

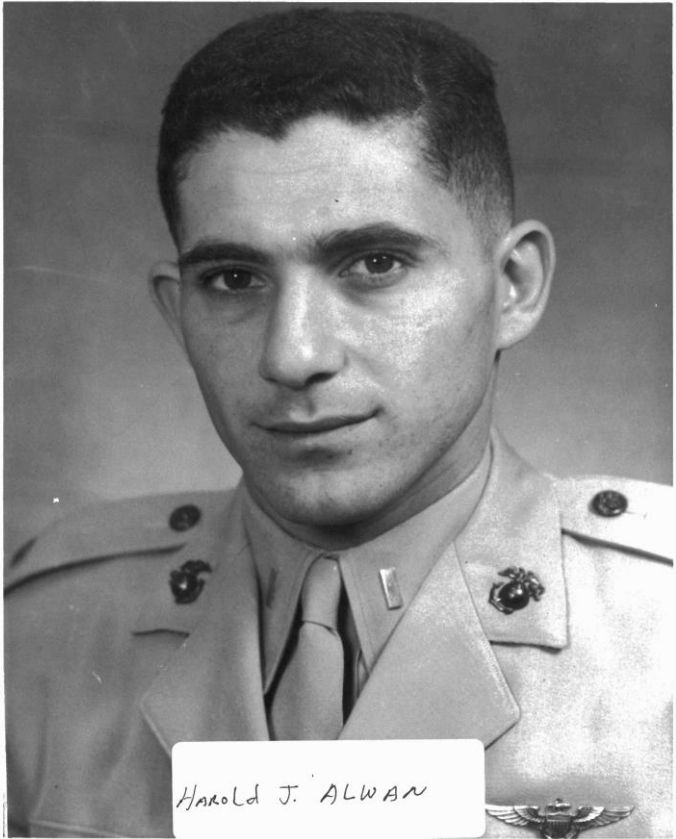
Vietnam War POW / MIA 1955 - 1975

63 of our Illinois
brothers are still
unaccounted for



LTCOL HAROLD JOSEPH ALWAN

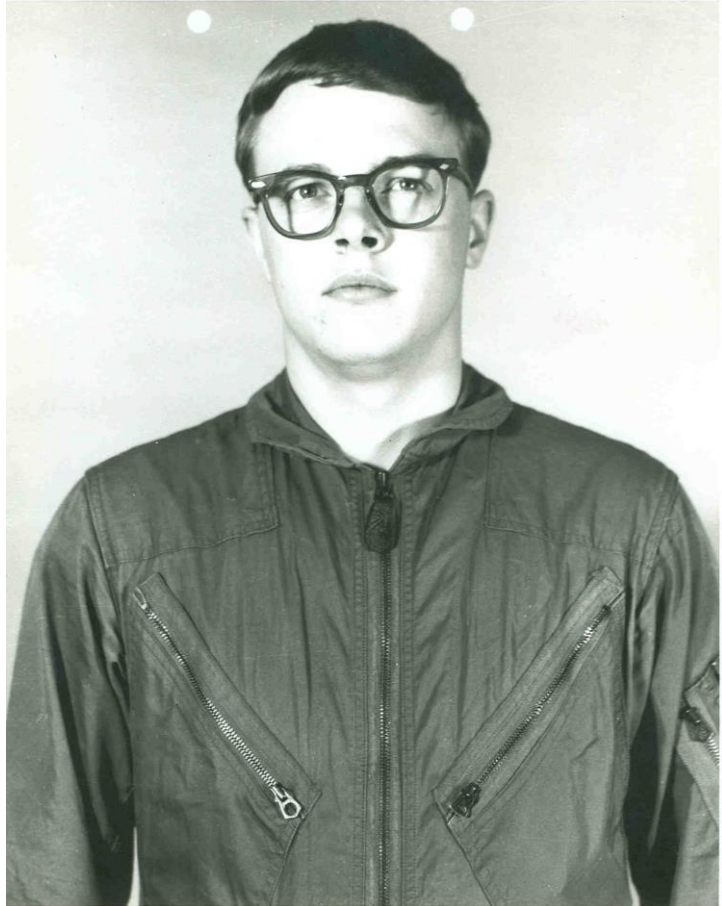
UNITED STATES MARINE CORPS



Major (Maj) Harold Joseph Alwan, who joined the U.S. Marine Corps from Illinois, was a member of Marine Fighter Attack Squadron 121, Marine Air Group 12, 1st Marine Air Wing. On February 27, 1967, he was the pilot of a single-seat A-4E Skyhawk (bureau number 152051) that departed Chu Lai Airfield in South Vietnam for an operational test flight. During the flight, Maj Alwan made radio contact saying he was looking for a hole in an overcast he was flying through. Soon after, while over the South China Sea in the vicinity of (GC) 49P BT 930 320, all contact with Maj Alwan was lost, and he was not seen again. The exact location of his loss is unknown, and he remains unaccounted for. Subsequent to the incident, and while carried in the status of missing in action (MIA), the U.S. Marine Corps promoted Maj Alwan to the rank of Lieutenant Colonel (LtCol). Today, Lieutenant Colonel Alwan is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SSGT GREGORY LEE ANDERSON

UNITED STATES AIR FORCE



On January 28, 1970, an HH-53B Super Jolly Green Giant (tail number 14434, call sign Jolly Green 71) with a crew of six took off on a search and rescue mission in Laos. While in a holding pattern over the rescue area, the helicopter was struck by enemy fire, causing it to crash. Search and rescue efforts could not be conducted due to a strong enemy presence in the area. The remains of the helicopter's pilot were returned to U.S. custody after the war; however, the rest of the crew is still unaccounted for.

Sergeant Gregory Lee Anderson, who joined the U.S. Air Force from Illinois, was a member of Detachment 9, 601st Photographic Flight. He was the aerial photographer aboard the HH-53B when it went down and was lost with the aircraft. Attempts to recover or identify his remains have been unsuccessful. Subsequent to the incident, and while carried in the status of missing in action (MIA), the U.S. Air Force promoted Sergeant Anderson to the rank of Staff Sergeant (SSgt). Today, Staff Sergeant Anderson is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CAPT ROBERT DONALD BEUTEL

UNITED STATES AIR FORCE



On November 26, 1971, an F-4 Phantom II (tail number 66-7752, call sign "Owl 08") conducted a forward air control mission over a heavily wooded, mountainous jungle area in eastern Laos. The last radio contact with the aircraft occurred as it was en route to the target area in Savannakhet Province in the vicinity of (GC) VD 964 056. Weather conditions were extremely poor, with rain, clouds and low visibility. When controllers could not re-establish radio contact with the crew of the Phantom, a seven-day search and rescue effort began. Continuing bad weather and the rugged terrain hampered visual and photographic searches, and radio and electronic contact could not be established. The search was unsuccessful, and the crew were declared missing.

First Lieutenant Robert Donald Beutel, who joined the U.S. Air Force from Illinois, served with the 497th Tactical Fighter Squadron, 8th Tactical Fighter Wing. He was the weapon systems operator aboard the Phantom when it disappeared, and his remains were not recovered. Subsequent to the incident, and while carried in the status of missing in action (MIA), the U.S. Air Force promoted First Lieutenant Beutel to the rank of Captain (Capt). Today, Captain Beutel is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LTJG THOMAS EDWARD BROWN

UNITED STATES NAVY



Lieutenant Junior Grade (LTJG) Thomas Edward Brown, who joined the U.S. Navy from Illinois, served with Fighting Squadron 211 aboard the USS Hancock (CVA 19). On April 29, 1966, he was piloting an F-8E Crusader (bureau number 150867, call sign Nickel 111) and took off from the Hancock for an armed coastal reconnaissance mission over North Vietnam. He had just completed a strafing mission on an enemy vessel when his aircraft was seen to crash into a cliff near the target. Attempts to locate or recover his remains have been unsuccessful. Today, LTJG Brown is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

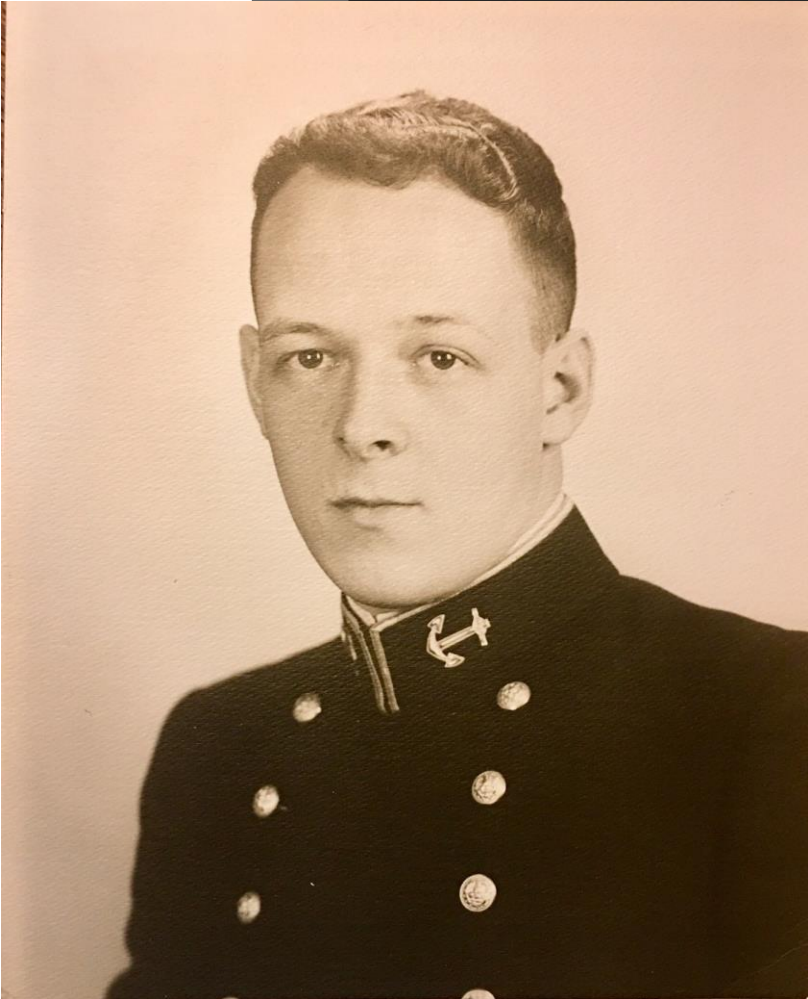
COL ROBERT WALLACE BROWNLEE JR. UNITED STATES ARMY



