

6192 SW 2nd Court  
Plantation, FL 33317  
Telephone (305)581-2773  
October 26, 1989

Mr. Garnett E. Bell  
Box 30 American Embassy  
APO San Francisco 96346

Dear Bill:

I wish to thank you for your prompt response to my letter and for the most valuable information you furnished for our contemplated trip to Hanoi. Your kind offer for us to stay at your home in Bangkok is deeply appreciated but my daughter in law Eva, who is in the travel agency business has confirmed reservations for us at the Bangkok Ambassador Hotel.

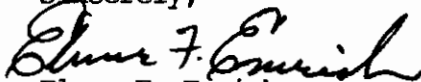
I am attaching for your information, a copy of our complete itinerary for the trip reflecting our arrival in Bangkok via Northwest Airlines, Flight 27 at 11:10 A.M. on November 13. You may be assured we will contact you at your home or the American Embassy in Bangkok if you are unable to meet us at the airport. It will be our pleasure to meet your wife and family during our visit.

As you know, my son Roger, is on your discrepancy case list. In looking through material sent me, I am furnishing copies of some which I feel contain some very interesting information. There is also data as to the return of the remains of Commander McGrath, who was piloting the F4 B at the time of the crash about 14 kilometers southwest of Ke Sat City. This includes the informal notice of the return of remains of 7 Americans including those of Commander McGrath. Perhaps you can identify for me the Vietnamese representative who signed this document.

As I previously informed you, I have been dealing with a Mr. Si Xung and a Mr. Quang of the Mission of SRV at the United Nations in New York and have the apparent assurance of the approval of our visas (sent him our application for Vietnam visa) as well as for hotel accommodations at the Thang Loi Hotel in Hanoi for the nights of November 15, 16 and 17, 1989. To date, no approval or confirmation has been received. Enclosed find copies of our passport data which have also been furnished to Mr, Xung, Hopefully, we will hear something this coming week.

I am looking forward to seeing you again and will deeply appreciate any advice you can give us as to our visit in Hanoi.

Sincerely,

  
Elmer F. Enrich

EFE:pt  
Enclosures

6192 S.W. 2nd Court  
Plantation, FL 33317  
September 26, 1989

Mr. Gamett E. Bell  
Department of Defense - J.C.R.C.  
Box 30  
U. S. Embassy  
APO San Francisco, 96346

Dear Mr. Bell:

I enjoyed seeing and visiting with you at the recent Annual Meeting of the League of Families in Washington, D.C. last month. I was also glad to hear of the success you are having in your joint effort with the Viet Namese in accounting for MIAs.

As I advised you my daughter in law, Eva Enrich and I plan to visit Hanoi in November. Our present plans are to leave San Francisco on November 12th, arrive Bangkok, via NW Airlines, November 13, leave Bangkok via Thai Airlines for Hanoi, November 15, return to Bangkok from Hanoi November 18, and return to U.S. via N.W. Airlines on November 19, 1989. To date, we have not confirmed our Thai Airlines reservation nor any hotel reservation in Hanoi.

Through the Viet Nam Mission with the United Nations, arrangements are being made to expedite our Visa and to obtain assistance to accomplish our purpose in Hanoi - answer some questions and visit crash site.

As you are aware my son is on your so called discrepancy list. In view thereof you must have been given certain pertinent material concerning the incident, I am furnishing certain of the information forwarded to me by the USN which may be of assistance to you. The map indicates the crash site which according to the USN is longitude 106 degrees 09 minutes and latitude 21 degrees 03 minutes (photostat of map location enclosed.)

We will try to contact you at the Embassy in Bangkok when we arrive. In the interim please furnish any information which you feel would be helpful to us such as names of best hotel in Hanoi, necessity or receiving shots before trip, the currency problems we will encounter in Hanoi, and any reliable contacts available to us in Hanoi.

I wish you success in your endeavors in Viet Nam and I hope we will see you in Bangkok in November.

Sincerely,

  
Elmer F. Enrich

EFE:pt



DEPARTMENT OF THE NAVY  
BUREAU OF NAVAL PERSONNEL  
WASHINGTON, D.C. 20370-5000

IN REPLY REFER TO  
1771  
Ser 64DD/0928  
14 Sep 88

Mr. & Mrs. Elmer F. Emrich  
6192 S.W. 2nd Court  
Plantation, FL 33317

Dear Mr. & Mrs. Emrich:

The Joint Casualty Resolution Center has just forwarded a copy of a map showing your son, Roger's crash site with relation to any other U.S. aircraft loss in the same area. Case # 0807 relates to the loss of Lieutenant Commander Thomas Walter Sitek, who was shotdown in his F-4B "PHANTOM" on August 23, 1967. Lieutenant Commander Sitek is still listed as Missing/Presumed Killed in Action. This information fills a request made by Mr. Emrich at the National League meeting in July.

To give you some basic information about Lieutenant Commander Sitek's loss as compared to your son's, I have enclosed a short fact sheet on the incident.

Sincerely,

A handwritten signature in cursive script that reads "Gordon J. Delcambre, Jr." is positioned above the typed name.

GORDON J. DELCAMBRE, JR.  
Lieutenant, U.S. Naval Reserve  
Special Assistant, POW/MIA Affairs

Encl:  
(1) JCRC ltr dtd 26 Aug 88

Copy to:  
Mrs. Eva Emrich



JOINT CASUALTY RESOLUTION CENTER  
NAS BARBERS POINT, HAWAII 96862

3040  
CDD  
26 AUG 1988

To: Commander, Naval Military Personnel Command (N64DD),  
Washington, DC 20370-5000

