

0462
0465

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Bill

PAGE:0001

ENVELOPE
CDSN = CFS469 MCN = 95160/07590 TOR = 951600517
RTTUZYUW RUEKJCS7375 1600112-UUUU--RUEANSS.
ZNR UUUUU

(
HEADER
R 060732Z JUN 95
FM CDR JTF-FA HONOLULU HI//
TO: SAFE
ZEM
CONTROLS
UNCLAS
BODY

SUBJ: (MEC) MSGID/GENADMIN/CDR JTF-FA/J2//
//NOTICE// AUTOMATED MESSAGE ERROR CORRECTION
----- ORIGINAL MESSAGE TEXT -----

CDSN = CFS469 MCN = 95160/07590 TOR = 951600517
RTTUZYUW RUEKJCS7375 1600112-UUUU--RUEANSS.
ZNR UUUUU

R 090112Z JUN 95
FM JOINT STAFF WASHINGTON DC
INFO RUEALGX/SAFE
R 060732Z JUN 95 ZYB
FM CDR JTF-FA HONOLULU HI//
INFO RHEHNSC/WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC
RUEKJCS/SECDEF WASHINGTON DC//USDP:ISA/DPMO//
RUEHC/SECSTATE WASHINGTON DC//CA/OCS/ACS/EAP/VLC//
RUEKJCS/JOINT STAFF WASHINGTON DC//J5//
RUEKJCS/DIA WASHINGTON DC
RUEAIIA/CIA WASHINGTON DC//DEA/SEA/IB/DDO/EA/ICOG//
RHHMUNA/USCINCPAC HONOLULU HI//J2/J3/J30-M//
RUEKJCS/USCINCPAC LO WASHINGTON DC
RUHVAAA/CDRUSACILHI HICKAM AFB HI//TAPC-PED-H//
RUEHBT/CJTFFA DET ONE BANGKOK TH
RUEHVN/AMEMBASSY VIENTIANE//CJTFFA DET THREE//
ZEN/CJTFFA DET TWO HANOI SRV
RUEHPF/AMEMBASSY PHNOM PENH//CJTFFA DET 4//
BT

UNCLAS //NO3460//
SECTION 01 OF 06
SECTION OF 02 OF 03
F

/***** THIS IS A COMBINED MESSAGE *****/
MSGID/GENADMIN/CDR JTF-FA/J2//
SUBJ/DETAILED REPORT OF INVESTIGATION OF CASES 0465 AND 0462//
RMKS/

(3) MR. TRAN THE VINH (TRAANF THEES VINH), IS A 69 YEAR
OLD RETIRED FISHERMAN WHO RESIDES IN QUYNH LIEN VILLAGE. HE
SHOWED THE TEAM SEVERAL PIECES OF AIRCRAFT WRECKAGE THAT HE SAID
CAME FROM AN AIRCRAFT THAT CRASHED IN THE SEA NEAR THE BEACH IN
QUYNH LIEN VILLAGE ON 3 FEBRUARY 1966. (FIELD COMMENT: THE DATE
UNCLASSIFIED

UNCLASSIFIED

PAGE:0002

AND LOCATION ARE CONSISTENT WITH RESOLVED CASE 0247.) MR. VINH DID NOT PERSONALLY COLLECT THE ITEMS AND COULD NOT RECALL WHO GAVE THEM TO HIM. NONE OF THE ITEMS SHOWED EROSION AND PITTING THAT ARE COMMON CHARACTERISTICS OF METAL ITEMS THAT HAVE BEEN SUBMERGED IN SALT WATER FOR LONG PERIODS. THE TEAM SENT PHOTOGRAPHS OF THE ITEMS TO HQ JTF-FA FOR WRECKAGE ANALYSIS EXPERTS TO EXAMINE. THE MARKINGS THE TEAM TRANSCRIBED FROM THE ITEMS ARE DESCRIBED IN PARA 3D, BELOW.

(4) THE OFFICIALS AND RESIDENTS WHO MET WITH THE TEAM IN QUYNH LIEN SAID THEY DID NOT KNOW ABOUT ANY AIRCRAFT THAT CRASHED AT SEA, EXCEPT THE ONE THAT CRASHED ON 3 FEBRUARY 1966.

I. ON THE MORNING OF 27 APRIL 1995, THE JOINT TEAM AND PROVINCE AND DISTRICT REPRESENTATIVES VISITED QUYNH PHUONG VILLAGE (48Q WG 780 255). MR. NGUYEN VAN LOI (NGUYEENX VAWN LOWIJ), CHAIRMAN OF THE VILLAGE PEOPLES COMMITTEE, TOGETHER WITH MAJOR PHAM XUAN HOA (PHAMJ XUAAN HOAF), DEPUTY COMMANDER OF COASTAL DEFENSE POST 144, AND SEVERAL VILLAGE OFFICIALS AND RESIDENTS RECEIVED THE TEAM AT THE OFFICES OF THE VILLAGE PEOPLES COMMITTEE. MAJOR HOA AND THE FISHERMEN IN THE GROUP THAT RECEIVED THE TEAM AGREED THAT FIVE AMERICAN AIRCRAFT LIE IN THE COASTAL WATERS OF QUYNH LUU DISTRICT. THE TEAM GAINED THE IMPRESSION THAT NEARLY EVERYONE PRESENT KNEW THE GENERAL CIRCUMSTANCES AND APPROXIMATE OFFSHORE LOCATIONS WHERE THE CASE 0247, CASE 0283, AND CASE 0416 AIRCRAFT CRASHED. IN FACT, SOME OF THE PERSONS PRESENT HELPED THE AMERICAN ASSISTANT TEAM LEADER OBTAIN THE COORDINATES OF THE CASE 0416 CRASH SITE IN JANUARY 1994. MOST PERSONS PRESENT ALSO SEEMED TO KNOW THE CIRCUMSTANCES OF ONE INCIDENT IN WHICH AN AIRCRAFT CRASHED AT NIGHT OFFSHORE FROM QUYNH PHUONG, AND THE APPROXIMATE LOCATION WHERE IT CRASHED. THE ENTIRE GROUP APPEARED EAGER TO HELP THE TEAM LOCATE EACH AIRCRAFT, AND AT TIMES SEEMED TO BE COMPETING WITH EACH OTHER TO SHOW HOW HELPFUL THEY COULD BE.