Lieutenant Colonel Robert Wallace Brownlee Jr., who joined the U.S. Army from Illinois, served with Advisory Team 22, Headquarters, Military Assistance Command, Vietnam (as US advisors to the 47th Regiment, 22nd Division of the Army of the Republic of Vietnam). On April 24, 1972, U.S. and South Vietnamese forces at Dak To II, Kontum Province, South Vietnam were attacked by North Vietnamese troops. LTC Brownlee, his deputy, and a South Vietnamese interpreter were forced to withdraw from a bunker under heavy enemy fire. They moved south and attempted to cross the Dak Poko River. LTC Brownlee crossed the river but became separated from the others in his group. His deputy last saw him at the base of the riverbank on the south side of the river where LTC Brownlee appeared wounded and motioned for the deputy to go on. Although separated from LTC Brownlee, it was thought that he could catch up and rejoin the group. At some point, the South Vietnamese interpreter heard enemy forces call out in Vietnamese for someone to halt and raise their hands. The proximity of North Vietnamese forces and intensity of ground fire forced the deputy and interpreter to continue their evasion, and the two never saw LTC Brownlee again. His fate is unknown, and his remains have not been recovered. After the incident, the Army promoted LTC Brownlee to the rank of Colonel (COL.) Today, Colonel Brownlee is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LCDR KENNETH RICHARD BUELL

UNITED STATES NAVY



On September 17, 1972, an A-6 Intruder (bureau number: 157028; call sign: Ray Gun 504) with a crew of two embarked on a solo nighttime armed reconnaissance mission over northern Vietnam. Final radio contact with the pilot occurred as he approached North Vietnamese air space. Seven minutes later another aircraft in the area reported seeing an orange explosion (vicinity of 48Q XJ 387 158) on the route the A-6 should have been following. A search and rescue effort was launched but had no success.

Lieutenant Commander Kenneth Richard Buell, who joined the U.S. Navy from Illinois, served with Attack Squadron 35. He was the naval flight officer aboard the Intruder when it disappeared, his remains were not recovered. Today, Lieutenant Commander Buell is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CAPT PARK GEORGE BUNKER

UNITED STATES AIR FORCE

On December 30, 1970, an O-1 Bird Dog (tail number 56-2603, call sign "Raven 23") with two crew members departed Udorn Royal Thai Air Force Base on a visual reconnaissance mission over Laos. During the mission, the Bird Dog was downed by enemy ground fire and crashed. The pilot survived the crash and contacted Forward Air Control to report that he was on the ground and did not know what had happened to the other crew member. He stated that he was 5,000 meters west of "Road Runner" lake and would find cover and await rescue. He subsequently radioed that he was hit and wounded by enemy fire. When a search and rescue (SAR) helicopter arrived near the crash site, they were driven off by the enemy fire, but not before spotting a body under a tree. Several other SAR missions were also driven away by enemy fire, and later ground search teams were unable to locate any remains.

Captain Park George Bunker, who joined the U.S. Air Force from Illinois, served with the 56th Special Operations Wing. He was the pilot of the Bird Dog when it crashed on December 30, 1970, and his remains were not recovered. Today, Captain Bunker is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.





SSGT MICHAEL JOHN BURKE

UNITED STATES MARINE CORPS

On October 19, 1966, three service members from the same company were participating in a rest and relaxation program at the Cua Viet River, South Vietnam, in the vicinity of (GC) 48Q YD 344 698. The men received permission to swim in another section of the beach and an hour later, the three men were found missing from the beach area. Air and ground searches continued for three days, but teams were unable to locate any sign of the three men and all remain missing and further circumstances surrounding their loss remain unknown.

Lance Corporal Michael John Burke, who joined the U.S. Marine Corps from Illinois, was a member of Company A, 1st Battalion, 4th Marine Regiment, 3rd Marine Division. He went missing on October 19, 1966, and search efforts were unable to locate him or his remains. After the incident, the Marine Corps promoted LCpl Burke to the rank of Staff Sergeant (SSgt). Today, Staff Sergeant Burke is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

MAJ JOSEPH HENRY BYRNE

UNITED STATES AIR FORCE

On March 13, 1968, an A-1E Skyraider (tail number 52-133888, call sign "Hobo 11") with two crew members conducted a combat mission over enemy targets in Savannakhet Province, Laos. While attacking a ground target, it is believed that the aircraft was hit by automatic weapons fire. It crashed and burst into flames. No parachutes were observed before the plane hit the ground, and neither crew member was recovered following the crash.

Major Joseph Henry Byrne, who entered the U.S. Air Force from Illinois, served with the 1st Air Commando Squadron, 56th Air Commando Wing, and was the copilot of this Skyraider at the time of its loss. He remains unaccounted for. Today, Major Byrne is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.





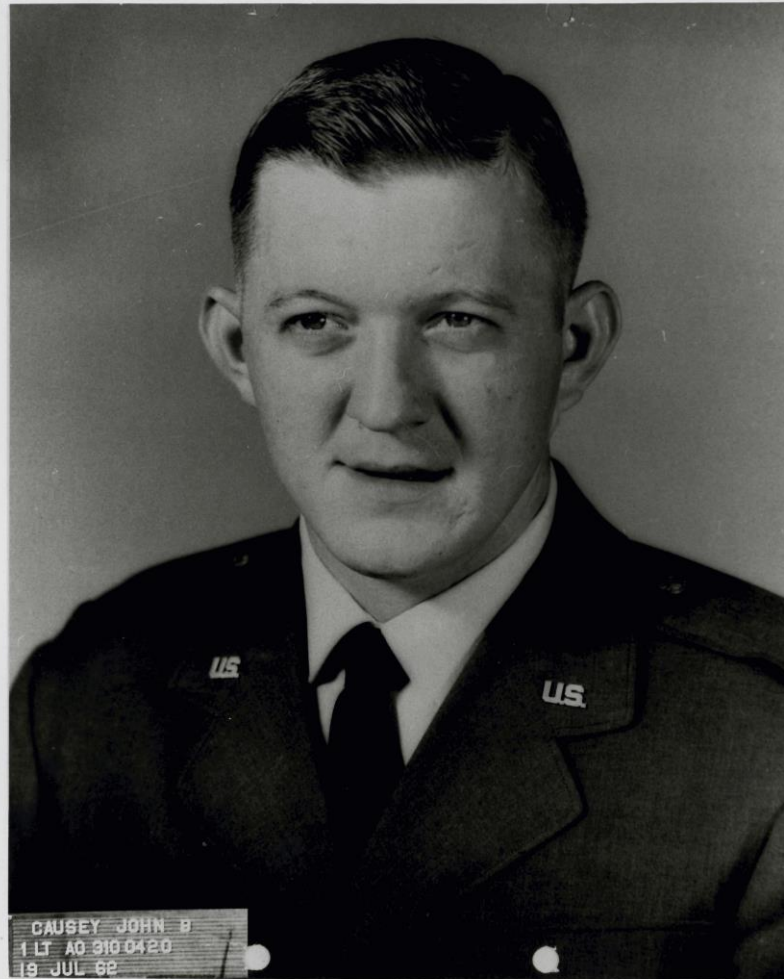
CAPT JOHN WERNER CARLSON

UNITED STATES AIR FORCE

Captain John Werner Carlson entered the U.S. Air Force from Illinois and served with the 10th Fighter Squadron. On December 6, 1966, he took off from Bien Hoa Airbase, South Vietnam, in a single-seat F-5 Freedom Fighter (tail number 65-10520, call sign "Tiger 43") as one of three aircraft on a close air support mission against enemy targets near Saigon. The Forward Air Controller (FAC) reported that Capt Carlson's plane passed over the target area and released its ordnance before it descended and crashed near the target. The FAC did not observe an ejection or parachute. A search and rescue helicopter entered the area after the crash and attempted to locate Capt Carlson but found nothing. Today, Captain Carlson is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CAPT JOHN BERNARD CAUSEY

UNITED STATES AIR FORCE



On February 25, 1966, an RB-66C Destroyer (tail number 54-0457) carrying six crew members took off on a combat mission over Vinh, North Vietnam. During the mission, an enemy surface-to-air missile damaged the aircraft. The aircraft headed out to sea and a mayday call was initiated. The crew was forced to eject over the Gulf of Tonkin. Search and rescue efforts were made, and five survivors were rescued in the vicinity of (GC) 48Q YE 547 565; however, one crew member could not be located.

Captain John Bernard Causey entered the U.S. Air Force from Illinois and was a member of the 41st Tactical Reconnaissance Squadron. He was the electronic warfare supervisor aboard this Destroyer when it was lost on February 25, 1966, and he was the crew member who could not be located following the incident. Further search efforts were unable to locate him, and he remains unaccounted-for. Today, Captain Causey is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CW2 DEAN EDDIE CLINTON

UNITED STATES ARMY



On June 11, 1967, a UH-1D Iroquois (tail number 63-12958, call sign "Bamboo Viper 47") carrying three crew members and two passengers departed Landing Zone Uplift for Qui Nhon Airfield on an operational mission over South Vietnam. The helicopter encountered bad weather and radioed for assistance in determining his position. A search and rescue (SAR) team was dispatched to lead the helicopter to a safe airfield but could not locate it. The pilot of the Iroquois then radioed that he was out of fuel and was going to make a water landing, but the helicopter was not heard from again. SAR efforts continued for two days but found no signs of the helicopter or any of the passengers or crew.

Warrant Officer 1 Dean Eddie Clinton, who joined the U.S. Army from Illinois, served with Company C, 227th Aviation Battalion, 1st Cavalry Division. He was the copilot of the Iroquois when it disappeared, and his remains were not recovered. After the incident, the Army promoted WO1 Clinton to the rank of Chief Warrant Officer 2 (CW2). Today, Chief Warrant Officer 2 Clinton is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LCDR RALPH BURTON COBBS

UNITED STATES NAVY

On June 17, 1966, a C-130E Hercules (tail number 63-7785) carrying fourteen service members took off from Cam Ranh Bay, South Vietnam, en route to Kadena Air Base, Okinawa, Japan. Approximately twenty minutes after take-off, the Hercules exploded for unknown reasons and crashed into the South China Sea. Nearby ships witnessed the incident and quickly arrived on the scene to assist in rescue operations and recovered the remains of two service members. However, twelve individuals who were aboard the aircraft were lost during the incident and remain unaccounted-for.

Lieutenant Commander Ralph Burton Cobbs entered the U.S. Navy from Illinois and was a member of Air Transport Squadron 7. He was a crew member aboard this Hercules when it crashed, and his remains could not be recovered following the incident. Today, Lieutenant Commander Cobbs is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.



