

NNNN/V BT0648
PP RUEHBT
DE RUHQSGG #1663 0441014
ZNR UUUUU

FEB 13 6 00 PM '85

JCRC-2
DCM

P 122000Z FEB 85
FM CDR JCRC BARBERS PT HI
TO RUEHBT /JCRC LIAISON BANGKOK TH
INFO RUEKJCS/SECDEF WASHINGTON DC//OASD-ISA/PW-MIA//
RUEKJCS/DIA WASHINGTON DC//DC-2//
RLEADWW/WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC
RUHQHQA/USCINCPAC HONOLULU HI//J36//
RHWRAAA/HQ AFMPC RANDOLPH AFB TX//MPCC//
RUHHHMA/CDRUSACILHI FT SHAFTER HI//DAAG PED H//
BT

UNCLAS

SUBJ: ~~EVALUATION OF REPORT T85-025~~

NSC FOR MR. CHILDRESS

A. JCRC LIAISON BANGKOK TH 120858Z FEB 85
1. REF A, T85-025, PROVIDED IDENTIFICATION MEDIA DATA, IN THE FORM OF A SKETCH, ON CAPT HOWARD K. WILLIAMS (REFNO 1095-0-03). THE SKETCH CONSISTED OF AN ID CARD, FRONT AND BACK, AND A GENEVA CONVENTION CARD. PERTINENT BIOGRAPHIC DATA ON THE SKETCH, CAPT WILLIAMS' SERIAL NUMBER, 3081720, AND HIS DOB, 25 OCT 36 CORRELATE TO DATA MAINTAINED BY JCRC ON CAPT WILLIAMS.

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2. REFNO 1095: ON 18 MARCH 1968, CAPT HOWARD K. WILLIAMS AND CAPT BRIAN R. WILLIAMS WERE FLYING AN F100F AIRCRAFT ON A FORWARD AIR CONTROLLER MISSION OVER NORTH VIETNAM. CAPT BRIAN WILLIAMS REPORTED THAT THEIR AIRCRAFT WAS HIT ONCE IN THE FUSELAGE BY A LARGE CALIBER SHELL. UPON BEING HIT THEY TURNED TO A NORTHWESTERLY HEADING. FIRE WAS OBSERVED ON THE LEFT SIDE OF THE FUSELAGE. ANTICIPATING A CONTROL FAILURE AND/OR EXPLOSION, BOTH PILOTS AGREED THAT CONDITIONS WARRANTED BAILING OUT WITH CAPT HOWARD WILLIAMS TO EJECT SHORTLY AFTER CAPT BRIAN WILLIAMS. CAPT BRIAN WILLIAMS JETTISONED THE CANOPY AND EJECTED SUCCESSFULLY AT 2500 FT. WHILE DESCENDING, CAPT BRIAN WILLIAMS LOOKED FOR CAPT HOWARD WILLIAMS' PARACHUTE BUT COULD NOT SEE IT. HOWEVER, HE DID OBSERVE A COLUMN OF BLACK SMOKE FROM THE AIRCRAFT WRECKAGE ABOUT TWO MILES AWAY. THE AIRCRAFT IMPACTED AND EXPLODED IN THE VICINITY XE 257203. CAPT BRIAN WILLIAMS LANDED AND MADE VOICE CONTACT WITH A FLIGHT OF F4'S WHO INFORMED HIM THAT SAR HAD BEEN INITIATED. AT NO TIME WAS CAPT BRIAN WILLIAMS OR ANYONE ELSE IN CONTACT WITH CAPT HOWARD WILLIAMS AFTER THE EJECTION. THE SAR AIRCRAFT ATTEMPTED TO CONTACT CAPT HOWARD WILLIAMS AS THEY VISUALLY SEARCHED FOR HIS PARACHUTE. CAPT BRIAN WILLIAMS WAS PICKED UP BY HELICOPTER AT

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XE 250192. A RESCUE AIRCRAFT IN THE AREA REPORTED HEARING A GOOD BEEPER SIGNAL REPEATEDLY FROM 0840Z HOURS TO 0453Z HOURS ON 18 MARCH 1968. BEEPER SIGNALS WERE STILL OPERATING WHEN THE AIRCRAFT DEPARTED THE AREA. THE BEEPER WAS LOCATED IN THE VICINITY OF XE 250200 WHICH WAS ABOUT 800 METERS NORTH OF THE PICKUP POINT OF CAPT BRIAN WILLIAMS. NO VOICE CONTACT WAS EVER ESTABLISHED. CAPT HOWARD WILLIAMS' LAST KNOWN LOCATION IS XE 257203 AS DETERMINED BY THE INVESTIGATION BOARD AT THE TIME OF THE INCIDENT. CAPT HOWARD WILLIAMS IS CURRENTLY CARRIED IN THE PRESUMPTIVE STATUS OF DEAD, BODY NOT RECOVERED.

3. THIS MESSAGE MAY BE RELEASED IN ITS ENTIRETY TO THE NOK. A COPY OF REF A WILL BE FORWARDED SEPARATELY TO AFMPC FOR RELEASE TO