(1) IN ADDITION TO MR. LOI AND MAJOR HOA, THE PRINCIPAL CONTRIBUTORS TO THE DISCUSSIONS IN QUYNH PHUONG VILLAGE WERE:

(A) MR. NGUYEN NGOC THU (NGUYEENX NGOCJ THU), AKA MR. BAN (BAAN). MR. THU IS A 65 YEAR OLD RETIREE WHO LIVES IN QUYNH PHUONG VILLAGE. DURING THE 1960S HE WAS THE VICE CHAIRMAN FOR POLITICAL AFFAIRS ON THE VILLAGE PEOPLES COMMITTEE.

(B) MR. NGUYEN VAN CUONG (NGUYEENX VAWN CUOWNGF), AKA MR. CUONG LY (CUOWNGF LYS). MR. CUONG IS A 45 YEAR OLD FISHERMAN WHO LIVES IN QUYNH PHUONG VILLAGE.

(C) MR. HOANG VAN LON (HOANGF VAWN LONF), THE CURRENT ASSISTANT LEADER OF THE VILLAGE MILITIA.

(D) MR. NGUYEN HUE (NGUYEENX HUEEJ). RETIRED FISHERMAN AND MANAGER OF THE QUYNH PHUONG POST OFFICE.

(2) THE OFFICIALS AND RESIDENTS OF QUYNH PHUONG WHO RECEIVED THE TEAM EMPHATICALLY STATED ONLY ONE AIRCRAFT CRASHED AT NIGHT IN OR NEAR THE VILLAGE DURING THE WAR. THAT INCIDENT OCCURRED DURING 1966; HOWEVER, NO ONE PRESENT AT THE MEETING REMEMBERED THE SPECIFIC DATE. THE VILLAGE DID NOT KEEP A RECORD OF THE INCIDENT. THEY RECALLED THAT MEMBERS OF THE GUN CREW THAT

UNCLASSIFIED

UNCLASSIFIED

PAGE:0003

SHOT DOWN THE AIRCRAFT RECEIVED AWARD CERTIFICATES. THEY RECALLED SOME MEMBERS OF THE GUN CREW WENT TO FIGHT IN THE SOUTH AND WERE KILLED, AND ONE MEMBER RECENTLY DIED OF OLD AGE. THE OFFICIALS AND RESIDENTS WHO MET THE TEAM DID NOT KNOW ANYONE WHO MIGHT HAVE A PERSONAL RECORD OF THE INCIDENT. MR. LOI, MR. THU, AND MR. CUONG SAID THEY PERSONALLY OBSERVED THE INCIDENT AND

TOGETHER DESCRIBED IT IN THE FOLLOWING DETAIL:

(A) AT ABOUT 0100, A FLIGHT OF F-4 AIRCRAFT ATTACKED A TARGET NEAR THE HOANG MAI TRAIN STATION. RESIDENTS OF QUYNH PHUONG COULD HEAR AND SEE THE MUZZLE FLASHES OF ANTI-AIRCRAFT ARTILLERY (AAA) AT HOANG MAI FIRING AT THE AIRCRAFT. SHORTLY AFTER THE AAA OPENED FIRE ON THE AIRCRAFT, ONE F-4 FLEW FROM THE DIRECTION OF HOANG MAI, AT HIGH SPEED AND VERY LOW ALTITUDE, OVER QUYNH PHUONG VILLAGE AND TOWARD THE SEA.

(B) THE QUYNH PHUONG MILITIA HAD A 12.7MM ANTI-AIRCRAFT MACHINEGUN POSITION ON TOP OF THE NORTH END OF RU THAN LAN MOUNTAIN (RUS THAWN F LAWNF), AKA NUI THAN LAN, AKA HIGH POINT 52, VIC 48Q WG 785 255. THE QUYNH LAP MILITIA HAD A 7.65MM HEAVY MACHINEGUN POSITION ON THE SOUTH END OF HIGH POINT 139, VIC 48Q WG 806 265. THE PLANE PASSED BETWEEN THE TWO POSITIONS, BUT NEAREST TO THE QUYNH PHUONG MILITIA'S POSITION. AS THE PLANE FLEW PAST, BOTH GUN EMPLACEMENTS OPENED FIRE.

(C) IMMEDIATELY AFTER THE MILITIA OPENED FIRE, THE AIRCRAFT NOSED DOWN AND CRASHED IN THE SEA. MR. LOI, MR. THU, AND MR. CUONG RECALLED THAT THE AIRCRAFT WAS ON FIRE BEFORE IT CRASHED. THEY THOUGHT THE AIRCRAFT WAS TOO LOW FOR THE PILOTS TO HAVE TIME TO EJECT BEFORE THE PLANE HIT THE WATER. MR. LOI AND MR. CUONG RECALLED HEARING AN EXPLOSION AFTER THE AIRCRAFT SUNK BENEATH THE SURFACE.

(D) THE FOLLOWING MORNING, MR. THU DEBRIEFED THE MILITIAMEN WHO SHOT AT THE AIRCRAFT. BASED ON THE DEBRIEFING HE PREPARED A BRIEF WRITTEN REPORT. HE DELIVERED THIS REPORT TO THE QUYNH LUU DISTRICT MILITARY COMMAND THE FOLLOWING DAY (I.E., 21 SEPTEMBER 1966). MR. THU SAID HE DID NOT KEEP A COPY OF THE REPORT; HOWEVER, HE RECALLED THAT IT WAS VERY BRIEF AND CONTAINED ONLY THE BASIC FACTS OF THE ENGAGEMENT.

(E) TWO DAYS AFTER THE INCIDENT, FISHERMEN FROM QUYNH PHUONG WENT TO THE SITE TO LOOK FOR DEBRIS THAT MIGHT HAVE FLOATED TO THE SURFACE. MR. THU AND THE OTHER WITNESSES ESTIMATED THE SITE WAS ABOUT FIVE TO SEVEN KILOMETERS EAST OF THE COAST OF QUYNH PHUONG VILLAGE, IN ABOUT 10-12 METERS OF WATER.