CAPT WILLARD MARION COLLINS

UNITED STATES AIR FORCE



On March 9, 1966, an AC-47 Spooky (bureau number 44-76290) with six crew members was providing close air support in defense of the A Shau Special Forces Camp, which was under heavy enemy assault and in danger of being overrun. On its second pass at treetop level over the enemy, the Spooky was hit by enemy ground fire, which tore the right engine from its mounts and forced the pilot to crash land on a nearby mountainside, in the vicinity of grid coordinates YC 481 871. The crew set up a defensive perimeter around the aircraft, but the enemy attacked again. Soon after, the crew made radio contact with a U.S. Army pilot, who then located the downed Spooky and directed additional U.S. aircraft to make passes over the area to suppress enemy fire. The downed crew eventually received word that rescue helicopters were en route but within a short while, enemy fire raked the side of the Spooky and killed two crew members. A third enemy assault began just as the rescue helicopter arrived; the helicopter rescued three of the remaining four crew members. The two crew members who died during the action, and the remaining crew member who was not rescued following the third assault, were not recovered and all remain unaccounted-for.

Captain Willard Marion Collins entered the U.S. Air Force from Illinois and served in the 6250th Combat Support Group. He was the pilot of this AC-47 when it was shot down March 9, 1966 and was killed when enemy fire raked the downed aircraft before the rescue helicopter landed. His remains were not recovered at the time but were observed at the crash site by survivors from the special forces camp who investigated the site following the crash. Attempts following the war to recover his remains were unsuccessful, and he remains unaccounted-for. Today, Captain Collins is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SSG RAYMOND GEORGE CZERWIEC

UNITED STATES ARMY



On March 27, 1969, members of Company A, 3rd Battalion, 12th Infantry Regiment, 4th Infantry Division were carrying out a reconnaissance patrol near their company firebase in Kontum Province, South Vietnam, when they came under enemy fire in the vicinity of grid coordinates YA 826 811 and were forced to withdraw with eight men missing. Immediate attempts to re-enter the area and search for the missing men were thwarted by enemy presence. Later search efforts recovered the remains of five of the missing soldiers.

Sergeant Raymond George Czerwiec, who entered the U.S. Army from Illinois, was a member of Company A, 3rd Battalion, 12th Infantry Regiment, 4th Infantry Division, and was one of the patrol members who was missing when the unit withdrew. He was reportedly wounded in the head when last seen. Subsequent search efforts failed to locate Sergeant Czerwiec and he remains unaccounted for. After the incident, the Army promoted Sergeant Czerwiec to the rank of Staff Sergeant. Today, Staff Sergeant Czerwiec is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

WO1 JAMES LESLIE DAYTON

UNITED STATES ARMY



On May 8, 1968, a UH-1C Iroquois (serial number unknown) with a crew of four took off on a combat support mission southwest of Da Nang, South Vietnam. While en route to the target, the helicopter was hit by hostile ground fire, causing it to explode in midair and crash on the bank of the A Vuong River. A recovery helicopter quickly landed near the crash site but found no sign of survivors and was unable to inspect the site further due to a fire that had engulfed the wreckage. Several days later, a ground patrol reached the UH-1C's crash site and reported seeing four unidentifiable sets of remains; however, hostile activity in the area prevented their recovery. The four men from the UH-1C's crew remain unaccounted for.

Warrant Officer 1 James Leslie Dayton, who joined the U.S. Army from Illinois, was a member of the 281st Assault Helicopter Company, 10th Aviation Battalion, 17th Aviation Group, and was aircraft commander aboard the Iroquois. He was killed in the crash and attempts to locate his remains following the end of hostilities have been unsuccessful. Today, Warrant Officer 1 Dayton is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LCDR RICHARD CARL DEUTER

UNITED STATES NAVY



On November 22, 1969, an A-6A Intruder (bureau number 155613, call sign "Milestone 513") with two crew members took part in a combat mission over Laos. During the mission, the aircraft became uncontrollable and then began to break up in mid-air. The pilot ordered the other crew member to eject and then ejected himself. A forward air controller saw the plane breaking apart but did not observe any parachutes in the air. The pilot's parachute was later spotted on the ground and an extensive search and rescue effort was initiated to locate the pilot and bombardier/navigator. The pilot was rescued 30 minutes after the crash, but the bombardier/navigator was not located. Search and rescue efforts were officially terminated the following day after no trace of the bombardier/navigator could be found and he remains unaccounted for.

Lieutenant Junior Grade Richard Carl Deuter, who entered the U.S. Navy from Illinois, served with Attack Squadron 196 and was the navigator/bombardier on this Intruder. He was not recovered after the aircraft's loss, and he remains unaccounted for. Subsequent to the incident, and while carried in the status of missing in action (MIA), the U.S. Navy promoted Lieutenant Junior Grade Deuter to the rank of Lieutenant Commander (LCDR). Today, Lieutenant Commander Deuter is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CW3 DENNIS KEITH EADS

UNITED STATES ARMY



On April 23, 1970, an AH-1G Cobra (tail number 67-15612) with two crew members took off as part of a four-aircraft emergency night mission to extract a long-range reconnaissance patrol in South Vietnam. While providing fire support for the patrol to allow them to break contact with the enemy, the Cobra crashed in the vicinity of (GC) ZC 180 270. Inclement weather in the area prevented an immediate search and rescue effort for the crew. A full investigation of the area was conducted the following morning; however, neither the downed aircraft nor its crew were located.

Warrant Officer 1 (WO1) Dennis Keith Eads, who joined the U.S. Army from Illinois, was a member of Troop F, 8th Cavalry Regiment, 123rd Aviation Battalion, 16th Aviation Group, Americal Division. He was the pilot of the Cobra when it went down and was lost with the aircraft. His remains were not recovered. Following the incident, the Army promoted WO1 Eads to the rank of Chief Warrant Officer 3. Today, Chief Warrant Officer 3 Eads is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

AX3 WILLIAM FARRELL FARRIS

UNITED STATES NAVY

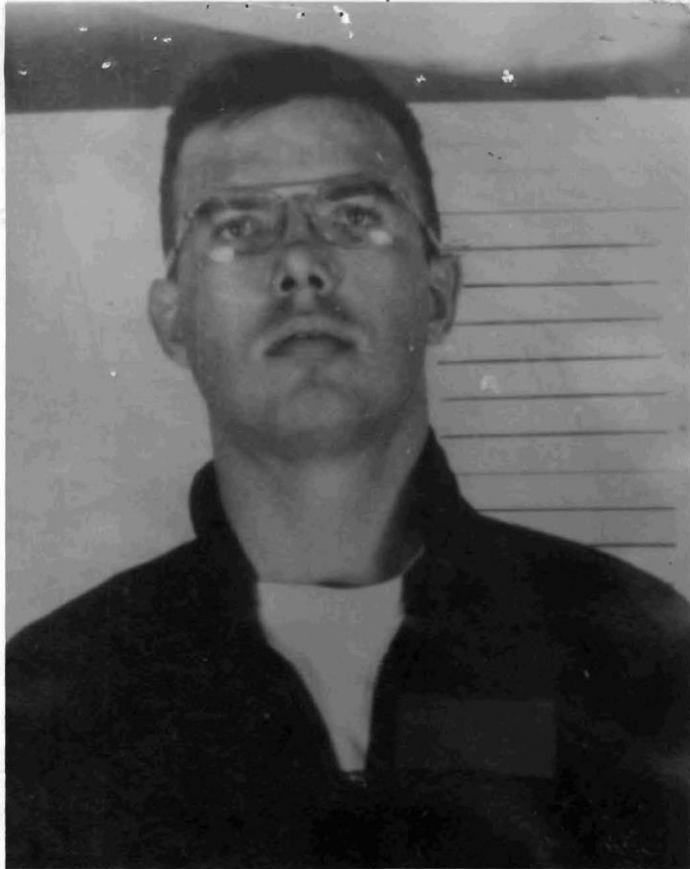


On February 5, 1968, a P-3B Orion (bureau number 153440) with a crew of twelve departed Utapao Air Base, Thailand, on a surveillance mission connected to "Operation Market Time," an eight-year effort meant to prevent men and supplies from North Vietnam entering South Vietnam via coastal waterways. Early in the morning of February 6, the aircraft failed to file a scheduled position report, and search and rescue (SAR) effort was launched. A search team located and identified wreckage and debris forty miles off the coast of South Vietnam, but only two bodies were eventually recovered.

Aviation Antisubmarine Warfare Technician Third Class William Farrell Farris joined the U.S. Navy from Illinois and served with Patrol Squadron 26. He was a crew member aboard this P-3B when it crashed, and his remains were not recovered. Today, Petty Officer Farris is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

ATC RONALD EDMOND GALVIN

UNITED STATES NAVY



On March 8, 1967, an A-3B Skywarrior (bureau number 144627, call sign "Hollygreen 5") with three crew members took off from the aircraft carrier USS Kitty Hawk (CVA 63) on a mine-laying mission over North Vietnam. En route to the target area, a support aircraft radioed "Hollygreen 5" and requested that it delay its arrival to the target area by ten minutes, which was acknowledged. This was the last radio contact with the Skywarrior, and it failed to return to the Kitty Hawk. Search efforts along its flight path and the surrounding area failed to locate any sign of "Hollygreen 5" or its crew.

