RESCUE & RECOVERY GROUP (MAC)
APO SAN FRANCISCO 96307



REPLY TO
ATTN OF: JRCC

5 Nov 1970

73

SUBJECT: Rescue Mission Narrative Reports (U)

TO: ARRS (DOCP) 7AF (DOCC) ARRTC (TCOCO) 37ARRS (DO)
CINCPACAF (DICE) 41ARRWG (DCC) PJSS 40ARRS (DO)

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

William W. 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 40ARRS)
3. Mission Narrative B-3-038,
25 Sep 70, Pedro 40 (U)
(all addressees except 37ARRS
and 40ARRS)

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

DOWNGRADED TO
CONFIDENTIAL ON
14V EX. ORDER 11-52

A	I	
	DO	
	Asst DO	
	DOT	
	DOF	
	DOC	
	DOO	
	DOS	
	DOX	

GROUP 4
Downgraded at 5 year intervals;
Declassified after 12 years.

~~CONFIDENTIAL~~

DATE: 24 Oct 70

31 Oct 70

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

AIRCRAFT DESIGNATION: KING 26 classified by *B 3000*
SUBJECT TO GENERAL DECLASSIFICATION
LOCATION: 072/61/89 SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
DISTRESSED AIRCRAFT: Knife 33 YEAR INTERVALS.
DECLASSIFIED ON *6/1/76*
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 egressed 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.

~~CONFIDENTIAL~~

GROUP-4
Downgraded at 3 year intervals
Declassified on 1/1/76

~~CONFIDENTIAL~~

FORCES UTILIZED

(U) KING 22 Crewmembers

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

AMC/AC	CPT EISINGER
P	LLT 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

Classified by B 3 ADR
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Mar 78

~~CONFIDENTIAL~~

GROUP 4
Declassified on 31 Mar 78
[Signature]

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



REPLY TO
ATTN OF: 40/DO

~~CONFIDENTIAL~~ 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 OSAF crew members at 24/0912Z. HOB0 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-53E, 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

DOWNGRADED TO
CONFIDENTIAL ON 9 Apr 73
IAW EX. ORDER 11 52

Classified by _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON 31 Dec 78

~~CONFIDENTIAL~~

[Handwritten signature]

~~CONFIDENTIAL~~

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
A1C 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*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *1 Dec 78*

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

GROUP 4
Declassified in 3 year
[Signature]

E

FOUO - SSANS 4 4 2 0

CAPT BAUER

311730

31 Oct 70 11 38 Z

PT 00605

07 2ZYUW RUMUJGA0196 3041003-CCCC--RUCIEUA.

ZN. CCCCC

0 311000Z OCT 70

FM DET 13 38 ARRSQ PHU CAT AB RVN

TO RUEFHQA/CSAF/AFXOTZB

RUHHBBA/PACAF HICKAM AFB HAWAII/COMMAND CENTER

RUCIEUA/HQ ARRS SCOTT AFB ILLINOIS/CP

INFO RUHHHQA/CINCPAC HAWAII/COMMAND CENTER

RUHHABA/41 ARRWG HICKAM AFB HAWAII/COMMAND CENTER

RUCIEUA/MAC SCOTT AFB ILLINOIS/MCP/MAOCDA

RUCEAAA/USAF ALTERNATE MAXWELL AFB ALA/CP

RUEKAAA/AFEOC FT RITCHIE MARYLAND

RHMSMVA/MACV SAIGON RVN

RUSVBAA/7AF TAN SON NHUT AB RVN/DO/DP/DI/TACC/COMMAND CENTER

RUMMRSA/3 ARRG TAN SON NHUT AB RVN/JRCC

RUMMRSA/38 ARRSQ TAN SON NHUT AB RVN

BT

CONFIDENTIAL

ITEM ONE: RESCUE OPENING/CLOSING REPORT:

ITEM TWO: MISSION NUMBER 13-38-006-70304

ITEM THREE: A. DESCRIPTION ON SAR OBJECTIVE

1. ARMY CONVOY TRUCK

PAGE 2 RUMUJGA0196 CONFIDENTIAL

2. TRAVELING HIGHWAY ONE NORTH TO SOUTH

3. 15 PERSONNEL ON BOARD

TWENTY FEET.

4. AREA FLOODED BY HEAVY RAINS, WATER DEPTH FOUR TO

5. NO SURVIVAL EQUIPMENT CARRIED.

B. ACTIONS TAKEN

1. CONTROLLING SAR AGENCY-DET 13, NOTIFIED AT

0145Z.

2. SAR FORCE ALERTED AT 0145Z.

3. SAR FORCE LAUNCHED AT 0150Z.

C. PERSONNEL INFORMATION

1. 15 PERSONNEL INVOLVED, LOCATION OF ACCIDENT 13 DEGREES 52'N, 109 DEGREES 07'E. RECOVERED TEN, SAVED THREE, FIVE MISSING.