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A

/***** BEGINNING OF SECTION 002 *****/
THE FISHERMEN FOUND THE SITE EASILY, BECAUSE IT WAS MARKED BY AN OIL AND FUEL SLICK ON THE SURFACE OF THE SEA ABOVE THE WRECKAGE. ALTHOUGH THEY FOUND SOME DEBRIS FLOATING ON THE SURFACE, NONE OF THE WITNESSES RECALLED ANY SPECIFIC ITEM OR WHETHER ANYONE COLLECTED ANY ITEM.

(F) THE AAA UNITS AT HOANG MAI AND THE MILITIA FROM BOTH QUYNH PHUONG AND QUYNH LAP EACH CLAIMED CREDIT FOR SHOOTING
UNCLASSIFIED

UNCLASSIFIED

PAGE:0004

DOWN THIS AIRCRAFT. MR. THU AND THE OTHER OFFICIALS AND RESIDENTS OF QUYNH PHUONG WHO MET WITH THE TEAM RECALLED THAT THE PROVINCE MILITARY COMMAND TOOK TWO OR THREE MONTHS TO DECIDE WHO SHOULD RECEIVE CREDIT FOR SHOOTING DOWN THIS AIRCRAFT. IN THE END, PROVINCE GAVE CREDIT TO QUYNH PHUONG, APPARENTLY BECAUSE THEY WERE THE LAST TO SHOOT AT THE PLANE, AND BECAUSE THE PLANE CRASHED IN THE COASTAL WATERS EAST OF QUYNH PHUONG.

(G) THE WITNESSES AGREED THAT NO ONE HAS EVER TRIED TO SCAVENGE THIS AIRCRAFT, AND TO THE BEST OF THEIR KNOWLEDGE, IT IS STILL INTACT.

(3) THE CHAIRMAN OF QUYNH PHUONG VILLAGE AGREED TO FIND AT LEAST ONE LOCAL FISHERMAN IN ADDITION TO MR. CONG WHO HAS

FIRSTHAND KNOWLEDGE OF THE LOCATION OF THE AIRCRAFT THAT CRASHED AT SEA AT NIGHT ABOUT FIVE TO SEVEN KILOMETERS EAST OF QUYNH PHUONG. THE VILLAGE CHAIRMAN PROMISED TO ARRANGE FOR THE PERSONS TO GO TO SEA WITH THE TEAM, FISHERMEN FROM NEIGHBORING VILLAGES, AND MEMBERS OF COASTAL DEFENSE POST 144 AND HELP PINPOINT THE LOCATION OF THE AIRCRAFT ON 28 APRIL 1995.

(4) ON 28 APRIL 1995, MR. LE DANG HIEN (LEE DAWNG HIEENR), A 41 YEAR OLD RESIDENT OF QUYNH PHUONG, AND MR. CUONG WENT TO SEA WITH THE TEAM TO SEARCH FOR THE WRECKAGE OF THE AIRCRAFT THAT CRASHED FIVE TO SEVEN KILOMETERS EAST OF QUYNH PHUONG. MR. HIEN LED THE SEARCH FOR THIS AIRCRAFT. THE TEAM INTERVIEWED MR. HIEN WHILE AT SEA. HE SAID HE LAST DOVE ON THIS AIRCRAFT TO FREE HIS NETS IN 1986. AT THAT TIME THE AIRCRAFT WAS INTACT, RESTING IN A NOSE-DOWN POSITION, WITH THE NOSE AND ONE WING BURIED IN THE SAND. THE TAIL AND THE OPPOSITE WING EXTENDED UPWARD AT AN ANGLE TOWARD THE SURFACE. THE NOSE OF THE AIRCRAFT WAS POINTING TOWARD THE OPEN SEA. HE SAID HE DID NOT KNOW WHAT TYPE OF AIRCRAFT IT IS. HE ESTIMATED THE PLANE RESTS IN ABOUT 10-12 METERS OF WATER, WITH THE TAIL ABOUT FIVE METERS BELOW THE SURFACE. TO THE BEST OF HIS KNOWLEDGE, NO ONE HAS EVER TRIED TO SALVAGE THIS AIRCRAFT. HE SAID THAT EVERY JUNE A SMALL COMMERCIALY EXPLOITABLE FISH SWARMS AROUND THIS WRECKAGE, MAKING IT VERY EASY TO FIND THE PLANE. HE SAID THAT A FISHERMAN CAN SOMETIMES NET UP TO TEN TONS OF THIS FISH WHEN THEY SWARM AROUND THIS WRECKAGE IN JUNE. THE RESULTS OF THE OVER WATER SURVEY ARE DESCRIBED BELOW.

3. MATERIAL EVIDENCE:

A. REFER TO PARA 2F(3), ABOVE. MR. TRAN DINH CHIEU, PARTY CHAPTER SECRETARY OF QUYNH LAP VILLAGE GAVE THE TEAM A 2.3CM X 5.8CM DATA PLATE HE SAID WAS RECOVERED FROM AN AIRCRAFT THAT CRASHED IN THE NORTHERN PART OF HIS VILLAGE IN EARLY 1967. (FIELD COMMENT: APPARENTLY RESOLVED CASE 0564.) THE TEAM TRANSCRIBED THE FOLLOWING INFORMATION FROM THE DATA PLATE:

VALVE
FUEL PRESS. & DUMP
PART NO. 540446
SERIAL NO. 6151399
PRATT & WHITNEY AIRCRAFT
EAST HARTFORD, CONN. U.S.A.

B. REFER TO PARA 2G(3), ABOVE. OFFICIALS OF QUYNH LUONG
UNCLASSIFIED

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PAGE:0005

VILLAGE COLLECTED THE FOLLOWING ITEMS OF AIRCRAFT WRECKAGE FROM RESIDENTS OF THE VILLAGE, AND GAVE THE ITEMS TO THE TEAM. VILLAGE OFFICIALS SAID VILLAGERS COLLECTED THE ITEMS FROM AN AIRCRAFT THAT CRASHED IN THE SEA ON AN UNKNOWN DATE ABOUT TWO KILOMETERS FROM RU OI. THE PREPONDERANCE OF INFORMATION THE TEAM COLLECTED SUGGESTS THIS AIRCRAFT PROBABLY IS THE CASE 0465 AIRCRAFT.