Aviation Electronics Technician (Navigation) Second Class Ronald Edmond Galvin, who entered the U.S. Navy from Illinois, served with Heavy Attack Squadron 4. He was a crew member aboard this Skywarrior at the time of its disappearance on March 8, 1967. He remains unaccounted-for. Following the incident, the Navy promoted ATN2 Galvin to the rank of Chief Aviation Electronics Technician (ATC). Today, Chief Aviation Electronics Technician Galvin is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SSGT CHARLES HUE GATEWOOD

UNITED STATES MARINE CORPS



Lance Corporal Charles Hue Gatewood entered the U.S. Marine Corps from Illinois and was a member of Company B, 1st Battalion, 1st Marine Regiment, 1st Marine Division. On May 31, 1968, his unit came under heavy enemy fire while approaching a hilltop near Quang Tri, South Vietnam, in the vicinity of grid coordinates XD 865 396. During this action, LCpl Gatewood was wounded, treated by a corpsman, and sent back to the company landing zone to be medically evacuated. He was last seen moving back to the landing zone but never arrived there and could not be found afterward. He remains unaccounted for. After the incident, the U.S. Marine Corps promoted LCpl Gatewood to the rank of Staff Sergeant (SSgt). Today, Staff Sergeant Gatewood is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CDR DONALD ARTHUR GERSTEL

UNITED STATES NAVY



Lieutenant Commander Donald Arthur Gerstel, who joined the U.S. Navy from Illinois, served with Attack Squadron 93 aboard the USS Midway (CVA 41). On September 8, 1972, LCDR Gerstel launched from the Midway piloting a single-seat A-7 Corsair II (bureau number 154393, call sign "Raven 307") on a night merchant shipping surveillance mission. As the flight of two aircraft neared the target, an anchorage adjacent to the small island of Hon Nieu, North Vietnam, they encountered severe turbulence and LCDR Gerstel radioed that his aircraft had been hit by lightning. He believed the aircraft wasn't damaged, but that he had seen "a lot of sparks." At the time, he was in the vicinity of (GC) 48Q WF 932 788 in the Gulf of Tonkin. He was not heard from again, and his aircraft disappeared from the radar. Subsequent searches for the aircraft found no wreckage and no sign of a crash. After the incident, the Navy promoted LCDR Gerstel to the rank of Commander (CDR). Today, Commander Gerstel is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LTJG JOHN BRYAN GOLZ

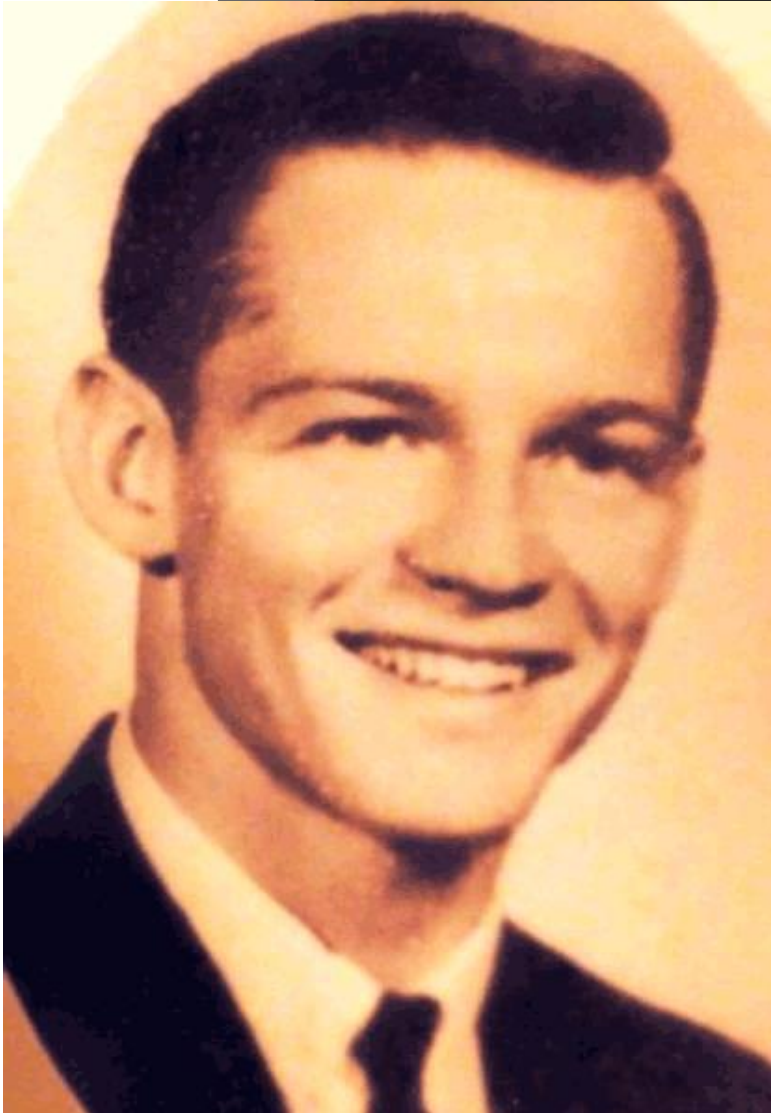
UNITED STATES NAVY



Lieutenant Junior Grade John Bryan Golz entered the U.S. Navy from Illinois and served in Attack Squadron 172, embarked aboard the USS Shangri-La (CVS 38). On April 22, 1970, he piloted a single-seat A-4C Skyhawk (bureau number 148484, call sign "Holloway 305") on a night strike mission against enemy targets in Laos. During the mission, his aircraft crashed in the target area near (GC) XC 79986780, close to an enemy 37mm anti-aircraft artillery position. No parachutes were observed nor rescue beepers detected following the crash, and searches of the area revealed no signs of LTJG Golz. Further attempts to locate him were unsuccessful. Today, Lieutenant Junior Grade Golz is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SSG ROBERT DALE HERREID

UNITED STATES ARMY



On October 10, 1968, a Mobile Strike Force company with American advisors was ambushed by a large enemy force in the Co To Mountain area, Chau Doc Province, South Vietnam. The company was forced to fall back after suffering casualties. The area was then subjected to heavy artillery bombardment in subsequent battles.

Specialist 5 Robert Dale Herreid, who entered the U.S. Army from Illinois, served with Detachment A-402P, Company D, 5th Special Forces Group, and was an American advisor operating with this Mobile Strike Force company at the time of the ambush. He was hit and killed during the ensuing firefight, in the vicinity of (GC) VS 975 478, and the unit could not evacuate his body as they fell back. Later searches of the battle area failed to locate his remains. Following the incident, the Army promoted SP5 Herreid to the rank of Staff Sergeant. Today, Staff Sergeant Herreid is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.



LCPL JOSEPH ARNOLD HILL UNITED STATES MARINE CORPS

Lance Corporal Joseph Arnold Hill entered the U.S. Marine Corps from Illinois and was a member of Company B of the 1st Reconnaissance Battalion, 1st Marine Division. On May 28, 1968, LCpl Hill was part of an eight-man foot patrol inserted by helicopter into a hostile area near the Song Buong River, Quang Nam Province, South Vietnam. While his team traversed a narrow ledge near the top of a cliff, they came under heavy fire from an enemy force. During this action, LCpl Hill was hit and killed by enemy fire in the vicinity of grid coordinates YC 988 430. The tactical situation precluded recovery of his remains. Today, Lance Corporal Hill is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SFC ANTHONY FRANK HOUSH

UNITED STATES ARMY



On April 19, 1968, a CH-47 Chinook (tail number 66-19063) on a resupply mission in the A Shau Valley area, South Vietnam, was approaching its landing zone when it was struck by enemy machine gun and anti-aircraft artillery fire. The helicopter caught fire, lost control, and crashed to the ground. However, before it crashed, while it was still slightly above the jungle canopy, two crew members jumped out of the burning aircraft. Three other crew men, who survived the crash and were subsequently rescued, said they did not see these two men again after the crash, and search personnel could not locate them.

Specialist 6 Anthony Frank Housh who entered the U.S. Army from Illinois, served with Company B of the 228th Aviation Battalion, 1st Cavalry Division, and was one of the two crew men who jumped out of this helicopter before it crashed. He remains unaccounted for. Following the incident, the Army promoted Specialist 6 Housh to the rank of Sergeant First Class. Today, Sergeant First Class Housh is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

PFC MICHAEL JAMES JABLONSKI

UNITED STATES ARMY

Private First Class Michael James Jablonski, who joined the U.S. Army from Illinois, was a member of Company D of the 3rd Battalion, 47th Infantry Regiment, 9th Infantry Division. On June 27, 1969, his unit was on a combat mission in South Vietnam. While crossing a fast-moving stream on a rope bridge, PFC Jablonski lost his grip, and the current pulled him downstream. His comrades attempted to rescue him but were unsuccessful. Private First Class Jablonski was not seen again, and his remains have not been recovered. Today, Private First Class Jablonski is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.



1STLT RONALD JAMES JANOUSEK

UNITED STATES MARINE CORPS



On August 9, 1969, an UH-1E Iroquois (bureau number 155339) carrying four crew members took off as the lead in a flight of several helicopters on an emergency extraction mission in Laos. The aircraft was making an approach to a mountain ridge when it came under enemy ground fire and was hit. With the aircraft's engine failing, the pilot commenced autorotation toward the valley floor. However, as it descended, an explosion occurred on board and the aircraft was engulfed in flames. The pilot then steered the aircraft to a mountain river, where he crash landed in deep water. The swift current pulled the Iroquois backward and it rolled over in the water in the vicinity of (GC) XD 960 180. Three crew members survived the crash, but only two could be recovered following the incident. Because of enemy activity in the area, a search could not be made for the missing crew members.

First Lieutenant Ronald James Janousek entered the U.S. Marine Corps from Illinois and was a member of the Marine Light Helicopter Squadron 367, Marine Air Group 36, 15th Marine Air Wing. He was the copilot of this Iroquois when it crashed and was lost with the aircraft. He remains unaccounted for. Today, First Lieutenant Janousek is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CAPT JACK ELMER KELLER

UNITED STATES NAVY



On April 21, 1966, an A-6A Intruder (bureau number 151798) with two crew members took part in a two-plane night attack mission against an enemy supply and barracks area on the coast of North Vietnam. During the mission, the wingman observed a bright flash from the direction of this Intruder. The wingman then lost contact with this aircraft, and it disappeared from friendly radar tracking. A surface-to-air missile (SAM) warning had been sounded earlier, but the wingman had no basis to believe a SAM had been launched. Search and rescue efforts were unable to locate this Intruder or either of its crew members.

Lieutenant Commander Jack Elmer Keller, who entered the U.S. Navy from Illinois, served with Attack Squadron 85. He was the pilot of this Intruder at the time of its loss on April 21, 1966, and he remains unaccounted-for. While carried in the status of missing in action (MIA), the U.S. Navy promoted LCDR Keller to the rank of Captain (CAPT). Today, CAPT Keller is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CDR KENNETH KEITH KNABB JR. UNITED STATES NAVY



Lieutenant Kenneth Keith Knabb Jr., who joined the U.S. Navy from Illinois, served with Attack Squadron 106 aboard the USS Intrepid (CV 11). On October 21, 1968, he was piloting a single-seat A-4E Skyhawk (bureau number 151160) that took off from the Intrepid as the number two aircraft in a flight of three on a strike mission over enemy targets in North Vietnam. After successfully striking the primary target, the flight conducted armed reconnaissance along enemy lines of communication enroute to the coast. Lieutenant Knabb located a large truck while over Ha Tinh Province and received permission to attack it as the lead aircraft. As he radioed that he was directly over the target, his Skyhawk was hit by enemy fire and crashed and exploded. Other pilots in the flight did not see a parachute in the air but noticed a partially deployed parachute was seen near the crash site. Enemy activity prevented possible search and rescue missions. Further attempts to locate LT Knabb were unsuccessful. After the incident, the Navy promoted LT Knabb to the rank of Commander (CDR). Today, Commander Knabb is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LT COL JEFFREY CHARLES LEMON

UNITED STATES AIR FORCE



On April 25, 1971, an F-4D Phantom II (tail number 66-007616) with two crew members took off from Da Nang Air Base, South Vietnam, as part of a two-plane escort for an AC-119 gunship on a night reconnaissance and strike mission over Laos. Approximately two hours into the mission, the gunship dropped a flare to direct this Phantom to an identified target. The Phantom's pilot stated he could not see the flare from his current position and that he would proceed north in attempt to acquire it. This was the last radio contact made with the missing Phantom, and it was not seen again. It was presumed lost northeast of the city of Ban Phone in Xekong Province, Laos. Both crewmen were declared missing in action.