2. DET 13, 38 ARRSQ. LOCATED THE SITE 13 DEGREES 52' N, 109 DEGREES 07' E, AT 0155Z.

3. DET 13, 38 ARRSQ RECOVERING AGENCY USING HOIST AND FOREST PENETRATOR.

4. TEN RECOVERED, FIVE MISSING.

D. DET 13, 38 ARRSQ FLEW TWO SORTIES FOR 1.2 HOURS.

E. HH-43F, PEDRO 33, CREDITED WITH TREE COMBAT SAVES.

PAGE 3 RUMUJGA0196 CONFIDENTIAL

NAMES: E-2 BENSON, [REDACTED]

E-3 SMITH, [REDACTED]

E-3 STAR, [REDACTED]

F. SUMMARY OF SAR ACTIONS

1. A US ARMY CONVOY TRUCK WITH 15 PERSONNEL

RECOMMENDATION

Individual

Contacted:

Local time

and Date: 3600Z

IMMEDIATE

FOUO - SSANS

3 SAVES DET 13 38 ARS

IMMEDIATE

* ~~CONFIDENTIAL~~ *

PT 0605

ON BOARD WAS TRAVELING SOUTH ON HIGHWAY ONE ABOUT 3 MILES SOUTHEAST OF PHU CAT AB. THE HIGHWAY IS COVERED BY WATER IN MANY PLACES DUE TO FLOODING. THE TRUCK OVERTURNED ATTEMPTING TO CROSS A FLOODED STRETCH OF THE HIGHWAY. THE PERSONNEL WERE THROWN INTO THE WATER AND HAD TO SWIM TO SAFE GROUND. SEVEN PERSONNEL RECOVERED THEMSELVES TO HIGH GROUND AND WERE PICKED UP BY A US ARMY U-H1 GUNSHIP, CALL SIGN LUCKY 12. THREE OTHER PERSONNEL WERE SWEEPED AWAY BY THE WATER AND MANAGED TO FIND TEMPORARY RELIEF IN A GROUP OF TREES AND HUTS. THE AREA WAS HOSTILE AND THE SECURITY OF THE AREA DOUBTFUL. LUCKY 12 & 10 PROVIDED GUNSHIP COVER FOR PEDRO 33 DURING THE RECOVERY. THE THREE SURVIVORS HAD TRIED TO SWIM FROM THEIR LOCATION BUT NEARLY DROWNED IN THE SWIFT CURRENT. PEDRO 33 LOCATED THE SURVIVORS AND LOWERED THE FORREST PENETRATOR TO THEM. THEY DID NOT KNOW HOW TO USE THE PENETRATOR SO THE MED TECH WAS LOWERED INTO THE WATER, WHICH WAS FOUR FEET DEEP. THE TREES IN THE AREA REQUIRED A HOVER ALTITUDE OF APPROXIMATELY 30

PAGE 4 RUMUJGA0196 ~~CONFIDENTIAL~~
FEET. THE HOVER WAS HAMPERED BY RAIN AND WINDS WHICH WERE GUSTING IN EXCESS OF 16 KNOTS. WITH THE AID OF THE MED TECH THE THREE SURVIVORS WERE SUCCESSFULLY EXTRACTED. PEDRO 33 THEN RETURNED THE SURVIVORS TO THE 12TH USAF DISPENSARY AT PHU CAT FOR TREATMENT. AFTER REFUELING PEDRO 33 RETURNED TO THE AREA IN AN ATTEMPT TO LOCATE THE FIVE MISSING PERSONNEL. WHILE PEDRO 33 WAS REFUELING LUCKY 12 ATTEMPTED TO EXTRACT ANOTHER INJURED SURVIVOR USING A ROPE. THE ROPE BROKE AND THE SURVIVOR FELL INTO THE WATER AND WAS NOT OBSERVED AGAIN. PEDRO 33 AND LUCKY 12 SEARCHED THE AREA ATTEMPTING TO LOCATE THE REMAINING PERSONNEL. THE FATE OF THE MISSING PERSONNEL IS UNKNOWN. IT IS SUSPECTED SOME MAY BE INSIDE OF THE OVERTURNED VEHICLE WHICH IS RESTING IN WATER APPROXIMATELY 20 FEET DEEP. THE FATE OF THE PERSON DROPPED IN THE WATER REMAINS UNKNOWN. PEDRO 33 RETURNED TO PHU CAT AND TERMINATED THE MISSION AT 0322Z.

2. THE AREA SEARCHED WAS APPROXIMATELY 3 SQUARE

MILES.
GP-4
BT
#0196

NNNN#

* ~~CONFIDENTIAL~~ *

TE