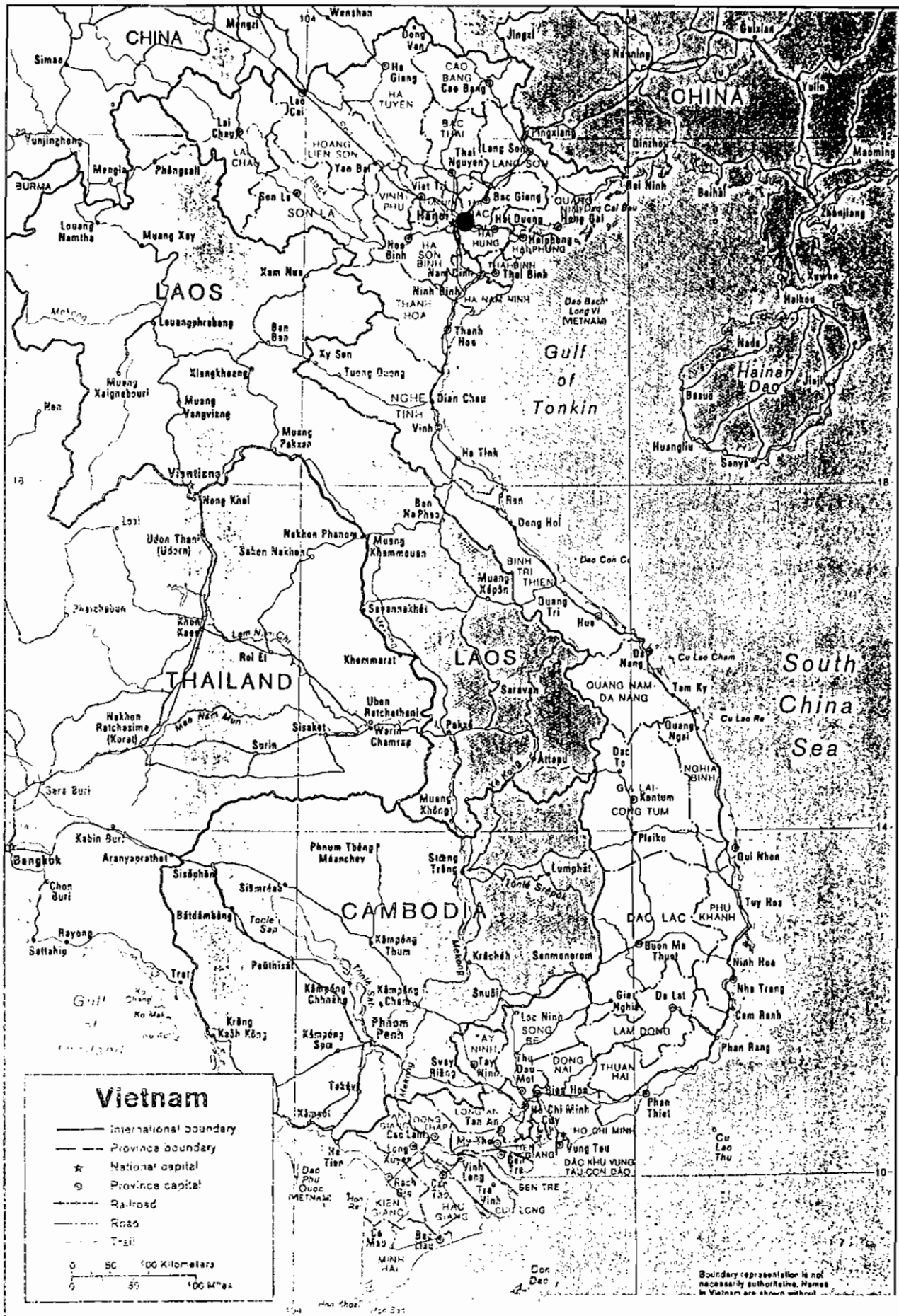
Subj: TRANSMITTAL OF DOCUMENTS PERTAINING TO LCDR ROGER GENE  
EMRICH (REFNO 0911-1-01)

Ref: (a) ASD Armitage Memo of 29 MAR 84; Subj: Notifying the  
NOK of Information Which Correlates to Their  
Serviceman  
(b) NMPC Letter 1771 Ser N64DD/0883, 11 AUG 88  
(c) Phonecon JCRC, Mr. Spock/NMPC, LT Delcambre of  
19 AUG 88

Encl: (1) Small Scale Chart #800470 (546744)  
(2) 1:50,000 Scale Chart #L701462513