Captain Jeffrey Charles Lemon entered the U.S. Air Force from Illinois and was a member of the 421st Tactical Fighter Squadron. He was the pilot of this Phantom and was lost with the aircraft on April 25, 1971, and he remains unaccounted-for. While carried in the status of MIA, the Air Force promoted Capt Lemon to the rank of Lieutenant Colonel (Lt Col). Today, Lieutenant Colonel Lemon is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SSGT LEONARD JOHN LEWANDOWSKI JR

UNITED STATES MARINE CORPS



On October 19, 1966, three service members from the same company were participating in a rest and relaxation program at the Cua Viet River, South Vietnam, in the vicinity of (GC) 48Q YD 344 698. The men received permission to swim in another section of the beach and an hour later, the three men were found missing from the beach area. Air and ground searches continued for three days, but teams were unable to locate any sign of the three men and all remain missing and further circumstances surrounding their loss remain unknown.

Private First Class Leonard John Lewandowski Jr., who joined the U.S. Marine Corps from Illinois, was a member of Company A, 1st Battalion, 4th Marine Regiment, 3rd Marine Division. He went missing on October 19, 1966, and search efforts were unable to locate him or his remains. After the incident, the Marine Corps promoted PFC Lewandowski to the rank of Staff Sergeant (SSgt). Today, Staff Sergeant Lewandowski is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

COL NOTLEY GWYNN MADDOX

UNITED STATES AIR FORCE



Major Notley Gwynn Maddox, who joined the U.S. Air Force from Illinois, served with the 20th Tactical Reconnaissance Squadron. On May 20, 1967, he piloted a single-seat RF-101 Voodoo (tail number 56-0120) as the lead aircraft in a flight of two on a photographic reconnaissance mission over North Vietnam. As he passed over the target in Dong Nai Province, Maj Maddox radioed that his aircraft had been hit by enemy fire, but that it appeared to be flying without problems. He then reported his position and signed off, but nothing further was heard from him. The second aircraft in the flight exited the target area and returned to base, but Maj Maddox was not seen again. Attempts to locate him or his remains were unsuccessful. After the incident, the Air Force promoted Maj Maddox to the rank of Colonel. Today, Colonel Maddox is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CAPT RICHARD CARLTON MARSHALL

UNITED STATES AIR FORCE



On September 5, 1965, an A-1G Skyraider (tail number 132562) carrying two crew members took off from Bien Hoa Air Base, Vietnam, for a one-hour training flight over the Bien Hoa area. During the flight, the aircraft performed a strafing pass but failed to recover out of it and crashed. Witnesses reported that the aircraft exploded on impact, and no parachutes emerged from the plane before it went down. The next day, investigation teams traveled by helicopter to the crash site but were unable to land due to the enemy presence in the area. Three weeks following the crash, it was reported that Viet Cong visited the crash site, removed the remains of the two occupants, and buried them nearby at an unknown location. Both crew members remain unaccounted-for.

Captain Richard Carlton Marshall, who joined the U.S. Air Force from Illinois, was a member of Detachment 10 of the 1131st Special Activities Squadron. He was the pilot of the Skyraider when it crashed on September 5, 1965 and was lost with the aircraft. His remains have not been recovered. Today, Captain Marshall is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SP5 JAMES PHILLIP MASON UNITED STATES ARMY



On October 17, 1968, an OH-6A Cayuse (tail number 67-16224) took off from the destroyer USS Eversole (DD-789) with three crew members and one passenger on a support mission off the coast of South Vietnam. After taking off from the Eversole, the helicopter crashed into the water for unknown reasons. Search and rescue teams arrived at the crash site and rescued two members of the Cayuse's crew. A few days later, the remains of the third crew member were found on a beach some distance from the crash site. The Cayuse's passenger was not recovered following the incident.

Specialist 5 James Phillip Mason, who joined the U.S. Army from Illinois, was a member of Headquarters and Headquarters Company, 1st Battalion, 502nd Infantry Regiment, 101st Airborne Division. He was the passenger aboard the Cayuse when it went down, and he remains unaccounted for following the incident. Today, Specialist 5 Mason is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LT COL CARL OTTIS MCCORMICK

UNITED STATES AIR FORCE

On October 6, 1972, an OV-10 Bronco (tail number 67-014673, call sign "Covey 2") with two crew members embarked on a forward air control mission over South Vietnam. As the aircraft was returning from its mission, it disappeared from friendly radar tracking. The next day, a U.S. Navy vessel located the Bronco's wreckage in the water in the vicinity of (GC) 48Q AT 971 966. The bodies of the crew members were not found.

Lieutenant Colonel Carl Ottis McCormick, who joined the U.S. Air Force from Illinois, served with the 20th Tactical Air Support Squadron. He was the pilot of the Bronco when it disappeared, and his remains were not recovered. Today, Lieutenant Colonel McCormick is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.



LCDR ROGER ALLEN MEYERS

UNITED STATES NAVY



Lieutenant Commander (LCDR) Roger Allen Meyers, who joined the U.S. Navy from Illinois, served with Attack Squadron 164 aboard the aircraft carrier USS Hancock (CVA 19). On February 9, 1969, as he was launching from the Hancock in an A-4 Skyhawk (bureau number: 151103), his aircraft caught fire partway down the catapult launch track and plunged into the water just ahead of the carrier. An extensive search for the pilot was unsuccessful; only his helmet was recovered from the ocean. Today, LCDR Meyers is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SSGT WILLIAM JOHN MOORE

UNITED STATES AIR FORCE



Before dawn on May 18, 1966, a C-123B Provider (tail number 55-4534) with five crew members was participating in a flare drop mission to illuminate enemy troops that were attacking an American airbase at An Khe, South Vietnam. During the mission, the aircraft was hit by enemy ground fire, which caused it to burst into flames and crash at a steep angle near grid coordinates BR 476 454. The crash site area was under a full-scale attack by enemy forces and could not be immediately searched. By the time search and recovery crews reached the area later that day, they could only recover the remains of three crew members. One more crew member was recovered and identified following the war, but the fifth crew member remains unaccounted for.

Airman First Class William John Moore entered the U.S. Air Force from Illinois and served in the 310th Air Commando Squadron. He was the flight mechanic aboard the C-123B when it crashed on May 18, 1966, and his remains have not been recovered. Following the incident, the Air Force promoted A1C Moore to the rank of Staff Sergeant (SSgt). Today, Staff Sergeant Moore is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CAPT WAYNE ELLSWORTH NEWBERRY

UNITED STATES AIR FORCE



Captain Wayne Ellsworth Newberry, who joined the U.S. Air Force from Illinois, was a member of the 6th Special Operations Squadron. On September 29, 1968, he piloted an A-1H Skyraider (serial number 52-135305) on a two-plane combat mission over Saravane Province, Laos. While over the target area, his Skyraider was shot down by enemy fire. Witnesses do not report seeing him bail out of the aircraft before it crashed, and enemy presence in the area prevented investigation of the crash site. Attempts to locate him or his remains following the end of hostilities have been unsuccessful. Today, Captain Newberry is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

AX2 RANDALL JOHN NIGHTINGALE

UNITED STATES NAVY



On March 17, 1968, an S-2 Tracker (bureau number 149274, call sign "Abilene 10") with a crew of four took off from the USS Yorktown (CVS 10) on a surveillance mission. Approximately one hour after takeoff, the crew reported radar problems and while in the vicinity of (GC) 48Q XG 453 344, the aircraft disappeared from radar. Efforts to contact the crew went unanswered. Extensive aerial searches were made but were unsuccessful in locating the aircraft or crew.

Aviation Anti-Submarine Warfare Technician Second Class Randall John Nightingale, who joined the U.S. Navy from Illinois, served with Anti-Submarine Squadron 23. He was a crew member aboard the Tracker when it disappeared, and his remains were not recovered. Today, Aviation Anti-Submarine Warfare Technician Second Class Nightingale is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CPT JOSEPH PAUL NOLAN JR. UNITED STATES ARMY



On May 16, 1971, a UH-1H Iroquois (tail number 68-15491, call sign "Chalk 7") with four crew members participated in a combat assault mission inserting Army of Vietnam soldiers into an area in Thua Thien Province, South Vietnam. The helicopter was the seventh helicopter to land during the mission, and the pilots of the fifth and sixth helicopters reported receiving hostile fire as they lifted off from the landing zone. After this UH-1 touched down, the pilot radioed that he was taking enemy fire, and that his crew chief was wounded. As he took off, the helicopter lost rotor power, crashed into the trees, and caught fire. Witnesses saw no survivors exit the helicopter. Enemy activity prevented an immediate search and rescue effort, and a later ground search failed to locate the remains of all but one of the U.S. crew aboard the helicopter.

First Lieutenant Joseph Paul Nolan Jr., who joined the U.S. Army from Illinois, served with Company A, 101st Aviation Battalion, 101st Airborne Division. He was the pilot of the UH-1 when it crashed, and his remains were not recovered. After the incident, the Army promoted First Lieutenant Nolan to the rank of Captain. Today, Captain Nolan is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LTC FLOYD WARREN OLSEN

UNITED STATES ARMY



On April 21, 1968, a UH-1H Iroquois (tail number 66-16209) carrying four crew members and two passengers departed Phu Bai, South Vietnam on a maintenance duty mission to support a multi-helicopter operation in Thua Thien Province, South Vietnam. The weather was marginal, and visibility was very poor. The UH-1H became separated from the main body of aircraft, was forced to fly at low altitude and was subsequently shot down. Search efforts located a crash site, but enemy activity prohibited further search and rescue attempts.

Captain Floyd Warren Olsen, who joined the U.S. Army from Illinois, served with the 17th Assault Helicopter Company, 16th Aviation Group. He was the aircraft commander on the UH-1H when it crashed, and his remains were not recovered. After the incident, the Army promoted Captain Olsen to the rank of Lieutenant Colonel. Today, Lieutenant Colonel Olsen is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CAPT ROGER DALE PARTINGTON

UNITED STATES MARINE CORPS



On November 1, 1969, a CH-53A Sea Stallion (bureau number 152394, call sign "Las Vegas 70") was performing a practice instrument approach to the Marble Mountain Air Facility in Da Nang, South Vietnam, when a malfunction caused the helicopter to crash into the South China Sea in the vicinity of (GC) 49Q BT 144 755. Search teams responded immediately and were able to rescue all but one member of the Sea Stallion's crew, who could not be located.