(1) A CIRCULAR METAL RING WITH THE FOLLOWING DATA STAMPED IN THE METAL:

GE-515D679-G12
ASSY. S/N 5450
07482
G.E. 577C747P1 07482 S.N. 3482

(2) A CIRCULAR METAL CASTING, THAT MIGHT BE A CABLE PULLEY CAM. THE ITEM HAS TWO NOTCHES ON OPPOSING SIDES. THERE ARE TWO ROWS OF RAISED NUMBERS ON THE ITEM:

275
523048 (THE FINAL DIGIT MIGHT BE A THREE, IT LOOKS MORE

LIKE AN EIGHT).

(3) A METAL CLAMP, APPROXIMATELY 13.5 CM LONG AND 1.3 CM WIDE, WITH A HOLE AT EACH END, WITH THE FOLLOWING NUMBERS STAMPED ON IT:

ADEL G-E
R355P178

NOTE: THE LETTERS G-E AND ADEL ARE PARALLEL TO EACH OTHER, ON OPPOSITE SIDES OF A HOLE NEAR ONE END OF THE CLAMP. THE LETTER-NUMBER SEQUENCE IS PERPENDICULAR TO THE LETTERS G-E AND ADEL.

(4) A PORUS METAL SHEATH WITH AN APPARENT STAINLESS STEEL INSERT, APPROXIMATELY TEN INCHES LONG AND APPROXIMATELY ONE INCH IN DIAMETER, WITH A UNIVERSAL JOINT ON ONE END. THE PORUS METAL SHEATH IS SEVERELY PITTED, APPARENTLY FROM PROLONGED SUBMERSION IN SALT WATER. THE FOLLOWING DATA IS STAMPED IN BLACK INK ON THE SHAFT OF THE TUBE (SOME OF THE DATA IS ILLEGIBLE OR DIFFICULT TO READ):

ASSEM(ILLEGIBLE)

52631(ILLEGIBLE NUMBER) (UNCLEAR NUMBER)1 (TWO OR MORE ILLEGIBLE NUMBERS/LETTERS)

(NOTE: THE UNCLEAR NUMBER IN THE ABOVE SEQUENCE APPEARS TO BE "3")
(ILLEGIBLE) 274 (ILLEGIBLE)

//
5

/***** BEGINNING OF SECTION 003 *****/

TO{RQU}E CHECKE{D} (NOTE: LETTERS IN BRACKETS ARE NOT CLEAR)

(NOTE: TWO OTHER SERIES OF LETTERS OR NUMBERS ARE STAMPED ON THE SHAFT, BUT THEY ARE ILLEGIBLE.)

(5) A SOLID METAL TUBE WITH TWO BLUE AND YELLOW LABELS NEAR EACH END OF THE TUBE. THE TABS CONTAIN THE FOLLOWING DATA:

{FIRST LABEL} {SECOND LABEL}
HYDRAULIC RETURN NO. 2

(THERE ARE FLOW ARROWS ON THIS LABEL)
UNCLASSIFIED

UNCLASSIFIED

PAGE:0006

(6) A SOLID METAL TUBE WITH TWO BLUE AND YELLOW LABELS NEAR EACH END OF THE TUBE. THE TABS CONTAIN THE FOLLOWING DATA:

{FIRST LABEL} {SECOND LABEL}
HYDRAULIC PRESSURE NO. 2

(THERE ARE FLOW ARROWS ON THIS LABEL)

(7) A SMALL METAL BOX (APPROXIMATELY 6" X 2.75" X 1.25") WHICH APPEARS TO HOLD ELECTRICAL CIRCUITRY. THIS PIECE IS SEVERELY PITTED, APPARENTLY FROM PROLONGED SUBMERSION IN SALT WATER. ONE LOOSE ELECTRONIC COMPONENT HAS THE FOLLOWING READABLE NUMBERS/WORDS:

BOU (UNKNOWN NUMBER OF LETTERS UNDER CLAMP)
3G
2R

(8) TWO RECTANGULAR PIECES OF SHEET METAL, APPARENTLY CUT FROM THE SKIN OR STRUCTURAL PART OF AN AIRCRAFT. FIELD EXAMINATION FAILED TO IDENTIFY ANY MARKINGS ON EITHER ITEM.

C. REFER TO PARA 2H(2), ABOVE. MR. NGUYEN NIEN (NGUYEENX NIEEN), A 40 YEAR OLD FISHERMAN WHO RESIDES IN THON 1 (HAMLET 1), QUYNH LIEN VILLAGE, SHOWED THE TEAM A BOX THAT APPEARED TO BE AN ELECTRONIC COMPONENT OF AN AIRCRAFT. HE SAID HE RECOVERED THE ITEM FROM THE NOSE OF AN AIRCRAFT THAT LANDED ON THE BEACH IN HUU NAM HAMLET. THE TEAM HAS NO MEANS TO INDEPENDENTLY VERIFY THE ORIGIN OF THE ITEMS. IF MR. NIEN'S INFORMATION IS ACCURATE, THE ITEM PROBABLY CAME FROM THE CASE 0247 AIRCRAFT. THE TEAM SENT

PHOTOGRAPHS OF THE ITEM TO HQ JTF-FA FOR WRECKAGE ANALYSIS EXPERTS TO EXAMINE. THE TEAM TRANSCRIBED THE FOLLOWING DATA FROM THE BOX.

(1) STAMPED IN WHITE ON THE BLACK SURFACE OF ONE END OF THE BOX:

PART OF
AN/APA-157
184AG14E

(2) STAMPED IN WHITE ON THE BLACK SURFACE OF THE OTHER END OF THE BOX, NEAR A RECTANGULAR OPENING:

5JI (POSSIBLY: 5J1)

(3) CAPACITORS (INSIDE THE BOX) MARKED:

232FC2
85DC
6439

(4) RESISTOR (INSIDE THE BOX) MARKED: RN50C

(5) RECTANGULAR POSSIBLE FREQUENCY CRYSTAL OR TRANSISTOR:

(TOP): 3150
(SIDE): 33.16 TE6

(6) RECTANGULAR POSSIBLE FREQUENCY CRYSTAL OR TRANSISTOR:

(TOP): 3150
(SIDE): 33.35 PE6 (POSSIBLY 33.25 PE6)

(7) ROUND POSSIBLE TRANSISTOR:

RAY
2N10{26} {TWO NUMBERS IN BRACKETS ARE NOT CLEAR}
641B

D. REFER TO PARA 2H(3), ABOVE. MR. TRAN THE VINH (TRAAF)
UNCLASSIFIED

UNCLASSIFIED

PAGE:0007

THEES VINH), A 69 YEAR OLD RETIRED FISHERMAN WHO RESIDES IN QUYNH LIEN VILLAGE, SHOWED THE TEAM SEVERAL PIECES OF AIRCRAFT WRECKAGE THAT HE SAID CAME FROM AN AIRCRAFT THAT CRASHED IN THE SEA NEAR THE BEACH IN QUYNH LIEN VILLAGE ON 3 FEBRUARY 1966. (FIELD COMMENT: THE DATE AND LOCATION ARE CONSISTENT WITH RESOLVED CASE 0247.) THE TEAM SENT PHOTOGRAPHS OF THE ITEMS TO HQ JTF-FA FOR WRECKAGE ANALYSIS EXPERTS TO EXAMINE. THE TEAM TRANSCRIBED THE FOLLOWING MARKINGS FROM BOX:

(1) A DUCT ASSEMBLY WITH THE FOLLOWING DATA STAMPED ON THE SURFACE:

DUCT ASSY.
20421 890 CHG AW1
55820 SER NO. 1058

(2) TWO IDENTICAL METAL CASTINGS:

SIDE A: 20-35106-1
SIDE B: D671

(3) UNIDENTIFIED METAL OBJECT: 20-35447

(4) UNIDENTIFIED METAL OBJECT: 10001-155528

(5) UNIDENTIFIED METAL OBJECT: 32 94697 7 AE36D

4. SURVEY RESULTS:

A. ON 28 APRIL 1995, THE TEAM, SEVERAL FISHERMEN FROM QUYNH PHUONG AND QUYNH LUONG VILLAGES, AND MEMBERS OF COASTAL DEFENSE POST 144 MET AT THE OFFICE OF THE QUYNH PHUONG VILLAGE PEOPLES COMMITTEE. THE GROUP HELD A SHORT INFORMAL PLANNING SESSION. THE GROUP AGREED TO SEARCH FIRST FOR THE AIRCRAFT THAT CRASHED DURING THE NIGHT OF 19 SEPTEMBER 1966, ABOUT FIVE TO SEVEN KILOMETERS EAST OF QUYNH PHUONG, AND SECOND FOR THE AIRCRAFT THAT CRASHED ON AN UNKNOWN DATE ABOUT TWO KILOMETERS FROM RU OI. THE GROUP AGREED THAT MR. LE DANG HIEN, FROM QUYNH PHUONG, SHOULD LEAD THE SEARCH FOR THE FORMER AIRCRAFT; AND MR. LE CONG HUNG,

FROM QUYNH LUONG, SHOULD LEAD THE SEARCH FOR THE LATTER. THE GROUP THEN WALKED TO THE BEACH AND BOARDED TWO FISHING BOATS AT VIC 48Q WG 790 268.

B. AS THE GROUP PASSED OUT OF THE ESTUARY, ONE BOAT, PILOTED BY THE DEPUTY COMMANDER OF COASTAL DEFENSE POST 144, STOPPED AT THE HARBOR CHECK POINT (VIC 48Q WG 800 259) TO REGISTER THE DEPARTURE AS REQUIRED BY LAW AND TO PICK-UP TWO FISHERMEN FROM //

/***** BEGINNING OF SECTION 004 *****/

QUYNH LAP VILLAGE. THE OTHER BOAT, PILOTED BY MR. LE DANG HIEN, AND CARRYING THE TEAM, PROCEEDED DIRECTLY TO THE FIRST SEARCH AREA. THIS BOAT ARRIVED AT THE SEARCH AREA ABOUT ONE HOUR BEFORE THE POST 144 BOAT.

C. MR. HIEN DETERMINED THE CORRECT LOCATION BY ALIGNING LANDMARKS ALONG TWO OR MORE SEPARATE AZIMUTHS. WHEN THE LANDMARKS ON EACH AZIMUTH ARE CORRECTLY ALIGNED THE BOAT IS AT THE POINT WHERE THE AZIMUTHS INTERSECT. AT THIS POINT, MR. HIEN ORDERED THE ANCHOR DROPPED. HE INSTRUCTED ONE OF THE OTHER FISHERMEN TO KEEP THE BOAT ENGINE IDLING. HE EXPLAINED THAT WHEN HE DOVE NEAR THE WRECKAGE IN THE PAST, HE COULD SOMETIMES HEAR

UNCLASSIFIED

UNCLASSIFIED

PAGE:0008

THE SOUND OF NEARBY BOAT ENGINES ECHO OFF THE WRECKAGE. HE TIED TWO TOW LINES TO A CIRCULAR BASKET BOAT AND PUT IT OVER THE SIDE. HE INSTRUCTED TWO FISHERMEN TO GET IN AND MAN PADDLES. HE AND ANOTHER FISHERMAN THEN PUT ON FACE MASKS, ENTERED THE WATER, AND HELD ON TO THE TOW LINES. FOR ABOUT ONE HOUR, THE PADDLERS TOWED THE TWO SWIMMERS IN ARCS AROUND THE LARGE BOAT AS THE SWIMMERS LISTENED FOR ECHOES AND FREE DIVED TO SEARCH FOR THE AIRCRAFT. THE FACT THAT UNDERWATER VISIBILITY WAS NO MORE THAN TWO METERS, REDUCED THE EFFECTIVENESS OF THIS METHOD OF SEARCH.

D. WHEN THE SECOND BOAT ARRIVED ON THE SCENE, MR. HIEN CHANGED THE SEARCH TECHNIQUE. THE NEW TECHNIQUE WAS TO SUSPEND A NYLON ROPE, ABOUT 250 METERS LONG, BETWEEN THE TWO BOATS. THE FISHERMEN HAD TIED HEAVY STONES AND BRICKS TO THIS LINE AT ABOUT 10-15 METER INTERVALS. WITH THE TWO BOATS ABOUT 100-150 METERS FROM EACH OTHER AND MOVING PARALLEL TO EACH OTHER AT A VERY SLOW SPEED, THIS LINE WOULD DRAG ALONG THE SEA FLOOR UNTIL IT SNAGGED AN OBSTRUCTION. MR. HIEN AND OTHER FISHERMEN ON THE BOAT EXPLAINED THAT THEY COMMONLY USE THIS TECHNIQUE TO FIND AND SALVAGE FISHING BOATS THAT HAVE SUNK.