1. Per Refs (a), (b) and (c), enclosures (1) and (2) are  
provided.

  
RAYMOND J. SPOCK  
Chief, Casualty Data Division



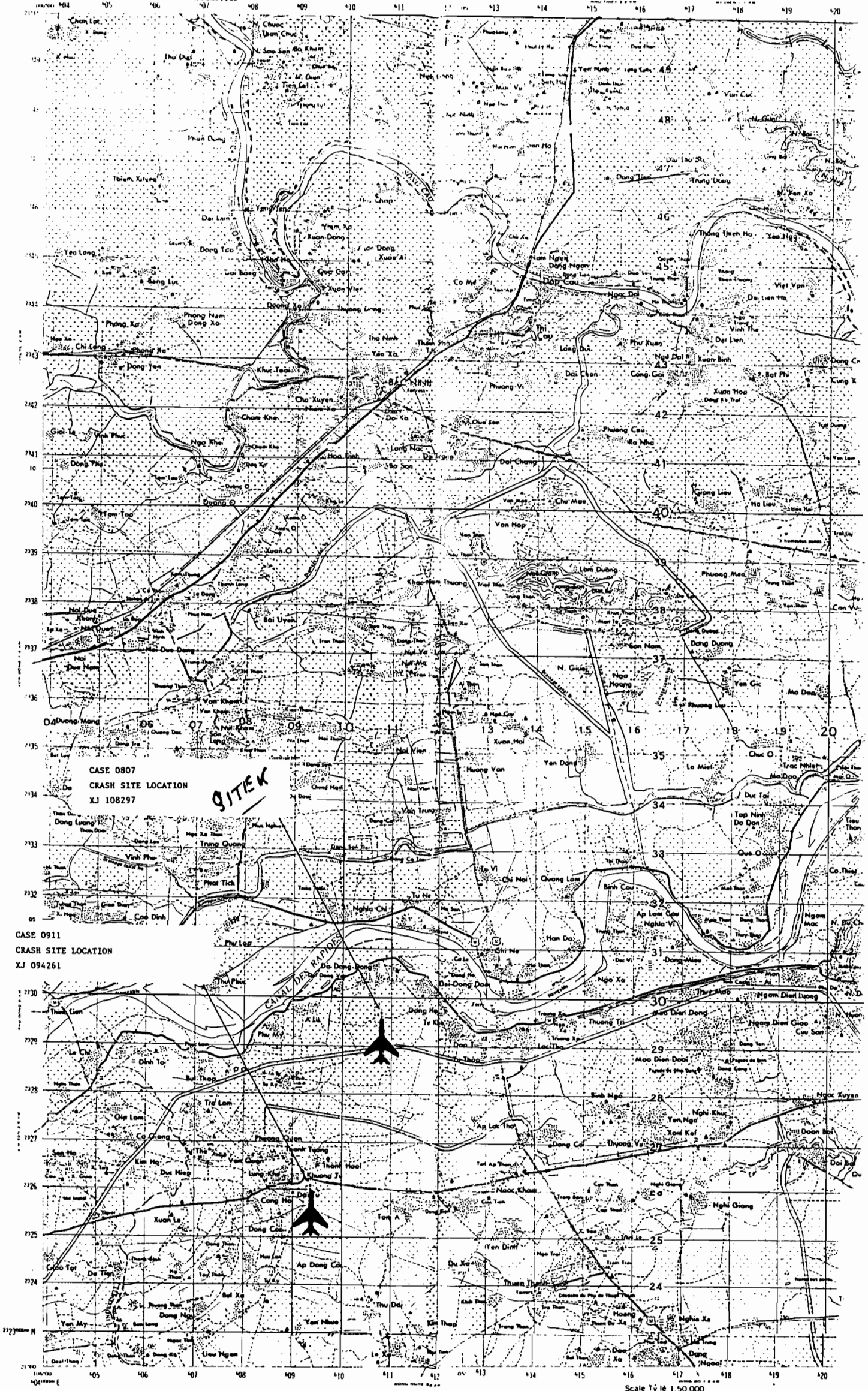
FACT SHEET

LIEUTENANT COMMANDER SITEK, Thomas Walter, USN

Lieutenant Commander Thomas Walter Sitek, USN, was a pilot assigned to Fighter Squadron ONE FOUR TWO onboard the aircraft carrier USS CONSTELLATION (CVA-64). On August 23, 1967 LCDR Sitek launched with is Radar Intercept Officer (RIO), Ensign Patrick Ness on a flak supression/strike mission against a rail yard 10 miles east of Hanoi. During their initial approach to the target several Surface-to-Air Missiles (SAM) were launched against the strike force. Other aircraft saw Lieutenant Commander Sitek's aircraft take a direct hit by a SAM, catch fire and fall to the ground. No one saw any ejection or parachutes. Search and rescue efforts were not feasible since the location was deep in hostile territory.

No information about the fate of the crew was ever obtained from the Vietnamese. Both crewmen were placed in a casualty status of Killed In Action (KIA). A breakthrough in this case came on April 10, 1986 when the skeletal remains of Ensign Patrick Ness were repatriated from the Vietnamese government. Lieutenant Commander Sitek still remains in a casualty status of Killed In Action/Body Not Recovered.

Lieutenant Commander Sitek was born August 3, 1935 in Buffalo, New York. He showed a Home of Record of Niagara Falls, New York.



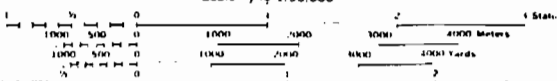
CASE 0807  
CRASH SITE LOCATION  
XJ 108297

*SITEK*

CASE 0911  
CRASH SITE LOCATION  
XJ 094261



Scale Tỷ lệ 1:50,000



CONTOUR INTERVAL—20 METERS  
SUPPLEMENTARY CONTOURS—5 AND 10 METERS

PHƯƠNG CÁCH ĐO LƯỜNG CAO ĐỘ  
CÁC ĐƯỜNG ĐO LƯỜNG PHẢI THỰC HIỆN THEO

LEGEND—CHỈ TIÊU  
MAP INFORMATION AS OF 1964  
HÀNG BẢN LÀN THỦ NĂM 1964  
This Map (1:50,000) is constructed as being a maximum of 2.5 m (8 ft) high with  
Elevations shown until 1000 M (3300 ft) above sea level and 2.5 m

SPHEROID  
GRID—1000 METER UTM ZONE 48  
PROJECTION  
VERTICAL DATUM  
APPROXIMATE MEAN SEA LEVEL

NOTE: THIS MAP IS CONSTRUCTED AS BEING A MAXIMUM OF 2.5 M (8 FT) HIGH WITH ELEVATIONS SHOWN UNTIL 1000 M (3300 FT) ABOVE SEA LEVEL AND 2.5 M

## DEFENSE INFORMATION REPORT EVALUATION

INSTRUCTIONS: To be completed by  
Typewriter or Ball Point Pen

CUSTOMER NUMBER	IR NUMBER 1 516 1501 69	COLLECTION PROJECT NUMBER	IR DATE		
			YEAR	MONTH	DAY
TO:	ICR NUMBER/OTHER REFERENCE DTDM- 60	SOURCE NUMBER	DATE RECD BY DISSEMINATION ACTIVITY		
			YEAR	MONTH	DAY
THRU:	SII CODE(S)	TARGET COUNTRY (IES) North Vietnam	DATE RECEIVED BY EVALUATOR		
			YEAR	MONTH	DAY
REASON FOR EVALUATION		3. <input type="checkbox"/> SELECTED BY COL MGR	IR ORIGINATOR Mr. GARDNER, Sp. Acty. C.		
1. <input type="checkbox"/> ICR		4. <input type="checkbox"/> SPECIAL REQUEST			
2. <input type="checkbox"/> COLLECTOR'S REQUEST		5. <input type="checkbox"/> ANALYST INITIATIVE			

