

VV BT0411

PP RUEHBT

DE RUHQSGG #4868 2080215

ZNR UUUUU

P 251800Z JUL 88

FM CDR JCRC BARBERS PT HI

TO RUEACNP/COMNAVJLPERSCOM WASHINGTON DC//NMPC N 64//

INFO RUHQHQA/USCINCPAC HONOLULU HI//J36//

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

RUEADWW/WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC

RUEKJCS/JCS WASHINGTON DC//OCJCS-PW-MIA/J5//

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

RUEHBT/JCRC LIAISON BANGKOK TH

BT

UNCLAS //N03460//

NSC FOR MR. CHILDRESS

SUBJ: ~~RE: LNO REPORT OF HKB6-102~~

A. PHONECON OF 19 JUL 88 BETWEEN LT DELCAMBRE AND MSG ATHERTON

B. JCRC LIAISON BANGKOK TH 151000Z JAN 87

C. CDR JCRC BARBERS PT HI 101802Z APR 87

D. PHONECON OF 21 JUL 88 BETWEEN MR. HORN AND MSG ATHERTON

1. REF A REQUESTED VERIFICATION OF THE INFORMATION PROVIDED IN JCRC LNO REPORT HKB6-102. REF B IS JCRC LNO REPORT HKB6-102. REF C IS JCRC CORRELATION OF HKB6-102 TO LIEUTENANT JAMES E. DOOLEY., REFNO

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0872. REF D IS DIA/JCRC DISCUSSION OF INFORMATION PERTAINING TO LIEUTENANT COMMANDER JAMES M. HICKERSON, REFNO 0946.

2. AS A RESULT OF REF A, JCRC INITIATED A COMPLETE REEVALUATION OF ALL INCIDENTS WHICH OCCURRED IN THE AREA REPORTED BY THE SOURCE OF REF B. AS A RESULT OF THIS REVIEW, WE MUST RESCIND THE CORRELATION OF THE REF B REPORT TO LIEUTENANT DOOLEY. THE CIRCUMSTANCES OF LOSS DESCRIBED IN REF B MORE CLOSELY RELATE WITH COMMANDER HICKERSON'S INCIDENT.

3. REFNO 0946: ON 22 DECEMBER 1967, LIEUTENANT COMMANDER JAMES M. HICKERSON WAS THE PILOT OF AN A7A ATTACK BOMBER IN A FLIGHT OF EIGHT AIRCRAFT. THE AIRCRAFT, SERIAL NUMBER 153239, WAS HIT BY A SURFACE TO AIR MISSILE. COMMANDER HICKERSON PARACHUTED FROM THE AIRCRAFT AND LANDED ON A BEACH IN THE VICINITY OF GRID COORDINATES XH883870, DO SON, HAI PHONG PROVINCE, VIETNAM. COMMANDER HICKERSON ATTEMPTED TO SWIM OUT TO SEA, BUT WAS CAPTURED BY LOCAL SECURITY FORCES. HIS CAPTORS TIED AND BLINDFOLDED HIM AND LED HIM TO A VILLAGE WHERE THEY QUESTIONED AND PHOTOGRAPHED HIM. THEY TRANSPORTED COMMANDER HICKERSON BY MOTORCYCLE TO A CAVE AND LATER MOVED HIM OUT OF THE AREA BY HELICOPTER. COMMANDER HICKERSON WAS RELEASED IN 1973. THIS IS A RESOLVED CASE.

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4. THE SOURCE PROVIDED THE FOLLOWING INFORMATION IN REF B: ABOUT TWELVE O'CLOCK, 13 OCTOBER OR NOVEMBER 1968, SOURCE HEARD AN EXPLOSION AND OBSERVED AN INDIVIDUAL IN A PARACHUTE LAND ON THE BEACH IN THE VICINITY OF GRID COORDINATES XH877916. THE PILOT ATTEMPTED TO EVADE CAPTURE BY SWIMMING OUT INTO THE SEA TO THE EAST. THE PUBLIC SECURITY FORCES AND THE LOCAL FORCES BEGAN SWIMMING OUT TO THE MAN TO CAPTURE HIM; HOWEVER, THE PILOT BEGAN FIRING AT THEM AND ATTEMPTED TO TALK ON A SMALL, HAND HELD RADIO. EVENTUALLY, THE PILOT WAS CAPTURED, ESCORTED TO LAND, TIED AND BLINDFOLDED, AND LOADED INTO A SIDE CAR WHICH TRANSPORTED HIM ACROSS THE DO SON AIRFIELD. SUBSEQUENTLY HE WAS MOVED INTO AN AUTOMOBILE WHICH DEPARTED IN THE DIRECTION OF HAI PHONG. SOURCE ALSO STATED HE OBSERVED 5 OR 6 AIRCRAFT APPARENTLY SEARCHING FOR THE DOWNED PILOT.

