

Hai Phong

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1828

VZCZCBKA *

FF RUHQBFA RUHQHQA RUEKJCS RUEKJCS

TE RUMIBX #4313 170 **

ZNY SSSSS

P 190526Z JUN 85

FM JCRC IIAISCN BANGKOK TH

TC RUHQBFA / CIR JCRC BARBERS PT HI PRIORITY

INFC RUHQHQA / USCINCPAC HONOLULU HI//J2/J3/J36//

RUEKJCS / DIA WASHINGTON DC//DC-2// PRIORITY

RUEKJCS / SECDEF WASHDC//CASE-ISA/PW-MIA// PRIORITY

BT

CLASS:

CHRG: JCRC 85/06/19

APPRV: JCRC:PDM

IRFTD: JCRC:GEB

PRIORITY

DISTR: JCRC2 AMB DCM2

POL SA2 DAC

CHRCN

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BANGKOK TH 34313

CITE: [REDACTED] 377 JUN 85

SUBJ: JCRC REPORT BK85-038, SHOOTDOWN OF AIRCRAFT AND
CAPTURE OF ONE PILOT IN HAI PHONG (U)

1. SOURCE: NAME: DANG HUU HUNG; DOB: 18 AUGUST 1957; POB: HANG KHEN (V) HAI PHONG CITY; FORMER POSITION: STUDENT; PRESENT LOCATION: HAI LONG CHAU, HONG KONG; IDENTIFICATION DATA: I.D. #4427; DCI: 1972; MAP USE: SERIE 6350-2; SERIES 17014; DATE OF INTERVIEW: 3 JUN 85; NAME OF INTERVIEWER: MR. GARNETT E. BELL; OTHER: ARRIVED HONG KONG 2 MAR 83; BOAT LM 1253

2. SUMMARY: SOURCE, A 27 YOA MALE VN REFUGEE AND FORMER STUDENT, PROVIDED INFORMATION CONCERNING HIS ALLEGED OBSERVATION OF THE SHOOTDOWN OF A U.S. AIRCRAFT AND HEARSAY CONCERNING THE CAPTURE OF ONE U.S. PILOT NEAR IC SON, HAI PHONG. END OF SUMMARY.

3. SOURCE STATED THAT SOMETIME DURING LATE 1972 (COULD NOT REMEMBER MONTH BUT ABOUT ONE MONTH PRIOR TO THE F-52 STRIKES) WHILE PLAYING NEAR HIS HOME AT AROUND 1200 HOURS HE OBSERVED THE SHOOTDOWN OF A U.S. AIRCRAFT. SOURCE STATED THAT HE FIRST OBSERVED THE AIRCRAFT FLYING FROM THE DIRECTION OF HAI PHONG CITY (XJ 7507) IN THE DIRECTION OF THE COAST (GENERALLY WEST TO EAST) AND THAT THE AIRCRAFT WAS ALREADY IN FLAMES WHEN IT ARRIVED OVER IC SON (XH 8691).

4. AS THE AIRCRAFT APPROACHED IC SON, SOURCE SAW ONE PILOT EJECT AND DESCEND UNDER A FULLY DEPLOYED YELLOW AND WHITE PARACHUTE INTO A SMALL RIVER LOCATED NEAR XH 8491. SOURCE HEARD THAT THE PILOT WAS CAPTURED A FEW HOURS AFTER HE LANDED AND THAT A VEHICLE CAME TO TAKE THE PILOT AWAY TO HAI PHONG CITY. SOURCE ALSO HEARD THAT THE PILOT WAS A MALE CAUCASIAN WHO WAS CAPTURED BY A YOUNG MAN WHO HAD EVALUATE MILITARY SERVICE AND WAS NOT LIKED BY VILLAGERS BUT BECAME A LOCAL HERO AFTER CAPTURING THE AMERICAN. SEVERAL DAYS AFTER THE INCIDENT SOURCE SAW THE PILOT'S PARACHUTE IN THE POSSESSION OF THE VILLAGE CHIEF WHOSE NAME SOURCE COULD NOT RECALL. SOURCE HEARD THAT THE PARACHUTE WAS TO BE USED AS A SHADE FOR VILLAGE FUNCTIONS INCLUDING WEDDINGS. SOURCE HEARD THAT SOME LOCAL FISHERMEN FOUND SOME PIECES OF AIRCRAFT WRECKAGE IN THE WATER OFF THE COAST OF IC SON BUT THAT MOST OF THE

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WRECKAGE SANK.

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5. SOURCE DID NOT OBSERVE THE PILOT AFTER HE DESCENDED AND COULD NOT PROVIDE A DESCRIPTION. SOURCE DID NOT SEE OR HEAR ABOUT ANY OTHER CREWMEMBERS. SOURCE DID NOT SEE OR HEAR ABOUT ANY AMERICANS REMAINING IN VIETNAM.