A. IR RESPONDED TO		B. RELIABILITY OF INFORMATION		C. VALUE OF INFORMATION	
1. <input type="checkbox"/> DIRM Part Three		1. <input type="checkbox"/> Confirmed by other sources		1. <input type="checkbox"/> High (Unique, Timely, and of Major Significance)	
2. <input type="checkbox"/> CIR		2. <input type="checkbox"/> Substantially true		2. <input type="checkbox"/> Moderate (Contributory and Useful)	
3. <input type="checkbox"/> ICR - If checked, ICR was satisfied		3. <input type="checkbox"/> Cannot be judged		3. <input type="checkbox"/> Low (Marginal)	
a. <input type="checkbox"/> Completely		4. <input type="checkbox"/> Doubtful		4. <input type="checkbox"/> None (Of no use)	
b. <input type="checkbox"/> Partially (If b or c checked, include Guidance in Remarks Section)		5. <input type="checkbox"/> False		5. <input type="checkbox"/> Cannot be judged (Analyst has no basis for value judgement)	
c. <input type="checkbox"/> Not at all					
4. <input type="checkbox"/> Other					

D. USABILITY OF INFORMATION					
1. <input type="checkbox"/> Used or planned for use in product		2. <input type="checkbox"/> Incorporated in Data Base		4. <input type="checkbox"/> Not used (All responses require explanation in Remarks section)	
a. <input type="checkbox"/> Basic Intelligence		a. <input type="checkbox"/> Potentially Useful		a. <input type="checkbox"/> Unreliable	
b. <input type="checkbox"/> Current Intelligence		b. <input type="checkbox"/> Background/Confirmatory		b. <input type="checkbox"/> Too Fragmentary	
c. <input type="checkbox"/> Estimative Intelligence		3. <input type="checkbox"/> Stimulus for Intelligence Guidance or Requirement		c. <input type="checkbox"/> Duplication	
d. <input type="checkbox"/> Other				d. <input type="checkbox"/> Not Pertinent to Needs	
NAME OF PRODUCT:					

## REMARKS (Number and Classify each Paragraph)

\*\*RE-EVALUATION\*\*

- Source provides information on the shootdown of an F-4 over Ha Tay Province, NVN, (2102/10603) during late November 1967 at 1200L. According to the report the two pilots were killed in the incident and buried near the crashsite. The source also had hearsay information that the aircraft was downed by a SAM.
- Two incidents possibly correlate with the information provided.
  - W. D. McGrath and R. C. Vmrich, both USN, KIA/DNPs, were downed at 2048/10604 on 17 November 1967 at 1100L. The aircraft impacted the ground while evading multiple surface-to-air missile threats were observed and no contact was made with either crewmember.
  - The second incident involved the shootdown of P. L. Moss and T. W. Sitok, both USN (KIA/DNP), downed in an F-4B in the immediate vicinity provided by source (2104/10604) on 23 August 1967 at 1245L. The aircraft took a direct hit by a SAM and was observed from missile hit to ground impact. No ejection or parachutes were seen.
- A copy of this report and evaluation will be placed in the files of the downed personnel. A copy will also be maintained in the 21-614 crashsite/Gravesite file.

## EVALUATOR'S RELEASE and DISCLOSURE GUIDANCE

- Paragraph(s) \_\_\_\_\_ above are releasable to the government of \_\_\_\_\_
- Evaluation is Not Releasable
- Releasable Evaluation Not Requested

EVALUATOR'S ORGANIZATION DTIC			NAME OF EVALUATOR CHARLES P. ...			DOWNGRADING AND DECLASSIFICATION INSTRUCTIONS		
DATE EVALUATED			SIGNATURE OF APPROVING AUTHORITY CHARLES P. ...					
YEAR	MONTH	DAY						
7	1	11						

POOR QUALITY ORIGINAL

UNCLASSIFIED

OUTPOST/WORK CENTER NUMBER <b>B 390</b>	ICP NUMBER <b>6 029 0207 72</b>	COLLECTOR'S REPORT NUMBER	YEAR <b>7</b>	MONTH <b>2</b>	DAY <b>0</b>	YEAR <b>1968</b>	MONTH <b>6</b>	DAY <b>22</b>
TITLE	ICP NUMBER OTHER REFERENCE NUMBER <b>D-7CX-49018</b>	DATE RECEIVED BY EVALUATOR	YEAR	MONTH	DAY	YEAR	MONTH	DAY
	DIPIN: <b>6C3/1A3/1K11/1K12</b>							
THREAT	COUNTRY	PRODUCT COUNTRY(IES) <b>VN</b>	YEAR	MONTH	DAY	YEAR	MONTH	DAY
	REASON FOR EVALUATION: 1. <input type="checkbox"/> ICP 2. <input type="checkbox"/> COLLECTOR'S REQUEST	3. <input type="checkbox"/> SELECTED BY COL MGR 4. <input type="checkbox"/> SPECIAL REQUEST 5. <input checked="" type="checkbox"/> ANALYST INITIATIVE	IR ORIGINATOR <b>COMINT/ACU</b>					

A. IT RESPONDED TO		B. RELIABILITY OF INFORMATION		C. VALUE OF INFORMATION									
1. <input type="checkbox"/> DIRM Part Three	2. <input type="checkbox"/> CIR	3. <input checked="" type="checkbox"/> ICR - If checked, ICP was satisfied a. <input type="checkbox"/> Completely b. <input checked="" type="checkbox"/> Partially (If b or c checked, include Guidance in Remarks Section) c. <input type="checkbox"/> Not at all	4. <input type="checkbox"/> Other	1. <input type="checkbox"/> Confirmed by other sources	2. <input checked="" type="checkbox"/> Substantially true	3. <input type="checkbox"/> Cannot be judged	4. <input type="checkbox"/> Doubtful	5. <input type="checkbox"/> False	1. <input checked="" type="checkbox"/> High (Unique, Timely, and of Major Significance)	2. <input type="checkbox"/> Moderate (Contributory and Useful)	3. <input type="checkbox"/> Low (Marginal)	4. <input type="checkbox"/> None (Of no use)	5. <input type="checkbox"/> Cannot be judged (Analyst has no basis for value judgement)

