

VZCZCRKI *
 FP RUHQPA RUHQHQA RUEKJCS RUEKJCS RUEADWW RUEACNP
 RUEKJCS
 EF RUEHBK #2743/01 192 **
 ZNY SSSSS
 P 110937Z JUL 86
 FM JCRC LIAISON BANGKOK TH
 TC RUHQEPA / CDR JCRC PAR
 INFO RUHQHQA / USCINCPAC HONOLULU HI // J2/J3/J36//
 RUEKJCS / DIA WASHINGTON DC//VO-PW//
 RUEKJCS / SECDEF WASHDC//OASD-ISA/PW-MIA//
 RUEADWW / WHITEHOUSE WASHDC//NSC/MR CHILDRESS//
 RUEACNP / COMNAVJILPERSCOM WASHDC//NMPC N 64//
 RUEKJCS / JCS WASHDC//J5//
 ET

UNCLASSIFIED

CLA
 CHRG: JCRC 96/12/07
 APPRV: JCRC:PDM
 DRFTD: JCRC:GEE
 CLEAR: NONE
 DISTR: JCRC 2 AMF EOM2
 POL SA2 DAO
 CHRON

ON 01 OF 02 LIAISON BANGKOK 32743

TI: 3511 JUL 86

SUBJECT: JCRC REPORT HK-48: OBSERVATION OF TWO U.S.
 PILOTS IN PAI PHONG

REF: A. HK66-47 (REPORT BY SAME SOURCE)
 B. HK66-49 (REPORT BY SAME SOURCE)
 C. HK66-50 (REPORT BY SAME SOURCE)

1. (C) SOURCE/ADMIN DATA:
 A. NAME: PHAM VAN QUAN
 B. DOP: 1958
 C. POB: HUU BANG (V) KIEN THUY (D)
 PHONG (P)
 D. FORMER POSITION: FISHERMAN
 E. PRESENT LOCATION: HUI LING CHAU
 F. IDENTIFICATION DATA: I.D. 4619, BOAT
 G. DOI: 1969
 H. MAP USED: SHEET 6350-4; SERIES L7014
 I. DATE OF INTERVIEW: 28 MAY 86
 J. NAME OF INTERVIEWER: MR. G.E. BELL,
 GS-13, DOD
 K. OTHER: ARRIVED HONG KONG 30 JUL 85

2. SOURCE, A 28 YOA MALE VM REFUGEE, PROVIDED FIRST HAND INFORMATION CONCERNING THE ALLEGED CAPTURE OF ONE U.S. PILOT IN RUAN GIAN HAMLET (XH70957) AND ONE OTHER PILOT WHO PARACHUTED FROM THE SAME AIRCRAFT IN THE VICINITY OF PHU LUU VILLAGE (XH6998).

3. SOURCE STATED THAT SOMETIME DURING 1969, (NOT SURE OF YEAR DUE TO TIME LAPS), WHILE WALKING HOME FROM SCHOOL, HE OBSERVED TWO U.S. PILOTS. SOURCE STATED THAT AT AROUND 1300 HOURS HE SAW ONE JET (TYPE UNKNOWN) AIRCRAFT FLYING AS THE LEAD AIRCRAFT IN A FLIGHT OF SEVERAL (NOT SURE HOW MANY BUT VAGUELY RECALLED FOUR OR FIVE) AIRCRAFT. SOURCE SAW THE LEAD AIRCRAFT BEGIN TO TRAIL BLACK SMOKE WHILE FLYING FROM SOUTHEAST TO NORTHWEST AT A HIGH ALTITUDE. SOURCE SAW TWO SMALL OBJECTS FALL FROM THE AIRCRAFT AND INITIALLY

BELIEVED THAT THE TWO OBJECTS WERE BOMBS. SOURCE THEN SAW TWO PARACHUTES OPEN AND ONE OF THEM DESCENDED APPROX ONE KILOMETER FROM THE SONG DA DO RIVER AND BETWEEN THE RIVER AND RUAN UC HAMLET (XH7096) THUAN THIEN VILLAGE. SOURCE RECALLED THAT THE PARACHUTE WAS RED. THE OTHER PARACHUTE, WHICH WAS WHITE, DESCENDED NORTH OF THE SONG DA DO RIVER IN THE VICINITY OF PHU LUU VILLAGE (XH6998). SOURCE WALKED TO THE EDGE OF A PCND IN THE AREA WHERE THE RED PARACHUTE DESCENDED AND SAT DOWN TO WATCH THE ACTION. SOURCE SAW SEVERAL MEMBERS OF THE VILLAGE MILITIA WALK INTO A RICE FIELD AND THEN SAW THE U.S. PILOT STAND UP WITH HIS ARMS RAISED HIGH IN THE AIR WHILE HOLDING A PISTOL.

4. (S) SHORTLY AFTER THE PILOT DESCENDED INTO THE RICE FIELD SOURCE SAW ONE OTHER U.S. AIRCRAFT FLY OVER THE AREA AT A VERY LOW ALTITUDE. AFTER MAKING ONE PASS THE AIRCRAFT DEPARTED THE AREA AND DID NOT RETURN. SOURCE SAW THE MILITIA FORCES OF THUAN THIEN VILLAGE WALK THE PILOT FROM THE RICE FIELD TO A NEARBY ROAD WHERE A COMMAND CAR OF THE PUBLIC SECURITY PICKED UP THE PILOT AND DEPARTED IN THE DIRECTION OF HAI PHONG. AFTER THE PILOT DEPARTED IN THE COMMAND CAR SOURCE DID NOT SEE HIM AGAIN. SOURCE HEARD FROM THE MILITIA FORCES (U/I) THAT THE AIRCRAFT THAT CRASHED HAD BEEN THE "COMMAND AIRCRAFT" OF THE FLIGHT.