5. THE SOURCE'S REPORT AND CIRCUMSTANCES OF COMMANDER HICKERSON'S CAPTURE AGREE IN THE FOLLOWING AREAS: THE PILOT PARACHUTED ON TO A BEACH, ATTEMPTED TO ESCAPE BY SWIMMING OUT TO SEA AND WAS ULTIMATELY CAPTURED BY ARMED CIVILIANS (LOCAL FORCES IN SOURCE'S ACCOUNT). ADDITIONALLY, THE REPORTED USE OF A RADIO, GENERAL TIME OF INCIDENT (1400 HRS VICE "ABOUT 1200 HRS"), AND THE REPORT OF FIVE OR SIX AIRCRAFT CIRCLING THE AREA SEARCHING FOR THE PILOT ARE CONSISTENT

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WITH KNOWN FACTS OF COMMANDER HICKERSON'S LOSS.

6. THE INCONSISTENCIES BETWEEN THE SOURCE'S ACCOUNT AND COMMANDER HICKERSON'S CAPTURE INCLUDE THE DATE OF THE INCIDENT (OCTOBER OR NOVEMBER 1968 VICE DECEMBER 1967) AND THE LOCATION OF THE BEACH WHERE THE PILOT LANDED. REGARDING THE DATE OF THE INCIDENT, JCRC RECORDS SHOW NO LOSSES IN THE AREA DURING 1968. THERE ARE NUMEROUS LOSSES IN THIS AREA, INCLUDING SEVERAL IN THE OCTOBER - DECEMBER TIME FRAME, DURING 1967 AND 1972. THERE ARE ALSO TWO 1965 LOSSES. CONCERNING THE LOCATION WHERE THE PILOT LANDED, DISCUSSIONS WITH DIA ANALYSTS (REF D) REVEALED THE BEACH WHERE COMMANDER HICKERSON LANDED IS BELIEVED TO BE IN THE VICINITY OF GRID COORDINATES XH983870; HOWEVER, THIS IS AN ANALYTICAL CONSENSUS RATHER THAN A FACT ASCERTAINED FROM THE DEBRIEF OF COMMANDER HICKERSON. THIS LOCATION IS APPROXIMATELY FIVE KILOMETERS SOUTH OF THE LOCATION REPORTED BY SOURCE. ADDITIONALLY, THIS LOCATION IS ON THE WEST SIDE OF THE PENINSULA WHICH PRECLUDES A SWIM TO THE EAST AS REPORTED BY SOURCE.

7. DURING OUR ANALYTICAL REVIEW PROCESS, JCRC WEIGHED CAREFULLY THE FOLLOWING FACTORS: MONTH AND YEAR OF INCIDENT, TIME OF INCIDENT, CRASH SITE LOCATION AND THE KNOWN CIRCUMSTANCES OF LOSS OF THE INCIDENTS WHICH OCCURRED IN THE AREA. BASED ON THIS REVIEW AND

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INFORMATION AVAILABLE TO JCRC, THERE ARE ONLY TWO CASES WHICH COULD POTENTIALLY CORRELATE TO THE SOURCE'S ACCOUNT. THEY ARE THE INCIDENTS INVOLVING LIEUTENANT DOOLEY AND COMMANDER HICKERSON. WHILE THE POINTS MADE IN THE ORIGINAL ANALYSIS (REF C) ARE GENERALLY CORRECT, A COMPARISON OF THE SOURCE'S ACCOUNT WITH THE FACTS KNOWN ABOUT LIEUTENANT DOOLEY'S AND COMMANDER HICKERSON'S INCIDENTS LEAD TO A LOGICAL CORRELATION WITH COMMANDER HICKERSON. WE WILL ATTEMPT TO REINTERVIEW THE SOURCE OF THE REF B REPORT TO VERIFY THE INFORMATION HE PREVIOUSLY PROVIDED. WE WILL ALSO ATTEMPT TO INTERVIEW COMMANDER HICKERSON TO CONFIRM OUR EVALUATION, ADDITIONALLY, WE WILL FORWARD FOR THE NEXT OF KIN A MAP OF THE DO SON AREA SHOWING THE VARIOUS LOSSES IN THAT VICINITY.

8. THE JCRC DEEPLY REGRETS ANY ANGUISH CAUSED TO MRS. DOOLEY BY THE CORRELATION OF HK86-102 TO HER SON.

9. THIS REPORT IS RELEASEABLE IN ITS ENTIRETY TO MRS. DOOLEY.

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