D. USABILITY OF INFORMATION		
1. <input type="checkbox"/> Used or planned for use in product a. <input type="checkbox"/> Basic Intelligence b. <input type="checkbox"/> Current Intelligence c. <input type="checkbox"/> Estimative Intelligence d. <input type="checkbox"/> Other	2. <input checked="" type="checkbox"/> Incorporated in Data Base a. <input checked="" type="checkbox"/> Potentially Useful b. <input type="checkbox"/> Background/Confirmatory	3. <input type="checkbox"/> Stimulus for Intelligence Guidance or Requirement
NAME OF PRODUCT:		4. <input type="checkbox"/> Not used (All other cases require explanation in Remarks Section) a. <input type="checkbox"/> Unreliable b. <input type="checkbox"/> Too Fragmentary c. <input type="checkbox"/> Duplication d. <input type="checkbox"/> Not Pertinent to Needs

REMARKS (Number and Classify each Paragraph)      \*\* RE-EVALUATION \*\*

1. Source provides information on the shutdown of a U.S. aircraft in November 1968 at about 1030 hours in the vicinity of 2055N-10610E. When source arrived at the crashsite one of the pilots was dead. The other pilot had one leg amputated by Shrapnel and died about two hours after the crash. The pilots' remains were buried near the crashsite. Two days later, the bodies were disinterred and were photographed by two Soviet advisors. Source has no information regarding the final disposition of the pilots' remains.

2. Three incidents involving U.S. MIA/KIA (ENR) personnel occurred in this vicinity in 1967. (Due to the bombing halt, no U.S. aircraft were downed in this area after March 1968, until the bombing was resumed in 1971.)

a. The first incident involved the loss of P.L. NESS and T.W. SIEG (both USN KIA/ENRs) on 23 Aug 67 at 1245 hours. Their F4D took a direct hit by a SAM and crashed in the vicinity of 2104N-10604E. The aircraft was observed from missile hit to ground impact, and no chutes were seen.

b. S.J. KOTT (KIA/ENR) and H.M. FANNING (MIA), both USMC, were downed in an A6A on 31 Oct 67 in the vicinity of 2050N-10612E. It is less likely that this was the incident reported by source as the Fanning Kott loss occurred at (see location) and source stated he was

EVALUATOR'S NAME AND ORGANIZATION		
1. <input type="checkbox"/> First Name		
2. <input type="checkbox"/> Last Name		
3. <input type="checkbox"/> Title		
4. <input type="checkbox"/> Organization		
5. <input type="checkbox"/> Address		
6. <input type="checkbox"/> City		
7. <input type="checkbox"/> State		
8. <input type="checkbox"/> Zip		
9. <input type="checkbox"/> Country		
10. <input type="checkbox"/> Other		
DIR-4E      MAPSHEET VAN BEC.		
DATE EVALUATED		
YEAR	MONTH	DAY
		<b>20</b>

76 02 20

UNCLASSIFIED

CONTINUATION OF RE-EVALUATION OF IR 6 029 0207 72

dismissed from school at 1130 hours and from there rode his bicycle to the crashsite.

c. *W.D. MCGRATH AND R.G. EMRICA (both USN MIA/BNRS) WERE DOWNED* in an F4B on 17 Nov 67 at 1100 hours. The aircraft crashed in the vicinity of 2048N-10604E and no chutes were sighted.

3. Report will be of potential use to JCRC as the location of the crash/gravesite is provided. Report and evaluation will also be maintained in the personnel folders of the above-named individuals as well as the DIR-4H crash/gravesite file.

UNCLASSIFIED

NARRATIVE

On 17 November 1967, an F-4 aircraft, serial number 151488, crashed near the junction of Routes 51 and 52 approximately 14 kilometers southwest of Ke Sat City in the vicinity of coordinates XJ 110 002, Hung Yen Province, Vietnam. The wingman overflew the crash site and saw the burning aircraft surrounded by local populace. No ejections or parachutes of the crew, LT Roger G. Enrich and CDR William McGrath of the U.S. Navy, were observed nor emergency beepers heard. Subsequent information from indigenous sources indicates that one or both crew members may have died during the shutdown incident and are buried near the crashsite.

Data pertaining to these two individuals are as follows:

Name: Enrich, Roger Gene  
Rank: LT, US Navy  
Date of Birth: 8 July 1941  
Race: Caucasian  
Height: 1.78 Meters  
Weight: 77.6 Kilos  
Hair: Brown  
Eyes: Brown