5. SOURCE RECALLED THAT THE PILOT WAS A MALE CAUCASIAN WHO WAS TALLER THAN AN AVERAGE VIETNAMESE, MEDIUM BUILD, AND WEARING A GRAY UNIFORM WITH A PILOT'S BELMET. SOURCE DID NOT OBSERVE ANY WOUNDS OR INJURIES AND OPINED THAT THE PILOT WAS IN GOOD PHYSICAL CONDITION WHEN TAKEN AWAY IN THE COMMAND CAR. SOURCE WAS NOT ABLE TO PROVIDE FURTHER INFORMATION CONCERNING THE PILOT. SOURCE RECALLED THAT AFTER THE TWO PILOTS EJECTED, THE AIRCRAFT CONTINUED ON AND APPEARED TO DESCEND IN THE VICINITY OF NUI KIEN AN MOUNTAIN (NOT SHOWN ON MAP BUT ACCORDING TO SOURCE'S DESCRIPTION IS LOCATED VIC XH694999). SOURCE DID NOT GO TO THE CRASHSITE AND DID NOT HEAR ABOUT ANY REMAINS, PERSONAL EFFECTS, OR IDENTIFICATION MEDIA. SOURCE ALSO DID NOT OBSERVE OR HEAR ABOUT THE SECOND PILOT WHO EJECTED UNDER A WHITE PARACHUTE IN THE VICINITY OF PHU LUU

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VILLAGE.

6. (S/NF) SOURCE STATED THAT THE HAMLET WHERE THE FIRST PILOT WAS CAPTURED, HAD NOW BEEN COMBINED WITH THE HAMLET OF UC GIAN (XH6997) AND WAS RENAMED AS XUAN GIAN HAMLET. SOURCE WAS NOT ABLE TO PROVIDE FURTHER INFORMATION CONCERNING THE INCIDENT. SOURCE'S HANDDRAWN MEMORY SKETCH WILL BE FORWARDED SEPARATELY. DECL:OADR.

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NO JUL 28 1971
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CDR JCRC BARBER 021855Z FEB 87

(11) ACTION JCRC2 INFO AMB DCM2 SAG DATT/TLO

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04-FEB-87

TOR: 03:17

CN: 21431

CHRG: JCRC

DIST: JCRC

ACTION

VZCZCEK0418

RR RUEHBK

DE RUEHSGG #2490 0350236

ZNY CCCCC

R 021855Z FEB 87

FM CDR JCRC BARBERS PT HI

TO RUEHBK/JCRC LIAISON BANGKOK TH

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//J5/OCJCS-PW-MIA//

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

BT

SUBJ: [REDACTED] (U)

NSC FOR MR. CHILDRESS

A. JCRC LIAISON BANGKOK TH 110937Z JUL 86

1. (C) ANALYSIS OF INFORMATION PROVIDED BY PHAM VAN QUAN, SOURCE OF REF A, REVEALS A PROBABLE CORRELATION TO REFNO'S 0919 AND 0920.

2. (U) REFNO'S 0919 AND 0920: ON 19 NOVEMBER 1967, LIEUTENANT COM-

MANDER CLAUDE P. CLOWER AND LIEUTENANT JUNIOR GRADE WALTER O. ESTES WERE CREW MEMBERS ABOARD THE LEAD F-4B (REFNO 0919) ON A MISSION OVER NORTH VIETNAM. THE CREW OF THE SECOND AIRCRAFT (REFNO 0920) WERE LIEUTENANT JAMES E. TEAGUE AND LIEUTENANT JUNIOR GRADE THEODORE G.

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STIER. LCDR CLOWER'S AIRCRAFT CRASHED IN THE VICINITY OF GRID COORDINATES XH 683896, APPROXIMATELY 18 KILOMETERS SOUTH OF HAIPHONG, HAIPHONG PROVINCE, VIETNAM. LTJG TEAGUE'S AIRCRAFT CRASHED IN THE VICINITY OF GRID COORDINATES XH 753934, APPROXIMATELY 15 KILOMETERS SOUTH OF HAIPHONG, HAIPHONG PROVINCE, VIETNAM. LCDR CLOWER AND LTJG STIER WERE BOTH CAPTURED AND RETURNED TO THE U.S. DURING OPERATION HOMECOMING. ON 30 SEPTEMBER 1977, THE SOCIALIST REPUBLIC OF VIETNAM REPATRIATED THE REMAINS OF LTJG ESTES AND LTJG TEAGUE.

3. (U) THE LOCATIONS AND CIRCUMSTANCES OF LOSS PROVIDED BY SOURCE CORRELATE WELL TO THESE INCIDENTS.

4. (U) THIS IS A PRELIMINARY ANALYTICAL POSITION AND NOT A FINAL EVALUATION. EVAL - RLJ

DECL: OADR

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