Captain Roger Dale Partington, who joined the U.S. Marine Corps from Illinois, was a member of Marine Heavy Helicopter Squadron 361, Marine Air Group 16, 1st Marine Air Wing. He was the crew member aboard the Sea Stallion who could not be located following the incident. His remains were never recovered, and he is still unaccounted for. Today, Captain Partington is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LCDR GORDON SAMUEL PERISHO

UNITED STATES NAVY

On December 31, 1967, an A-6A Intruder (bureau number 152917, call sign "Flying Ace 501") carrying two crew members took part in a strike mission against an enemy cave storage area in the vicinity of (GC) 48Q WF 718 621 in North Vietnam. The target area was heavily defended by enemy surface-to-air missiles (SAMs) and anti-aircraft artillery. While this Intruder was near the target area, a SAM warning was sounded, and shortly thereafter, the aircraft disappeared from friendly radar tracking, and radio contact could not be established. Search and rescue efforts were launched but were inhibited by bad weather and had no success. Subsequent investigations failed to recover the crew members or their remains.

Lieutenant Gordon Samuel Perisho, who entered the U.S. Navy from Illinois, served with Attack Squadron 75 and was the bombardier/navigator on this Intruder at the time of its loss. He remains unaccounted for. Following the incident, the Navy promoted LT Perisho to the rank of Lieutenant Commander (LCDR). Today, Lieutenant Commander Perisho is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.



LCDR THOMAS HOLT PILKINGTON

UNITED STATES NAVY



On September 19, 1966, an F-4B Phantom II (bureau number 152985) with a crew of two took off from the aircraft carrier USS Coral Sea (CV 43) as the number two aircraft in a two-plane armed reconnaissance mission over North Vietnam. As the two aircraft flew over the coastline, the flight leader observed a possible surface-to-air missile, and called for evasive maneuvers. The flight leader did not hear a response from the number two aircraft, which was not seen or heard from again. Search and rescue teams searched the area but found no sign of a crash site or survivors from the Phantom's crew. Both crew members remain unaccounted for following the incident.

Lieutenant Junior Grade Thomas Holt Pilkington, who joined the U.S. Navy from Illinois, was a member of Fighter Squadron 154. He was radio intercept officer aboard the Phantom when it went missing and was lost along with the aircraft. Attempts to locate him or his remains have been unsuccessful. Following the incident, the Navy promoted LTJG Pilkington to the rank of Lieutenant Commander (LCDR). Today, Lieutenant Commander Pilkington is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CAPT WILLIAM MARSHALL PRICE

UNITED STATES MARINE CORPS



On October 12, 1972, an A-6A Intruder (bureau number 15-5700, call sign "Tiny 06") with two crew members took off from Nam Phong Airfield, Thailand, on an armed reconnaissance mission against enemy targets in North Vietnam. Upon reaching the target area, the pilot reported to the forward air controller (FAC) that there were no targets available due to bad weather and that he was returning to base. Following this transmission, the FAC reported an explosion in the vicinity of (GC) 48Q XE 600 450. Following the explosion, no rescue beepers or attempts at radio contact were heard. Other aircraft in the area were unable to locate the Intruder or its crew.

Captain William Marshall Price entered the U.S. Marine Corps from Illinois and was a member of the Marine All Weather Attack Squadron 553, Marine Air Group 15. He was the bombardier/navigator aboard this Intruder when it went missing, and he was lost with the aircraft. He remains unaccounted for. Today, Captain Price is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SSG DENNIS MICHAEL RATTIN

UNITED STATES ARMY

On October 16, 1969, an OV-1C Mohawk (tail number 64-14242, call sign "Spud 26") with a crew of two departed Udorn Royal Thai Air Force Base on a night reconnaissance mission over Laos. When the Mohawk began its return trip to base, the pilot contacted Airborne Command and Control to give his position and reported that he was en route to the Thailand-Laos border. Five minutes later, the relief Command and Control aircraft requested a radio check but heard no response from "Spud 26". The Mohawk never returned to base. Aerial searches located a possible crash site and the remains of a parachute, but search and rescue efforts were unable to locate any sign of either crewmember. Both crew members remain unaccounted for.

Specialist Four (SP4) Dennis Michael Rattin, who joined the U.S. Army from Illinois, served with the 131st Aviation Company, 212th Aviation Battalion, 16th Aviation Group, 1st Aviation Brigade. He was a technical observer aboard the Mohawk when it crashed, and his remains were not recovered. Subsequent to the incident, and while carried in the status of missing in action (MIA), the U.S. Army promoted Specialist Four Rattin to the rank of Staff Sergeant (SSG). Today, Staff Sergeant Rattin is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.



MAJ RONALD REUEL REXROAD

UNITED STATES AIR FORCE

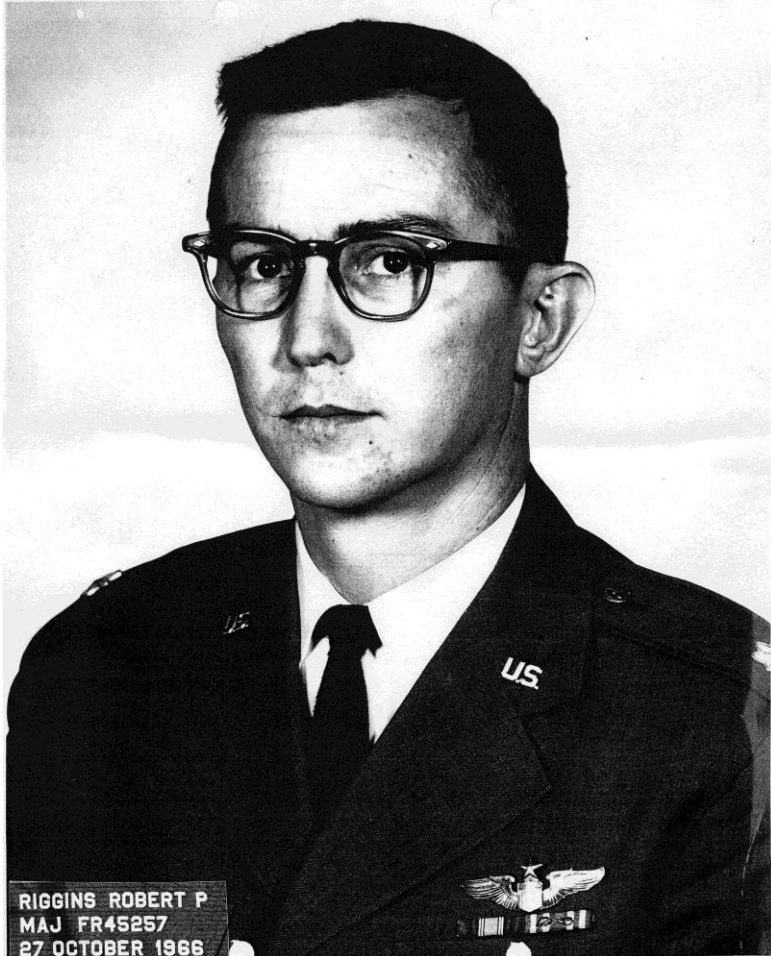


On April 3, 1968, an RF-4C Phantom II (tail number 65-0909) with a crew of two embarked on a solo reconnaissance mission over Laos. With the mission completed, the pilot was directed to assess bomb damage to an enemy artillery position. The last contact with the Phantom was when the aircraft was cleared into the target area. When the crew did not call in a report and an electronic search failed to locate the aircraft, search and rescue teams began to look for the Phantom. U.S. Navy personnel eventually found the remains of one crew member in the Gulf of Tonkin; the remains of the other crew member have not been recovered.

Captain Ronald Reuel Rexroad who joined the U.S. Air Force from Illinois, served with the 11th Tactical Reconnaissance Squadron. He was the aircraft commander of the Phantom when it disappeared, and his remains have not been recovered. After the incident, the Air Force promoted Capt Rexroad to the rank of Major (Maj). Today, Major Rexroad is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

MAJ ROBERT PAUL RIGGINS

UNITED STATES AIR FORCE



On April 22, 1968, an F4-D Phantom (tail number 66-8778, call sign "Gunfighter 11") with a crew of two departed Da Nang Air Base, South Vietnam, as the lead in a flight of two aircraft on a combat mission against targets southwest of Hue. "Gunfighter 11" made one pass over the target area while speaking via radio with the forward air controller (FAC). The transmission suddenly stopped in mid-sentence, and the FAC noticed that the Phantom performed an erratic maneuver during his pull-out from the pass. The pull-out was too low, and the Phantom crashed into a mountainside in the vicinity of grid coordinates YD 585 055. The munitions still aboard the aircraft exploded on impact and the aircraft was destroyed completely. The FAC did not see any ejections from "Gunfighter 11" before impact. Ground forces were unable to inspect the crash site because of enemy activity in the area.