Case #0911-0-01, 02

Name: McGrath, William Darrell

Rank: CDR, US Navy

Date of Birth: 31 July 1929

Race: Caucasian

Height: 1.78 Meters

Weight: 83 Kilos

Hair: Brown

Eyes: Brown

# POOR QUALITY ORIGINAL

PAGE 1

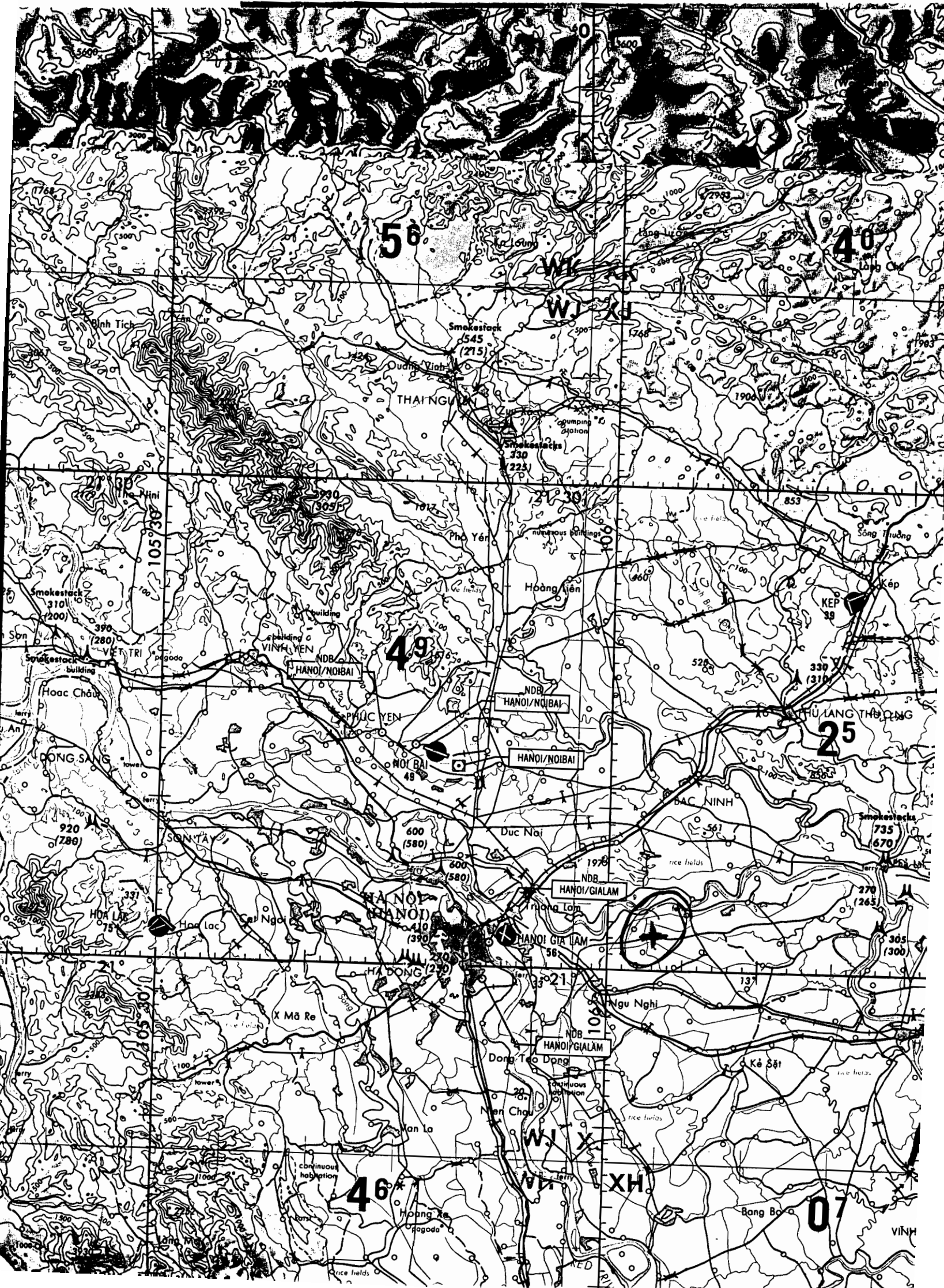
ELE#	ELE NAME	ELEMENT CONTENTS	EXPLANATION
0001	DATE-OF-CHANGE	= 500006	
0002	RECORD-ID	= 8721	
0003	NAME	= EMERICH, ROGER G	
0004	SERNO	= 648184	
0005	LOSS-RANK	= 03	
0006	RANK-CURRENT	= 04	
0007	SERVICE	= USN	
0008	INCIDENT-DATE	= 17/11/67	
0009	TIME	= 0800Z 1100L	
0010	COUNTRY	= NORTH VIETNAM	
0011	LATITUDE	= 204800N	LOSS LOCATION IN GEOGRAPHIC COORDINATES
0012	LONGITUDE	= 108040E	
0013	STATUS	= KILLED IN ACTION	
0014	DOB	= 05/07/41	
0015	POB	= NY NEW YORK	
0016	MASS-20	=	
0017	CATEGORY	= 3-SUSPECT KNOWLEDGE	ESTIMATE OF DEG OF ENEMY KNOWLE DGE (SEE 0030)
0018	HEIGHT	= 70	
0019	WEIGHT	= 171	
0020	HAIR	= BROWN	
0021	EYES	= BROWN	
0022	RACE	= CAUCASIAN	
0023	NATIONALITY	= US	
0024	UNIT-ASSIGNED	= VF 101	
0025	OFFICIAL-CONFIRM	=	INFO FROM OTHER SIDE RE SUBJECT
0026	ACFT	= F4E	
0027	CREW	= MORGAN, GE	
0028	MARKS-SCARS	=	
0029	PHOTO	= NONE	FOREIGN MEDIA
0030	TAPES	= NONE	SUBJ VOICE BOST
0031	TOTAL-TAPES	= 00	SUBJ VOICE BOST
0032	AUTHENTICATORS	=	NOT MAINTAINED
0033	RODGE	= NONE	RELEASE GROUP IDENTIFIED
0034	VOLUME-I	= 4-236/236	PAGE # PHOTO ALBUM I
0035	VOLUME-II	= NONE	PAGE # PHOTO ALBUM II
0036	EVALUATION-STATUS	= POSS DEADLY SIE 5000 72	ANALYSE COMMENT
0037	STATUS-ADG	= MIA	STATUS NOT NONE CORING
0038	REFNO	= 1-511 / 01	USC ID NUMBER
0039	SITE-TYPE	= MULTI-DEPT CRASH	DEPT CRASH SITE

POOR QUALITY ORIGINAL

ELEM	ELE NAME	ELEMENT CONTENTS	EXPLANATION
0040	SITE-CAT	= ACCURACY UNKNOWN	DD
0041	SITE-REF1	= 72	DD
0042	UTM-LOC	= XJ11000E	DD-COORDINATES
0043	S-LATITUDE	= 204800N	DD-COORDINATES
0044	S-LONGITUDE	= 1060400E	DD-COORDINATES
0045	SITE-SUN	=	
0046	REMARKS	= Y04 551008 NLF-SRV FOMMIN NY	NEGOTIATION FOL- DEF GROUP
0047	J-UTM	= XJ11000E	JCRC LOSS COORD
0048	J-LATITUDE	= 204800N	DD
0049	J-LONGITUDE	= 1060400E	DD
0050	DETAINING POWER	= NORTH VIETNAM	ESTIMATE OF COM POSSIBLY AWARE OF LOSS
0051	NEGOTIATIONS	= LISTS-- 0473 0573 0674 0475 551008 NATLF SRV FOMMIN NY	US INITIATIVES
0052	ACKNOWLEDGE	=	ENEMY STATEMENT RE STATUS
0053	HOME OF RECORD	= FL MIAMI	
9999	RADIUS-DISTANCE	=	OUTPUT ONLY ON GEOGRAPHIC SEARCH ACTIONS

NOTE: ELEMENTS 0046 AND 0047 ARE USED TO STORE INFORMATION SITE IN INDIVIDUAL OR GROUPS OF RECORDS WHILE DIA ANALYSTS COMPLETE ANALYSES/EVALUATIONS OF OTHER ONGOING PROJECTS OR SPECIAL REQUIREMENTS.

