

BKK 24291

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RR RUHQEFA RUHQHQA RUEKJCS RUEKJCS
IE RUMTBK #4291 119 **
ZNY SSSSS
R 290411Z APR 85
FM JCRC IIAISON BANGKOK TH
TO RUHQEFA / CDR JCRC BARBERS PT HI
INFO RUHQHQA / USCINCPAC HONOLULU HI//J2/J3/J36//
RUEKJCS / DIA WASHINGTON DC//DC-2//
RUEKJCS / SECDEF WASHDC//CASE-ISA/PW-MIA//
BT

UNCLASSIFIED

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DISTR: JCRC2 AMB DCM2
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K TH 24291

10/BDF

24 APR 85.

SUBJECT: JCRC REPORT HK85-022, SHOOTDOWN AND CAPTURE OF
- ONE PILOT AND DEATH/BURIAL OF A SECOND PILOT IN
-

REF: HK85-021 (REPORT BY SAME SOURCE)

1. SOURCE. NAME: NGUYEN TANG CUONG; DOB: 23
DECEMBER 1957; POB: HCM GAI QUANG NINH; FORMER POSITION:
LOCKWORKER; PRESENT LOCATION: HAI LING CHAU, HONG KONG;
IDENTIFICATION DATA: I.D. 3883; DOI: 1966; MAP USED:
SHEET 6350-4; SERIES L7014; DATE OF INTERVIEW: 14 MARCH
1985; NAME OF INTERVIEWER: MR. GARNETT E. BELL; OTHER:
ARRIVED HONG KONG 21 MAY 1984; BOAT LM 2013.

2. SUMMARY: SOURCE, A 27 YOA MALE VN REFUGEE
AND LOCKWORKER, PROVIDED INFORMATION CONCERNING
THE SHOOTDOWN OF A U.S. AIRCRAFT BY A MIG FIGHTER RESULT-
ING IN THE CAPTURE OF ONE PILOT AND DEATH/BURIAL OF
ANOTHER IN HAI PHONG. END OF SUMMARY.

3. SOURCE STATED THAT SOMETIME DURING MID 1966
(NOT SURE OF MONTH BUT THOUGHT THAT IT MAY HAVE BEEN
DURING JUNE) WHILE TRAVELING ON HIGHWAY #5 FROM HAI
PHONG (XJ 7507) TO EC SON (XH 2791) AT APPROXIMATELY
1100 HOURS HE OBSERVED THE SHOOTDOWN OF A U.S. JET AIR-
CRAFT BY A PAVNAF MIG FIGHTER. SOURCE STATED THAT THE
AIRCRAFT WAS FLYING FROM THE DIRECTION OF HAI PHONG TOWARD
EC SON (GENERALLY NORTHWEST TO SOUTHEAST WHEN A MIG FIGHT-
ER WHICH SOURCE SPECULATED HAD TAKEN OFF FROM KIEN AN
AIRFIELD FIRED A ROCKET WHICH HIT THE U.S. AIRCRAFT.
SOURCE THEN SAW THE AIRCRAFT NOSE OVER AND CRASH NEAR
THE THANH TO CHICKEN PRODUCTION SITE (NONG TRUONG GA
THANH TO) WHICH WAS NEXT TO THE MINH HAI CEMETERY.

4. SOURCE CONTINUED ON THE ROAD AND AS HE AP-
PROACHED THE CRASHSITE HE OBSERVED THAT A LARGE CROWD
HAD GATHERED. SOURCE OBSERVED ONE MALE CAUCASIAN PILOT
APPROXIMATELY 30 YOA, WEARING PILOT'S UNIFORM AND HEL-
MET AND WITH NO APPARENT WOUNDS OR INJURIES. SOURCE DID
NOT SEE ANY PARACHUTE AND ASSUMED THAT THE PILOT, WHO
WAS STANDING NEAR THE WRECKAGE WITH HIS HANDS TIED BE-
HIND HIM SURVIVED THE CRASH. SHORTLY AFTER THE CRASH
VILLAGE MILITIA AND PAVN SOLDIERS PUT THE PILOT INTO A

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Hai Phong

0919
0920

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GREEN "CC-MAN-CA" VEHICLE ALONG WITH THE PERSONAL EFFECTS
AND CLOTHING OF THE DEAD PILOT (SEE FOLLOWING PARAGRAPH)
AND DEPARTED IN THE DIRECTION OF HAI PHONG CITY.

5. SOURCE SAW THE BODY OF THE SECOND PILOT
LYING NEAR THE WRECKAGE OF THE AIRCRAFT. SOURCE DESCRIB-
ED THE DEAD PILOT AS BEING YOUNGER THAN THE FIRST PILOT,
AISC MALE CAUCASIAN AND VERY HANDSOME. SOURCE STATED
THAT THE MILITIA FORCES BURIED THE PILOT IN AN UNMARKED
GRAVE NEXT TO THE THANH TO CHICKEN PRODUCTION SITE.
SOURCE ESTIMATED THE LOCATION OF THE GRAVESITE TO BE IN
THE VICINITY OF XJ 753001.

SOURCE RECALLED HEARING FROM THE MILITIA THAT
THE AIRCRAFT WAS AN "OLDER TYPE" BUT DID NOT HEAR THE
SPECIFIC TYPE. SOURCE RECALLED THAT OTHER U.S. AIR-
CRAFT HAD ALSO BEEN FLYING IN THE AREA THAT SAME DAY BUT
THAT HE COULD NOT RECALL HOW MANY AND DID NOT OBSERVE
ANY OTHER SHOOTDOWNS.

SOURCE WAS NOT ABLE TO PROVIDE FURTHER INFORMA-
TION CONCERNING THE INCIDENT. HAND DRAWN MEMORY SKETCH
OF THE CRASHSITE/GRAVESITE AREA PROVIDED BY SOURCE WILL
BE FORWARDED SEPARATELY.
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ON 6 APR 1993

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R 241900Z OCT 85

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TO RUMTBK /JCRC LIAISON BANGKOK TH

INFO RUHQHQA/USCINCPAC HONOLULU HI//J35//

RUEKJCS/DIA WASHINGTON DC//VO-PW//

RUEKJCS/SECDEF WASHINGTON DC//OASD-ISA/PW-MIA//

RUEKJCS/JCS WASHINGTON DC//J5//

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SUBJ: EVALUATION OF RPT HK85-022 (U)

A. JCRC LIAISON BANGKOK TH 290411Z APR 85 (NOTAL)

1. (C) REVIEW OF DATA SUPPLIED BY NGUYEN TANG CUONG, SOURCE OF REF A, REVEALS A POSSIBLE CORRELATION TO REFNO 0919 OR 0920.

2. (S) REFNO 0919 AND 0920: ON 19 NOVEMBER 1957 LCDR CLAUDE D.

CLOWER AND LTJG WALTER O. ESTES WERE CREWMEMBERS OF A LFAD F4B (REFNO 0919) IN A FLIGHT OF TWO ON A TARGET AREA COMBAT AIR PATROL (TARCAP) MISSION NORTHEAST OF HAIPHONG, NORTH VIETNAM. THE CREW OF THE SECOND AIRCRAFT (REFNO 0920) WAS LTJG JAMES E. TEAGUE AND LTJG THEODORE G. STIER. DURING THE MISSION BOTH AIRCRAFT WERE TRACKED ON RADAR AND WERE OBSERVED TO TURN SOUTHWESTERLY ON A NEW

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HEADING WITHIN THEIR ASSIGNED AREA. THE LEAD AIRCRAFT REPORTED MIG-17'S OFF THEIR RIGHT WING AND BOTH AIRCRAFT ENGAGED THE MIG'S. THERE WAS A SECOND GROUP OF MIG'S, POSSIBLY MIG-21'S, APPROACHING THEM FROM THE REAR. BOTH U.S. AIRCRAFT INVOLVED IN THIS INCIDENT WERE SHOT DOWN BY EITHER AIR-TO-AIR MISSILES OR CANNON FIRE. ONE MIG-17 WAS ALSO SHOT DOWN BEFORE LCDR CLOWER'S AIRCRAFT WAS HIT AND REPORTEDLY CRASHED IN VICINITY OF XH 683896. LTJG TEAGUE'S AIRCRAFT WAS HEADING TOWARD THE COAST AND IT'S LAST KNOWN POSITION WAS IN VICINITY OF XH 753934. LCDR CLOWER AND LTJG STIER, ONE CREWMAN FROM EACH AIRCRAFT, MANAGED TO EJECT AND LAND IN THE VICINITY OF THEIR RESPECTIVE DOWNED AIRCRAFT, WERE CAPTURED AND SUBSEQUENTLY RELEASED DURING OPERATION HOMECOMING. ON 30 SEPTEMBER 1977, THE REMAINS OF LTJG ESTES AND LTJG TEAGUE WERE RETURNED TO U.S. CONTROL AND SUBSEQUENTLY IDENTIFIED.

3. (U) BASED ON THE INFORMATION PROVIDED. THE SOURCE POSSIBLY COULD HAVE OBSERVED THE SHOOT DOWN AND CRASH OF EITHER AIRCRAFT. OF THESE TWO INCIDENTS. THE LAST KNOWN LOCATION FOR LTJG STIER'S AIRCRAFT IS CLOSER TO THE AREA WHERE THE SOURCE CLAIMS THE INCIDENT TOOK PLACE. IN 1957 THE SOURCE WOULD HAVE BEEN 9 YEARS OLD.

4. (U) THIS IS A PRELIMINARY ANALYTICAL POSITION AND NOT A FINAL

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EVALUATION.

DECL: OADR

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AUTHORITY OF 10 USC 1557 JUL 92

6 APR 1997
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25 OCT 85 4332
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