E. AFTER ABOUT 30 MINUTES, THE DRAG LINE SNAGGED AN OBSTRUCTION AND THE FISHERMEN PULLED ON THE LINE TO DRAW THE BOATS TOWARD THE SNAG; HOWEVER, THE LINE QUICKLY SLIPPED OFF THE SNAG. THE FISHERMEN AGREED THAT THE AIRCRAFT WAS THE ONLY UNDERWATER OBSTRUCTION IN THIS AREA, AND REPEATED THE PROCESS. ABOUT 30 MINUTES LATER THE LINE SNAGGED AGAIN, APPARENTLY ON THE SAME OBSTRUCTION. AS THE FISHERMEN PULLED THE BOATS NEAR THE SNAG AND MR. HIEN PREPARED TO FREE DIVE ON IT, THE SNAG LINE SLIPPED OFF AGAIN AND THE BOATS BEGAN TO DRIFT. AT THIS POINT BOTH BOATS ANCHORED AND THE CREWS AND TEAM ATE LUNCH.

F. AFTER LUNCH, MR. HIEN DIRECTED A THIRD TRY TO SNAG THE AIRCRAFT. AFTER ABOUT 45 MINUTES, THE LINE SNAGGED AGAIN, APPARENTLY ON THE SAME OBSTRUCTION AS THE PREVIOUS TWO SNAGS. THIS TIME THE LINE HELD WHEN THE FISHERMEN PULLED THE BOATS TO A POSITION CLOSE TO THE OBSTRUCTION. THE FISHERMEN WERE EAGER TO TRY TO RETRIEVE A PIECE FROM THE AIRCRAFT TO PROVE THEY HAD GIVEN ACCURATE INFORMATION. MR. HIEN AND TWO PADDLERS THEN TOOK THE

SMALL BASKET BOAT TO A POSITION NEARLY DIRECTLY OVER THE OBSTRUCTION AND MR. HIEN FREE DIVED TOWARD THE OBSTRUCTION. AS MR. HIEN DOVE THE SNAG LINE SLIPPED OFF THE OBSTRUCTION AGAIN, PULLING WITH IT PIECES OF FISH NET THAT APPARENTLY HAD BEEN SNAGGED ON THE OBSTRUCTION. AT THIS POINT THE TEAM CHIEF INSISTED THAT MR. HIEN AND THE FISHERMEN NOT DIVE AND RISK GETTING TANGLED IN OTHER NETTING THAT MIGHT BE CAUGHT ON THE OBSTRUCTION.

G. THE TEAM USED A GLOBAL POSITIONING SYSTEM RECEIVER TO ACQUIRE COORDINATES AT THE POINT WHERE MR. HIEN FIRST ANCHORED THE BOAT AND EACH TIME THE SNAG LINE CAUGHT ON THE UNDERWATER OBSTRUCTION. THE FIRST LOCATION, WHICH WAS BASED ON MR. HIEN'S ALIGNMENT OF LANDMARKS, WAS VIC 48Q WG 84701 22883. THIS COORDINATE WAS LESS THAN THREE HUNDRED METERS FROM THE FINAL READING. THE FINAL READING, MADE WHILE THE BOAT WAS NEARLY

UNCLASSIFIED

UNCLASSIFIED

PAGE:0009

DIRECTLY OVER THE OBSTRUCTION, WAS VIC 48Q WG 84890 22987. ALTHOUGH THE TEAM COULD NOT SEE THE OBSTRUCTION, THE TEAM WAS CONVINCED THAT THE FISHERMEN WERE CORRECT WHEN THEY SAID IT WAS THE AIRCRAFT THAT CRASHED DURING THE NIGHT OF 19 SEPTEMBER 1966.

H. NEXT, MR. LE CONG HUNG AND THE OTHER TWO FISHERMEN FROM QUYNH LUONG LED THE TWO BOATS TO A SITE ABOUT TWO KILOMETERS NORTH-NORTHWEST OF RU OI AND ABOUT 1,800 METERS FROM THE COAST OF QUYNH BANG VILLAGE. MR. HUNG PILOTED THE LEAD BOAT. AS THE LEAD BOAT APPROACHED THE SITE, MR. HUNG AND HIS TWO COMPANIONS CONSULTED EACH OTHER ON LANDMARK ALIGNMENTS. WHEN THEY AGREED ON THE LOCATION, MR. HUNG ORDERED THE ANCHOR DROPPED. THE THREE MEN FROM QUYNH LUONG AGREED THAT THEY WERE ANCHORED WITHIN ABOUT 25 METERS OF THE AIRCRAFT. MR. HUNG IMMEDIATELY DROPPED A BASKET BOAT OVER THE SIDE AND INSTRUCTED TWO OTHER FISHERMEN TO JOIN HIM IN IT. WITH MR. HUNG DIRECTING THEM AND CAREFULLY CHECKING ALIGNMENT OF LANDMARKS, THE OTHER TWO MEN PADDLED THE BOAT TO A POSITION ABOUT 25-30 METERS NORTH OF THE BOAT. AT THIS POINT MR. HUNG BEGAN FREE DIVING.

I. UNFORTUNATELY, INCREASING WINDS WERE CAUSING HIGH WAVES, WHICH IN TURN DECREASED THE UNDERWATER VISIBILITY. THIS CONDITION INCREASED THE DANGER THAT MR. HUNG COULD GET TANGLED IN NETS THAT MIGHT BE SNAGGED ON THE WRECKAGE. THE TEAM LEADER INSISTED THAT MR. HUNG STOP DIVING TO FIND THE WRECKAGE.

J. NEVERTHELESS, THE THREE FISHERMEN FROM QUYNH LUONG WERE VERY EAGER TO PROVE TO THE TEAM THAT AN AIRCRAFT CRASHED AT THIS SITE. THEY SAID THAT NETS SELDOM SNAGGED ON THE REMAINING WRECKAGE AT THIS SITE, BECAUSE IT PROTRUDED NO MORE THAN ABOUT 24 INCHES ABOVE THE SAND. AT THE INSISTENCE OF THE FISHERMEN, HOWEVER, THE TEAM LEADER AGREED TO MAKE ONE ATTEMPT TO SNAG THIS WRECKAGE USING THE SAME TECHNIQUES THE FISHERMEN USED TO FIND THE AIRCRAFT THAT CRASHED ON 19 SEPTEMBER 1966. THE TRY WAS UNSUCCESSFUL. NEVERTHELESS, THE QUICKNESS AND ASSUREDNESS WITH WHICH THESE THREE MEN GUIDED THE TEAM TO THIS SITE, AND THE SITE'S PROXIMITY TO LAND, GAVE COMPELLING EVIDENCE THAT THE MEN ANCHORED THE BOAT VERY NEAR THE AIRCRAFT THEY WERE SEARCHING FOR.