# Rogov's Evach Site





DEPARTMENT OF THE ARMY  
UNITED STATES ARMY CENTRAL IDENTIFICATION LABORATORY, HAWAII  
FORT SHAFTER, HAWAII 96858-5480

DAPC-PED-H

13 December 1985

Special "Bright Light" Research Narrative

SUBJECT: CILHI 0115-85

1. The JCRC "Bright Light" parameters were manually searched in a 20 mile diameter circle utilizing the burial site location (G.C. XJ 094 262) of MCGRATH, William D. (REF NO: 0911 1 02) as the base point.
2. The search produced three additional casualties whose status is BNR, for possible association with subject remains.

<u>NAME</u>	<u>REF NO</u>	<u>GRID COORDINATES</u>
EMRICH, Roger G.	0911 1 01	XJ 094 262
SITEK, Thomas W.	0807 0 01	XJ 108 297
NESS, Patrick L.	0807 0 02	XJ 108 297

  
ELMER L. BOARD  
SSG, USA  
Casualty Data Analyst

## SUMMARY OF INCIDENT

On 17 November 1967, Commander William D. McGRATH, Pilot, and Lieutenant Roger G. EMRICH, Radar Intercept Officer, were flying a F-4B aircraft on a target combat air patrol mission over North Vietnam. As the flight crossed the coast, CDR McGrath and his wingman accelerated to check the target weather. The two aircraft were about six miles ahead of the main strike force when they encountered 30 surface-to-air missiles (SAM). CDR McGrath began evasive maneuvers as the volume of SAMs increased. While in a hard turn, the wingman was forced to look away to check on-coming SAMs. When he looked back, CDR McGrath's aircraft was spinning to the left. There was no flak in the area, (or observable damage to the aircraft), but there was heavy small arms and automatic weapons fire. The wingman radioed "bail out", and then the McGrath-Emrich aircraft struck the ground.

No parachutes were observed and no radio transmissions were heard. The wingman was about one-half to three-quarters of a mile from CDR McGrath's aircraft when he saw it in a final spin. He thought that he saw the canopies still in place, but cannot be positive because of the distance and the attention he was giving to the SAMs. While evading more SAMs, the wingman was able to circle the crash site twice. He saw the aircraft burning, a small series of explosions from what were possibly the chaff explosive squibbs, and the local populace surrounding the wreckage. Search and rescue attempts were discontinued on 18 November 1967, because of the lack of contact and the distance of the crash from the coast. (Analysis indicates the aircraft was downed at Grid Coordinates XJ 094 261.)

AIRCRAFT: F-4B 151488  
TYPE TYPE TAIL NO.

TIME & DATE: 17 Nov 67  
TIME DATE  
North Vietnam

GRID COORD: XJ 094 261 Ha Bac  
COUNTRY HAMLET PROVINCE

REASON FOR CRASH: Aircraft was on a target combat air patrol mission over North Vietnam, when it was hit by either a surface-to-air missile, or small arms fire. Aircraft went into a spin to the left, and was observed to crash.

ABOARD: 2 2 BNR 0 0 0  
NO. ABOARD NO. KILLED NO. CAPTURED/RELEASED NO. WOUNDED NO. MISSING

POSITION ON AIRCRAFT	NAME AND RANK	SN/SSN	UNIT
Pilot	CDR/05 USN McGRATH, William D.	SN: SSN:	VF-161 USS Coral Sea CVA-43
Radar Intercept Officer	LT/03 USN EMRICH, Roger G.	SN: SSN:	VF-161 USS Coral Sea CVA-43

PREVIOUS RECOVERIES FROM THIS CRASH SITE:

EVAC NO.	NAME	EVAC NO.	NAME

PROCES-VERBAL  
ON THE HANDING-OVER  
OF REMAINS AND MATERIAL EVIDENCES  
OF THE U.S. PERSONNEL  
WHO DIED DURING THE WAR IN VIET NAM

---

1. Proceeding from the humane policy of the Government of the Socialist Republic of Viet Nam, and as a sign of goodwill, on December 4, 1985, in Hanoi, the Vietnamese Office for Seeking Missing Personnel handed over to representatives of the U.S. Government the recently-recovered remains of seven (7) Americans and the material evidences related to 14 others who died during the war in Viet Nam and whose names are on the enclosed list.

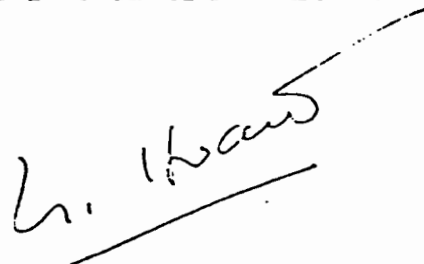
2. The representatives of the U.S. Government received all remains of the above-mentioned seven (7) American servicemen and the material evidences related to fourteen others and highly appreciated the humane policy and goodwill of the Government of the Socialist Republic of Vietnam.

Hanoi, December 4, 1985

THE REPRESENTATIVE  
OF THE U.S. GOVERNMENT



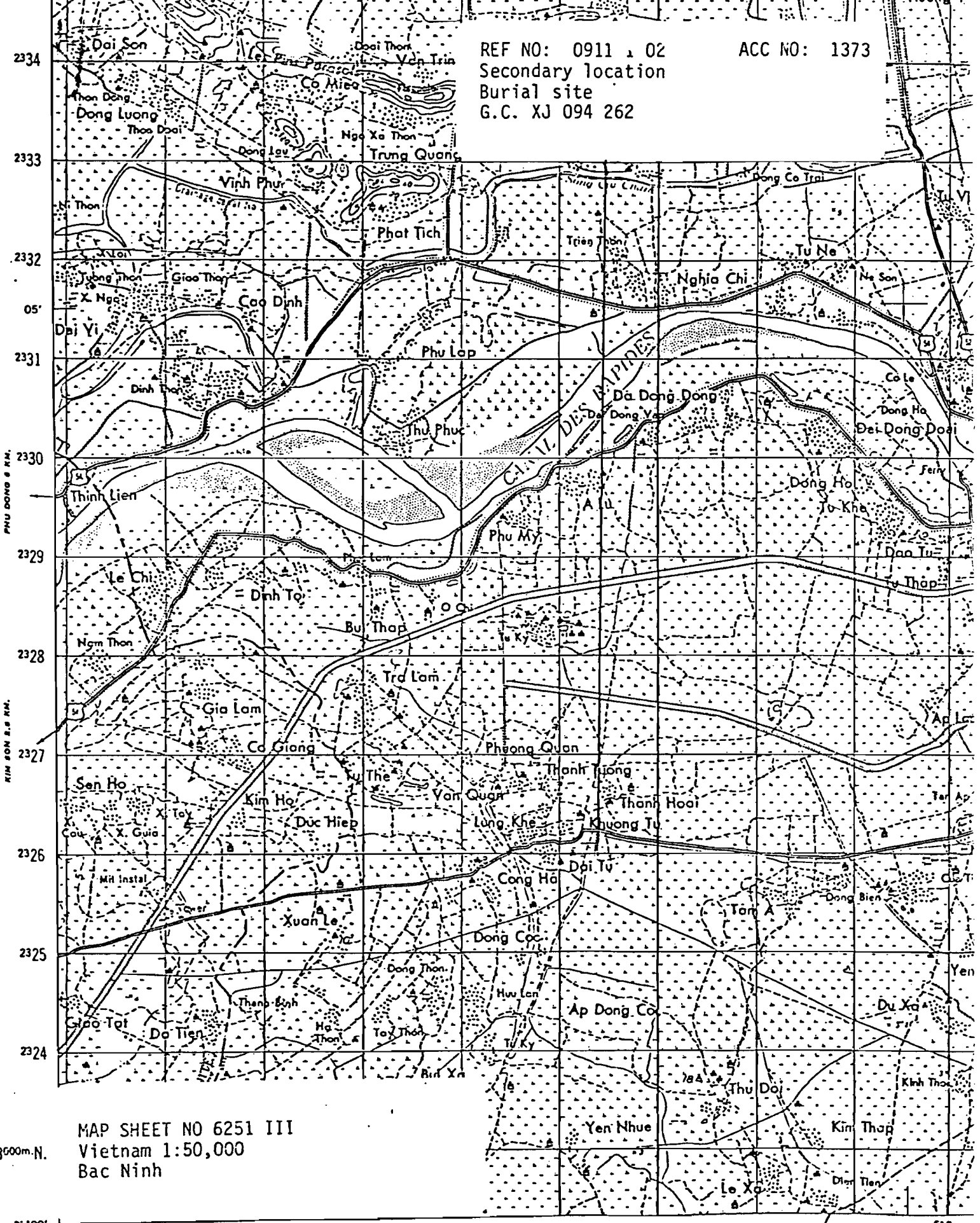
THE REPRESENTATIVE OF THE VIETNAMESE  
OFFICE FOR SEEKING MISSING PERSONNEL



Trần Văn

REF NO: 0911 02  
Secondary location  
Burial site  
G.C. XJ 094 262

ACC NO: 1373



MAP SHEET NO 6251 III  
Vietnam 1:50,000  
Bac Ninh

2323000m.N.  
21°00' 106°00' 604000m.E.  
DONG NGHE 5.2 KM.





JOINT CASUALTY RESOLUTION CENTER  
NAS BARBERS POINT, HAWAII 96862

1771  
CDD  
03 MAY 1990

Mrs. Ann Mills Griffiths, Executive Director  
National League of Families of American  
Prisoners and Missing in Southeast Asia  
1608 K. Street N.W., Washington, DC 20006

Dear Ann,

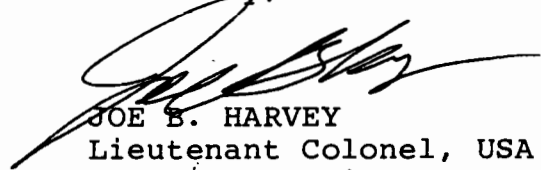
I received your letter concerning the Emrich family and appreciate Mr. Emrich's kind words about my Bangkok personnel.

To bring you up-to-date on the Emrich case, in August 1987 and July 1988, we presented the case to the VNOSMP as a result of the repatriation of his co-pilot, William D. McGrath. We requested that they investigate the incident further in an attempt to recover Lieutenant Emrich's remains. To date, they have not responded.

We have analyzed the information Mr. Emrich provided and determined that it is highly probable Mr. Emrich had visited his son's crash site. He gave our Bangkok office photographs of two engines and a small piece of wreckage. We have positively identified the engines as General Electric type J-79. This engine was used on all F-4 type aircraft; however, identifying a specific F-4 aircraft is not possible. The piece of wreckage is a compressor stator lever. There are 102 of these levers on each J-79 engine.

During the next technical meeting we will discuss this case with the VNOSMP and inquire about the status of our previous request. We will also ask if the VNOSMP has taken any action based on Mr. Emrich's visit to the crash site.

Sincerely,

  
JOE B. HARVEY  
Lieutenant Colonel, USA  
Commander, Joint Casualty  
Resolution Center

Copy to:  
DIA (PW/MIA)



April 17, 1990

LTC Joe Harvey, USA  
Commander, JCRC  
NAS Barbers Point, HI 96862

Dear Joe:

In November of last year, Elmer Emrich, father of Navy officer Roger G. Emrich, called to provide information on what he and his daughter-in-law had found during their trip to Vietnam. He mentioned having provided photographs to and talked with Jim Spurgeon and Bill Bell upon returning to Bangkok and having expressed the hope that subsequent government-to government talks or investigations would bring additional information.

Since that time, I have not heard or read anything further and would appreciate information as to follow-up actions which may have been taken on this specific case. I understood from Mr. Emrich that he was very pleased with JCRC-Bangkok's responsiveness and assistance, as well as their promise to seek additional information and to provide it to the Emrich family as soon as possible should anything arise.

Please let me know if anything has been learned or, on the other hand, if inquiries brought no additional information.

Sincerely,

Ann Mills Griffiths  
Executive Director

cc: COL Joe Schlatter, USA  
DIA