Major Robert Paul Riggins, who joined the U.S. Air Force from Illinois, served with the 389th Tactical Fighter Wing. He was the aircraft commander aboard the Phantom when it hit the mountainside, and his remains were not recovered. Major Riggins is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SSGT BILLIE LEROY ROTH

UNITED STATES AIR FORCE

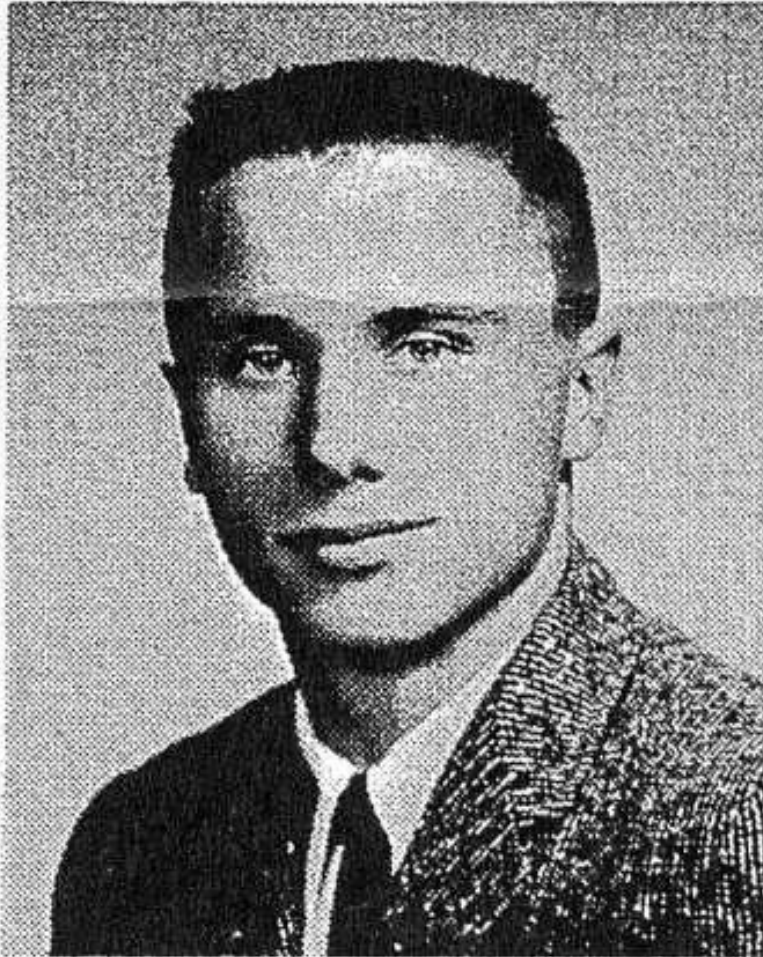


On June 27, 1965, a C-123 Provider (tail number unknown) carrying two U.S. crew members and an unknown number of non-U.S. evacuee passengers took off from Nha Trang Air Base, Khanh Hoa Province, on an emergency evacuation mission to Tan Son Nhut Air Base, Saigon. While on its final approach to Tan Son Nhut airfield, the aircraft exploded for unknown reasons, and crashed south of Bien Hoa. No one on board survived the crash. Rescue teams arrived on site shortly after the incident and ultimately recovered twelve sets of remains; however, attempts to identify the remains were not successful.

Staff Sergeant Billie Leroy Roth entered the U.S. Air Force from Illinois and was a member of the 37th Air Base Group. He was the crew chief aboard this C-123 Provider when it crashed, and he was lost with the aircraft. His remains were not recovered, and he is still unaccounted-for. Today, Staff Sergeant Roth is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LTJG LELAND CHARLES COOKE SAGE

UNITED STATES NAVY



Lieutenant Junior Grade Leland Charles Cooke Sage, who joined the U.S. Navy from Illinois, was a member of Attack Squadron 144, embarked aboard the aircraft carrier USS Bon Homme Richard (CVA 31). On June 23, 1969, he piloted a single-seat A-4E Skyhawk (bureau number 152029, call sign "Warpaint 503") as the flight leader in a two-plane night strike mission against enemy targets in Laos. While passing over the target area, LTJG Sage's Skyhawk crashed into the ground in the vicinity of (GC) WE 779 127. The pilot of the other aircraft reported seeing no parachute emerge from LTJG Sage's aircraft before the crash. Aerial search and rescue teams photographed the Skyhawk's wreckage but did not locate LTJG Sage. Ground searches could not be conducted due to heavy enemy presence in the area. Lieutenant Junior Grade Sage remains unaccounted for. Today, Lieutenant Junior Grade Sage is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CPL RICHARD EUGENE SANDS

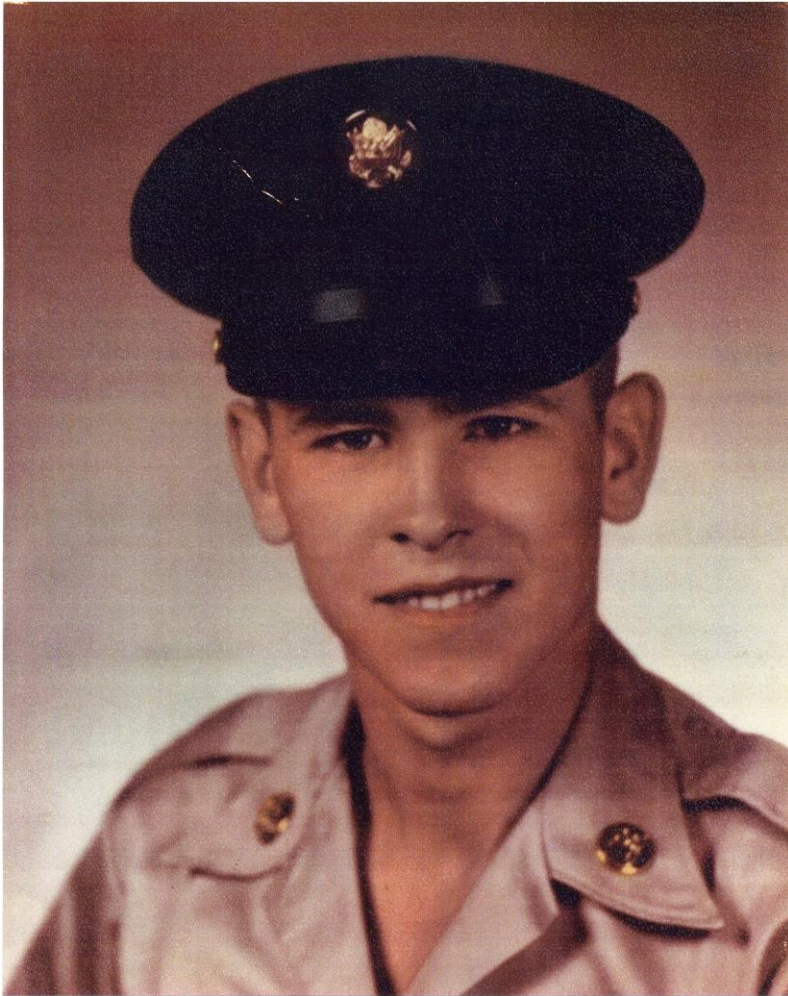
UNITED STATES ARMY



Corporal Richard Eugene Sands, who joined the U.S. Army from Illinois, served with Company A, 1st Battalion, 46th Infantry Regiment, 198th Light Infantry Brigade, Americal Division. On May 12, 1968, he and other members of his company were aboard a CH-47 Chinook (tail number 67-18475) during an extraction mission from their Special Forces camp at Kham Duc, in Quang Nam Province, South Vietnam. Shortly after takeoff, the helicopter was hit by enemy machine-gun fire, and CPL Sands was hit in the head and died instantly. The helicopter made a controlled landing in the vicinity of (GC) ZC 007 083 and caught fire, and personnel evacuated the helicopter. During the evacuation, a medic determined that CPL Sands was dead, and although the survivors attempted to extract him from the Chinook, they were forced to leave him when the fire consumed the helicopter. The survivors were evacuated by another helicopter and forced to leave CPL Sands' remains behind. The Army posthumously promoted PFC Sands to Corporal (CPL). Today, Corporal Sands is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SP4 DAVID LEE SCOTT

UNITED STATES ARMY



On April 25, 1968, several men from Company D of the 5th Battalion, 7th Cavalry Regiment, 1st Cavalry Division, performed a search and clear mission in Thua Thien Province, South Vietnam. While on this mission, the group was ambushed by an enemy force, and three men from Company D were killed in action. The party was forced to fall back without recovering the remains of their fallen, and heavy enemy presence in the area precluded future attempts to search for them.

Specialist Four David Lee Scott, who joined the U.S. Army from Illinois, was one of the members of Company D who was killed during the mission. He was reportedly hit in the chest by enemy small arms fire, and his body could not be recovered. Attempts to locate Specialist Four Scott's remains following the end of hostilities were unsuccessful. Today, Specialist Four Scott is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

2DLT DAVID WILLIAM SKIBBE UNITED STATES MARINE CORPS



Second Lieutenant David William Skibbe entered the U.S. Marine Corps from Illinois and was a member of Company C, 1st Reconnaissance Battalion, 1st Marine Division. On March 2, 1970, he was wounded during an operation in Quang Nam Province, South Vietnam, and rescue helicopters were called in. While being hoisted into a helicopter, the hoist cable broke and 2nd Lt Skibbe fell into the jungle in the vicinity of Grid Coordinates ZC 036 432. Searches were conducted but failed to locate him, and he remains unaccounted for. Today, Second Lieutenant Skibbe is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

CAPT DEAN PAUL ST. PIERRE

UNITED STATES AIR FORCE



On May 22, 1968, an F-4D Phantom II (tail number 66-0246, call sign Dipper 02) with two crew members took off as one of two aircraft on a nighttime armed reconnaissance mission over enemy targets in North Vietnam. Immediately after the other aircraft on the mission passed over the target area, its crew heard this F-4D's crew radio to say they were taking heavy enemy anti-aircraft fire. The other aircraft then saw a large fireball on the ground near the target and circled the area for several minutes but could not locate this F-4D or any sign of its crew. Another flight relieved the lead aircraft and began a search but was similarly unsuccessful due to the darkness. Attempts to locate and investigate the crash site were precluded by enemy presence in the area, and further attempts to locate the F-4D's crew members were unsuccessful.

Captain Dean Paul St. Pierre entered the U.S. Air Force from Illinois and served in the 433rd Tactical Fighter Squadron. He was the pilot systems officer aboard this F-4D when it was lost and his remains could not be recovered following the incident. Today, Captain St. Pierre is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