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/***** BEGINNING OF SECTION 005 *****/

THE GPS READING THE TEAM ACQUIRED WHILE ANCHORED AT THIS SITE WAS 48Q WG 79111 20263. THE PREPONDERANCE OF INFORMATION AVAILABLE TO THE TEAM SUGGESTS THIS PROBABLY IS THE CRASH SITE FOR THE CASE 0465 AIRCRAFT.

K. WHILE ANCHORED AT THIS LOCATION (48Q WG 79111 20263), THE AMERICAN TEAM LEADER DISCUSSED THE LOCATION OF RANG DA DUONG JOINTLY WITH MR. TRUONG QUANG LAI FROM QUYNH LAP VILLAGE, MR. LE DANG HIEN FROM QUYNH PHUONG VILLAGE, THE THREE FISHERMEN FROM QUYNH LUONG VILLAGE (MESSRS PHAM VAN THOA, LE CONG HUNG, AND HOANG PHUC TRIEU), AND THE MAJOR PHAM XUAN HOA FROM COASTAL DEFENSE POST 144.

(1) THEY UNANIMOUSLY AGREED THAT THIS FEATURE WAS AN UNDERWATER ROCK FORMATION LOCATED ABOUT 500 METERS SOUTH-UNCLASSIFIED

UNCLASSIFIED

PAGE:0010

SOUTHWEST OF THE BOAT (I.E., AN UNDERWATER ROCK FORMATION VIC 48Q WG 789 197).

(2) THE FISHERMEN FROM QUYNH LAP AND QUYNH PHUONG CALLED THIS FEATURE "RANG DA DUONG" (RANGJ DAS DUOWNGF--SUGAR ROCK REEF).

(3) THE THREE FISHERMEN FROM QUYNH LUONG AND MAJOR HOA CALLED IT "RANG DA GIUONG" (RANGJ DAS GIUOWNGF--BED ROCK REEF).

(4) THEY UNANIMOUSLY AGREED THAT THERE IS NO FEATURE CALLED BY EITHER NAME IN THE ESTUARY OF THE HOANG MAI RIVER OR ANYWHERE NEAR THE LOCATION MR. THUYET CITED IN OCTOBER 1990 AND ON 26 APRIL 1995.

(5) THEY ALSO UNANIMOUSLY AGREED THAT NO AIRCRAFT EVER CRASHED IN THE ESTUARY OF THE HOANG MAI RIVER.

5. RECOMMENDED FUTURE ACTIONS: IN THE TEAM CHIEF'S JUDGMENT ONLY TWO COURSES OF ACTION REMAIN OPEN:

A. CONDUCT MARINE SEARCH OPERATIONS TO CONFIRM THE EXISTENCE OF AIRCRAFT WRECKAGE AT EACH OF THE FOLLOWING CLOSELY RELATED LOCATIONS OFF THE COAST OF QUYNH LUU DISTRICT:

(1) 48Q WG 7977 2422. PROBABLY THE CASE 0416 AIRCRAFT (REF G).

(2) 48Q WG 84890 22987. PROBABLY THE CASE 0462 AIRCRAFT.

(3) 48Q WG 79111 20263. PROBABLY THE CASE 0465 AIRCRAFT.

B. IF MARINE RECOVERY OPERATIONS ARE NOT FEASIBLE OR ARE NOT SUCCESSFUL, CONCLUDE THAT WE HAVE ACHIEVED THE FULLEST POSSIBLE ACCOUNTING FOR EACH OF THE THREE CASES CITED ABOVE.

6. AREAS OF CASE FILE INFORMATION NOT INVESTIGATED: NONE.

7. ANALYST COMMENTS: CONCUR WITH TEAM CHIEF'S COMMENTS BELOW.

8. SEARCH AND RECOVERY SPECIALIST COMMENTS: NOT APPLICABLE.

9. TEAM CHIEF COMMENTS:

A. REFER TO PARA 2G(1)(C), ABOVE. ALTHOUGH MR. HOANG VAN LUONG CLEARLY THOUGHT THE THIRD ENTRY IN HIS DAIRY WAS BASED ON AN ACTUAL INCIDENT, FIELD ANALYSIS FAILED TO IDENTIFY ANY AIRCRAFT DOWN AT OR NEAR QUYNH NGHIA OR DAU RONG ON 30 JUNE 1966.

(1) THE MR4 AIR DEFENSE COMBAT JOURNAL HAS ONE ENTRY FOR 30 JUNE 1966--ENTRY NUMBER 547. THAT ENTRY RECORDS AN INCIDENT IN WHICH THE D9 BATTALION AT THE QUAN HAU (QUANS HAAUF) BRIDGE (48Q XE 750 245) ALLEGEDLY SHOT DOWN AN F-4H THAT CRASHED AT 2000 IN HA THON (HAF THOON) HAMLET (48Q XE 750 302), BAO NINH VILLAGE, DONG HOI DISTRICT, QUANG BINH PROVINCE--ABOUT 200 KM SOUTH OF QUYNH NGHIA. THE MR4 JOURNAL RECORDS ONLY TWO INCIDENTS IN WHICH AIRCRAFT ALLEGEDLY CRASHED IN THE SEA EAST OF DAU RONG (AKA LACH QUEN POINT--REF N) IN 1966--ENTRIES 506 AND 562 ON 30 MAY AND 15 JULY 1966, RESPECTIVELY. NEITHER ENTRY CORRESPONDS TO ANY TRUE INCIDENT. THE MR4 JOURNAL DOES NOT CREDIT QUYNH NGHIA FOR SHOOTING DOWN ANY AIRCRAFT IN 1966.

(2) A JOINT TEAM VISITED QUYNH NGHIA VILLAGE (AKA QUYNH LONG IN THE MR4 JOURNAL) ON 29 AUGUST 1992 (19TH JFA) (REF K, ABOVE, APPLIES). VILLAGE OFFICIALS SAID THEY RECEIVED CREDIT FOR

SHOOTING DOWN ONLY TWO AIRCRAFT DURING THE WAR. ONE CRASHED IN THE SEA EAST OF DAU RONG POINT AND THE OTHER DISAPPEARED OVER THE HORIZON TRAILING SMOKE. THE TEAM EXAMINED LOCAL DOCUMENTS THAT
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UNCLASSIFIED

PAGE:0011

ESTABLISHED THE DATES FOR THE TWO INCIDENTS AS 27 DECEMBER 1967 AND 28 JANUARY 1968. THE DATES AND LOCATIONS CORRESPOND TO ENTRIES 1009 AND 1041 IN THE MR4 JOURNAL. THE FORMER ENTRY CORRESPONDS TO CASE 0952. THE LATTER DOES NOT CORRESPOND TO ANY ACTUAL LOSS.

(3) THE THIRD ENTRY IN MR. LUONG'S DIARY COULD BE ONE OF THE INFLATED CLAIMS FREQUENTLY SEEN IN VIETNAMESE RECORDS. IT IS ALSO POSSIBLE HE BASED THE ENTRY ON THE ONLY KNOWN AIRCRAFT TO CRASH EAST OF NUI RONG (CASE 0952), BUT MADE THE ENTRY LONG AFTER THE FACT, BASED ON HEARSAY, AND FOR REASONS HE NO LONGER RECALLS RECORDED THE WRONG DATE. WE HAVE SEEN OTHER EXAMPLES OF ERRORS THAT CREEPT INTO VIETNAMESE DOCUMENTS AS A RESULT OF ATTEMPTS TO CREATE RECORDS AFTER THE FACT BASED ON MEMORY AND SECOND HAND INFORMATION. FOR EXAMPLE, REF H DESCRIBES A BANNER THAT CONTAINS QUYNH LAP VILLAGE'S ONLY RECORD OF AMERICAN AIRCRAFT AND PILOTS THAT CAME DOWN IN THAT VILLAGE. SOME DATES WERE INACCURATE. OFFICIALS AND RESIDENTS OF QUYNH LAP VILLAGE TOLD JTF-FA INVESTIGATORS DURING THE 29TH JFA THAT VILLAGE AUTHORITIES CREATED THAT RECORD AFTER THE WAR AND RELIED ON THE MEMORY OF WITNESSES, NOT WRITTEN RECORDS, TO ESTABLISH THE DATES OF THE INCIDENTS RECORDED ON THE BANNER.

B. REFS L AND M OFFER ANOTHER EXAMPLE OF THE UNEVEN QUALITY OF VIETNAMESE RECORDS CONCERNING INCIDENTS IN QUYNH LUU DISTRICT. REFS L AND M APPEAR TO DEPICT THE SAME INCIDENT--RESOLVED CASE 0247.

(1) REF L IS AN UNDATED VIETNAMESE DOCUMENT TITLED "SKETCH OF AN AIRCRAFT ENGAGEMENT ON 4 SEPTEMBER 1965 IN QUYNH LUU." VIETNAMESE AUTHORITIES GAVE AMERICAN OFFICIALS A COPY OF THE DOCUMENT ON 3 JULY 1993. THE DOCUMENT DOES NOT INCLUDE A NARRATIVE DESCRIPTION OF THE INCIDENT DEPICTED IN THE SKETCH. THE U.S. LOST AN AIRCRAFT IN QUYNH LUU ON 4 SEPTEMBER 1965; HOWEVER, THAT AIRCRAFT AND CREW CRASHED ABOUT 20 KM WEST OF THE LOCATION DEPICTED IN THE SKETCH AND UNDER MUCH DIFFERENT

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/***** BEGINNING OF SECTION 006 *****/
CIRCUMSTANCES. THE SKETCH DEPICTS THE EVENTS DESCRIBED BELOW, ALL OF WHICH ARE CONSISTENT WITH THE OFFICIAL RECORD OF THE CIRCUMSTANCES OF LOSS FOR CASE 0247, AND WITH DESCRIPTIONS OF THE CASE 0247 INCIDENT RECEIVED FROM RESIDENTS OF THE COASTAL VILLAGES OF QUYNH LUU DISTRICT

(A) AN AIRCRAFT IN FLAMES FLYING ON A NORTHWEST-SOUTHEAST TRACK ACROSS QUYNH LIEN VILLAGE TOWARD THE COAST.

(B) A BROKEN AIRCRAFT ON THE BEACH BETWEEN DAI DONG AND QUYET TIEN HAMLETS IN THE VICINITY OF 48Q WG 775 230--ABOUT ONE KILOMETER WEST FROM THE OFFICIAL LAST KNOWN COORDINATES FOR CASE 0247.

(C) TWO PILOTS DESCENDING IN PARACHUTES OFFSHORE.

(D) BOATS LAUNCHED FROM THE BEACH IN QUYNH BANG VILLAGE, VICINITY 48Q WG 775 200, CAPTURING TWO PILOTS FLOATING IN LIFE BOATS.

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PAGE:0012

(E) THE PILOTS IN LIFE BOATS AT APPROXIMATELY THE SAME COORDINATES AT WHICH OTHER U.S. PILOTS LAST SAW THE TWO PILOTS FROM CASE 0247.

(2) REF M IS AN UNDATED VIETNAMESE DOCUMENT TITLED "TRIFORCE COORDINATED BATTLE AT 1308 ON 3 FEBRUARY 1966 IN QUYNH LUU-SHOT DOWN ONE A3J AND CAPTURED TWO PILOTS." VIETNAMESE AUTHORITIES GAVE AMERICAN OFFICIALS A COPY OF THE DOCUMENT ON 3 JULY 1993. THE SKETCH AND ITS INSET BOX DESCRIBE THE CORRECT DATE, TIME, LOCATION, TYPE AIRCRAFT, NUMBER OF CREWMEMBERS, AND CIRCUMSTANCES FOR THE CASE 0247 INCIDENT. ALTHOUGH THE SKETCH RECORDS THAT BOTH CREWMEMBERS WERE CAPTURED, IN FACT ONE OF THE CREWMEMBERS WAS KILLED.

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