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(15) ACTION JCRC3 INFO AME DCM2 SA3 CONS POL DAO REF UDORN CHRON

VZCZCRK0292

RR RUMTBK

DE RUHQSGG #8569 3370432

ZNY CCCCC

R 021915Z DEC 85

FM CDR JCRC BARBERS PT HI

TO RUMTBK /JCRC LIAISON BANGKOK TH

INFO RUEHQHQA/USCINCPAC HONOLULU HI//J36//

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

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

RUEKJCS/JCS WASHINGTON DC//J5//

RHWMPCC/AFMPC RANDOLPH AFB TX//MPCC//

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LOC: 51 021
 03 DEC 85 0518
 CN: 31485
 CHRG: JCRC
 DIST: JCRC

SUBJ: EVALUATION OF RPT HK85-039 (U)

A. JCRC LIAISON BANGKOK TH 190526Z JUN 85 (NCTAL)

1. (C) REVIEW OF DATA PROVIDED BY DANG HUU HUNG, SOURCE OF REF A, REVEALS A POSSIBLE CORRELATION TO REFNO 1828.

2. (U) REFNO 1828: ON 16 APRIL 1972 CAPTAIN ALAN P. MATEJA AND

CAPTAIN ORVIN C. JONES WERE FLYING AN F105G, CALL SIGN SUNTAN 02, AS NUMBER TWO IN A FLIGHT OF TWO ON A SURFACE-TO-AIR MISSILE (SAM) SUPPRESSION MISSION OVER NORTH VIETNAM. DUE TO TECHNICAL PROBLEMS, THE FLIGHT WAS LATE ARRIVING AT THE IN-FLIGHT REFUELING POINT, AND AS BOTH PLANES WERE LOW ON FUEL, THE LEADER DIRECTED SUNTAN 02 TO

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FILL HIS TANKS AND TO ATTEMPT TO REACH THE TARGET AREA TO ASSIST EGRESSING BOMBERS AS SOON AS POSSIBLE. THIS WAS THE LAST TIME THE FLIGHT LEADER SAW OR HEARD FROM THE MATEJA-JONES AIRCRAFT. A PILOT IN THE TARGET AREA LATER REPORTED THAT HE HAD SEEN TWO SAMs LAUNCHED SOUTH OF HAIPHONG (THE TARGET AREA) AND THAT HE HAD SEEN ONE OF THEM EXPLODE. HE REPORTED THAT A WING-TIP LIGHT AND OTHER AIRCRAFT DEBRIS HAD FALLEN IN THE VICINITY OF XJ 854 137. IT WAS BELIEVED THAT THE DOWNED AIRCRAFT WAS SUNTAN 02. BECAUSE THIS LOCATION WAS IN WELL-DEFENDED ENEMY TERRITORY, NO FORMAL SEARCH AND RESCUE EFFORTS WERE INITIATED. A BEEPER WAS HEARD BUT WAS NOT PINPOINTED. CAPT MATEJA AND CAPT JONES ARE CARRIED IN THE STATUS OF DEAD-BODY NOT RECOVERED.

3. (U) THE ACCOUNT RELAYED BY THE SOURCE IS SIMILAR TO OTHER REPORTS JCRC HAS RECEIVED CONCERNING AN AIRCRAFT, THAT HAS BEEN PREVIOUSLY IDENTIFIED AS A F105, WHICH ALLEGEDLY CRASHED IN THE DO SON AREA (XH 8691) IN 1972. SINCE AN EXACT CRASH SITE LOCATION HAS NOT BEEN ESTABLISHED FOR REFNO 1828, THERE IS A POSSIBILITY THAT CAPT MATEJA'S AIRCRAFT COULD HAVE FLOWN IN THE DIRECTION OF DO SON AND EVENTUALLY CRASHED. CURRENTLY, JCRC FILES INDICATE ONLY ONE AIRCRAFT LOSS IN THE DO SON AREA, A USN A-4 AIRCRAFT (REFNO 0677) WHICH CRASHED APPROXIMATELY 3.5 KILOMETERS TO THE WEST/SOUTHWEST OF

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DO SON IN 1967. AT THIS TIME, IT IS CONSIDERED DOUBTFUL THAT THE SOURCE IS RELAYING DATA ON REFNO 0677 BASED ON THE YEAR (1967 VS 1972) AND THE CIRCUMSTANCES OF LOSS GIVEN IN HIS REPORT. FOR THIS REASON, A POSSIBLE CORRELATION IS MADE TO REFNO 1828, SINCE A SMALL BODY OF EVIDENCE SUGGESTS THE AIRCRAFT MAY HAVE ALSO CRASHED IN DO SON AREA.

4. (U) THIS EVALUATION AND REF A MAY BE RELEASED TO THE NOK UPON

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DELETION OF SOURCE NAME AND IDENTIFICATION DATA.

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

DECL: OADR

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