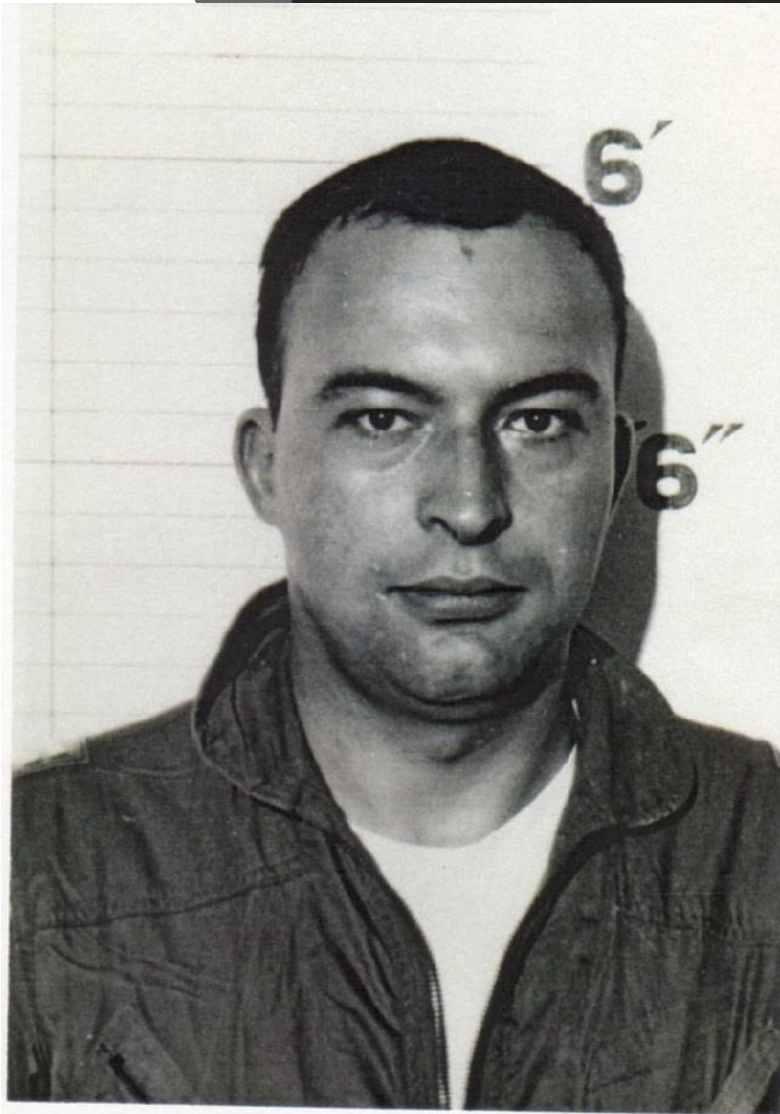
PVT JAMES CLELLON STORY

UNITED STATES ARMY



Private James Clellon Story entered the U.S. Army from Illinois and was a member of the 512th Transportation Company, 54th Transportation Battalion, 1st Logistical Command. On June 13, 1969, he was driving a truck loaded with artillery projectiles when his convoy was ambushed in an area of South Vietnam. Others in the convoy witnessed PVT Story's truck get hit by an enemy rocket or mortar fire round and then explode; however, Private Story could not be located following the incident, and searches for his remains were unsuccessful. Today, Private Story is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LT COL JOHN WILLARD SWANSON JR. UNITED STATES AIR FORCE



Captain John Willard Swanson Jr., who joined the U.S. Air Force from Illinois, was a member of the 34th Tactical Fighter Squadron, 388th Tactical Fighter Wing. On June 15, 1967, he piloted a single-seat F-105D Thunderchief (tail number 61-0213) as part of a four-plane strike mission over North Vietnam. While making an attack on the target, enemy ground fire struck Capt Swanson's Thunderchief. After being hit, Capt Swanson headed for the Gulf of Tonkin and ejected over the water in the vicinity of (GC) 48Q WG 684 064. The aircraft then crashed in the vicinity of (GC) 48Q WG 683 061 . Another pilot observed Capt Swanson successfully eject from his plane, but then lost visual contact with the parachute. When he re-acquired contact, he saw the parachute sinking in the water, but saw no sign of Capt Swanson. Search and rescue efforts in the area found no trace of Capt Swanson, and he remains unaccounted-for. Subsequent to the incident, and while carried in the status of missing in action (MIA), the U.S. Air Force promoted Capt Swanson to the rank of Lieutenant Colonel. Today, Lt Col Swanson is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

PFC JERROLD ALLEN SWITZER

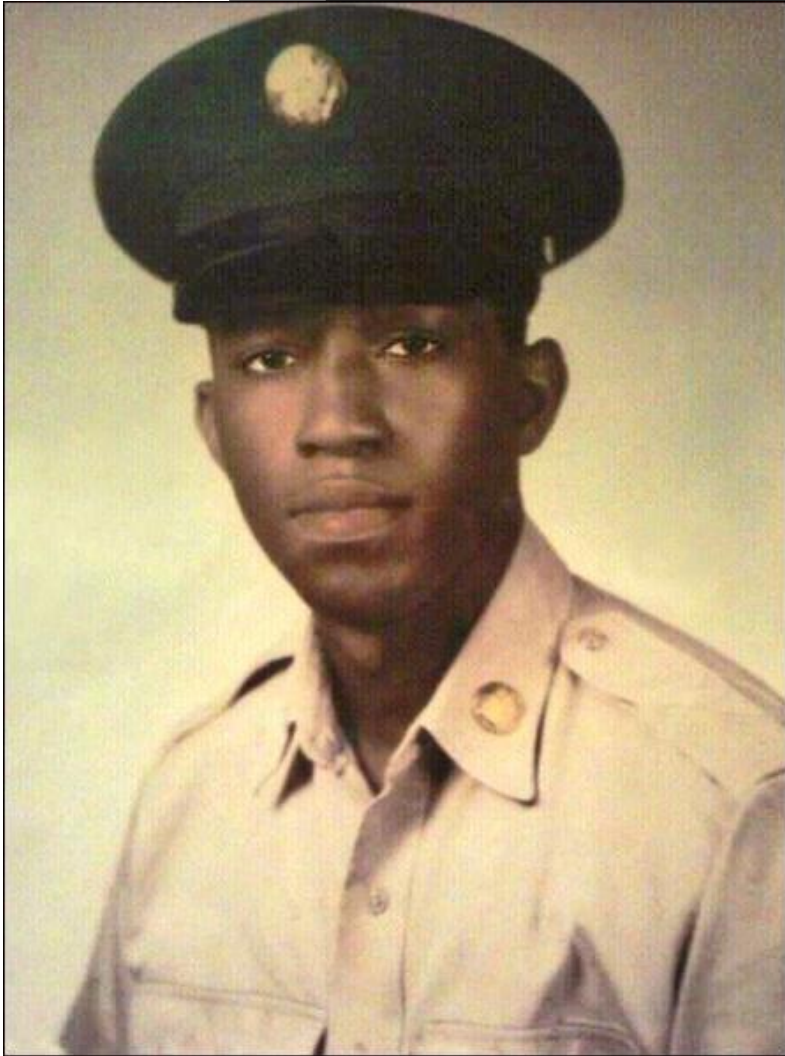
UNITED STATES MARINE CORPS



Private First Class Jerrold Allen Switzer entered the U.S. Marine Corps from Illinois and served in the 1st Civil Affairs Group, 3rd Marine Amphibious Force, 3rd Marine Air Wing. On March 18, 1968, he was attempting to rescue a drowning Vietnamese child near (GC) 49P BT 618 019 when he fell off the air mattress he was using as a floatation device. He was also swept out to sea and was not seen again. Attempts to locate him following his loss were unsuccessful. Today, Private First Class Switzer is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SSG DERRI SYKES

UNITED STATES ARMY



On January 8, 1968, American troops from Company A and Company D of the 3rd Battalion, 196th Light Infantry Brigade, were ambushed by Viet Cong and North Vietnamese forces in Quang Tin Province, South Vietnam. In addition to suffering several casualties, eight Americans were captured during the engagement. The following day on January 9, two more were captured as their units searched for the wounded and missing from the previous day's action.

Private First Class Derri Sykes entered the U.S. Army from Illinois and served in Company A, 3rd Battalion, 21st Infantry Regiment, 196th Light Infantry Brigade. He was wounded during this ambush and then captured on January 9, 1968, and was last seen by other prisoners and believed to have died of his wounds while still in captivity. Attempts to locate his remains following the war were unsuccessful. Following the incident, the Army promoted PFC Sykes to the rank of Staff Sergeant (SSG). Today, Staff Sergeant Sykes is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SSG ORAL RAY TERRY

UNITED STATES ARMY



Private First Class Oral Ray Terry, who joined the U.S. Army from Illinois, served with the 1097th Transportation Company, U.S. Army Support Command. On May 3, 1968, PFC Terry was serving as a crew man aboard the landing craft LCM-8103 on a damage control mission in the vicinity of Grid Coordinates XS 489 258 on the Ham Luong River in South Vietnam. At 0400, PFC Terry assumed the duties of radio operator/guard. Approximately 45 minutes later, two other soldiers aboard the boat heard a splash and thrashing in the water but when a crewmember went to investigate, he saw nothing. Later that day, it was discovered that PFC Terry was missing. The crew conducted a thorough search of the surrounding waters as well as the shoreline. Although searches continued for days, PFC Terry's body was not recovered. After the incident, the Army promoted PFC Terry to the rank of Staff Sergeant (SSG). Today, Staff Sergeant Terry is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

LT DUSTIN COWLES TROWBRIDGE

UNITED STATES NAVY



On December 26, 1969, an A-6A Intruder (bureau number 162891, call sign "Ray Gun 506") with two crew members launched from the aircraft carrier USS Coral Sea (CVA 43) in the Gulf of Tonkin for a tanker combat mission. Shortly after launch, the Intruder turned back towards the carrier, then went into a steep dive and crashed into the water. Witnesses saw two ejection seats leave the aircraft, but the altitude was too low to allow the parachutes to open. Search and rescue helicopters found the body of the pilot, but the body of the other crew member could not be located.

Lieutenant Junior Grade (LTJG) Dustin Cowles Trowbridge, who joined the U.S. Navy from Illinois, was a member of Attack Squadron 35 embarked aboard the USS Coral Sea (CVA 43). He was the navigator on this Intruder when it crashed, and his remains were not recovered. Subsequent to the incident, the U.S. Navy posthumously promoted LTJG Trowbridge to the rank of Lieutenant (LT). Today, LT Trowbridge is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

MAJ JAMES EDWARD WHITT

UNITED STATES AIR FORCE



On March 23, 1972, an F-4D Phantom II (tail number 65-8792, call sign "Oxteam 01") with a crew of two took part in a combat mission over Laos. As the formation left the target area, "Oxteam 01" rolled over and crashed near the target. No parachutes emerged from the aircraft before it went down, and a low-level flight over the crash site revealed no signs of life. Hostile forces in the area prevented ground searches of the crash site, and both members of the crew remain unaccounted for.

Major James Edward Whitt, who joined the U.S. Air Force from Illinois, was a member of the 25th Tactical Fighter Squadron, 8th Tactical Fighter Group. He was the aircraft commander of "Oxteam 01" when it crashed and was lost with the aircraft. His remains were not recovered following the incident. Today, Major Whitt is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.

SP4 RICHARD DENNIS WILEY

UNITED STATES ARMY



Specialist 4 (SP4) Richard Dennis Wiley entered the U.S. Army from Illinois and served in Troop F, 8th Cavalry Regiment, 11th Aviation Group. On June 12, 1972, he was a gunner aboard an OH-6A Cayuse (tail number 68-17338) on a visual reconnaissance mission over a landing zone. The helicopter was shot down during the mission, and SP4 Wiley was lost during the incident. Attempts to locate his remains following his loss were unsuccessful. Today, Specialist 4 Wiley is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific.