

UNCLASSIFIED

5 September 1967

STATEMENT OF LTJG CARPENTER

On 19 May aircraft 502 was hit by a SAM while flying number three in a flight of six aircraft. I was flying number two position. The flight had broken as the missile approached and as we continued our turn, I could see two good chutes floating down and observed the aircraft impact explode and burn. We continued on the mission. On egress from the target the flight had been separated completely and I was alone. As we passed over the crash site, I heard two separate beepers followed by a transmission "This is RAYGUN 502;" LT PATTERSON's voice. I answered "this is 505; read you loud and clear." His reply was "Is that you, Steve?" "Negative; this is Nick. What is your condition?" "I am OK, but I have a badly broken left leg and won't be able to move." I rogered that and about that time I got another call: "This 502 on deck;" LCDR MCDANIEL's voice. I replied "Roger; I read you. What is your condition?" He replied "I am OK". By this time I had passed the area. I still had a full load of bombs and diminishing fuel, so I could not remain in the area. When I returned to the ship I learned that I was the only person to hear from either individual and was the only one fairly sure of their position.

I launched again at first light in an A-6A with four (4) F-4 Phantoms as escorts. As we crested the suspected ridge line, I immediately got two beepers, and determined their position to be in a "U" shaped valley. As the Phantoms circled to the north, I stayed low in the valley and attempted communications. At low altitude you could only hear and talk to the downed crewmember as you passed almost directly over him. Voice communications were made with LT PATTERSON only, though a separate beeper believed to be LCDR MCDANIEL's was heard. LT PATTERSON's conversation consisted of a reconfirmation of his badly broken left leg, no activity in area, and when queried as to LCDR MCDANIEL's position he replied "he's over the hill." I took this to mean that he had landed on the other side of a small ridge on the side of the large ridge. As we circled we finally spotted LT PATTERSON's position. We saw the chute on the ground in a clearing and an object next to it believed to be LT PATTERSON. Each time we passed over he would call "Now, Now!" when we were directly overhead. We exited the area. The following morning I again went into the area in the back seat of an F4C to drop the kits for the Fulton Extraction System and a survival equipment kit. As before, when we entered the valley, we again heard a beeper, followed by voice communications with LT PATTERSON. The conversation consisted this time of relocating his position and explaining what we were going to do (drop kits to him). We located him by mirror flashes and dropped the kits to him. They landed in a clearing about 100 yards down the side of the hill from him. We attempted to find out LCDR MCDANIEL's status from him but could not. We began to get MIG calls in the

GROUP 4

Downgraded at 3-year intervals;
Declassified after 12 years.

Enclosure (2) to CO, VA-35
ltr serial 03267 of

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5 September 1967

area and we were low on fuel so we left the area with LT PATTERSON moving toward the kits. That evening I launched in the C130 recovery aircraft and the two F4C's that went in with me that morning went in prior to the C130 to confirm that the system was set up and ready. They established communication with LT PATTERSON and learned that he had not gotten the kits; the "Cooks" got them and almost captured him trying to get them. He further stated that he was back up the hill where it was safer and was remaining there. He was asked again "is anyone with you?" He replied yes, that he had just spoken to Bob WALKINSHAW that morning. Bob WALKINSHAW is a civilian technical representative attached to Attack Squadron THIRTY-FIVE and the mention of his name has led to much speculation as to what was meant. For example: delirious after having been in the jungle for two and one-half days with little or no food and water; trying to say he had talked to some civilians; trying to say he had seen LCDR MCDANIEL and did not want to reveal his name. The C130 and F4C's departed the area. The following morning an F4B from ENTERPRISE went into the area and received no emissions of any kind from either crewmember. This terminated the rescue effort.

N. M. CARPENTER

Enclosure (2) to CO, VA-35
ltr serial 032-67 of

2

SEP-7 1967
UNCLASSIFIED

375 RUBY ST.

LAGUNA BEACH, CA 92651

6 Aug 94

Dear Mr Bell :

Thank you for consenting to write me an opinion on Kelly's case. I look forward to reading it and I will value it.

I've enclosed some of the documents in his case, preceded by a photo of Kelly's plane on impact. This photo was taken by Paul Daley, then an F4 pilot, now a prominent attorney in Boston. His camera was pointing a couple degrees south of due west. This photo has been pivotal. You can find terrain features in this photo matching those on the map you'll see later. It was used, finally, to pinpoint the location by comparison to satellite imagery. The plane's smoke trail shows the plane was traveling generally northward, confirming me Daniel's account. Four eyewitnesses

to the event say the plane is exploding on impact. In spite of this, DIA photo experts claim the plane is still airborne.

The first document is the Navy's package sent to JTFFA via DPMO. The "NOK letter" is a summary of Kelly's loss which looks initially like one I sent you previously. It is, however, quite different, altered by the satellite imagery.

Next is squadron-mate Carpenter's report, and following that a message describing a contact with Kelly by a "Preview," monitored by "Warden". I suspect, but can't confirm, that

"Preview" is an F4C of the Air Force's 480th Tactical Fighter Squadron out of Danang. A three-plane flight of that squadron, with Carpenter on board as a back-seater, dropped the Fulton gear the morning of the 21st, and the same squadron again made contact that night, about the same time as "Preview". At any rate, "Preview" confirmed

Carpenter's account that Kelly was in a valley.

The next document is JCRC's interview of four "witnesses", on which it bases its conclusions, in spite of the next report in which the "grave site" is investigated but no evidence anything was ever buried there is found. The final document is the "grave site" re-visited.

In all the documents in my brother's records, the coordinates of his last known location are the same (204537 N 1052539 E) but wrong, proven so by the satellite imagery. I'm pinning my hopes on Air Force documents generated by their rescue attempt May 21st, but I don't know where to look. Do you have any ideas?

Mr Bell, with your opinion could you include a summary of your background and experience in this issue? I want to put them together in my records.

Again, thank you. Very Respectfully yours
Luck Patterson

7 April 95

Dear Bill

If you know its location, I need the coordinates of Ha Son prison. I'm guessing its somewhere in Hoa Binh province, since Hoa Binh was once Ha Son Binh. Do you know of any other prisons in or near Hoa Binh Province? Their coordinates? If you can help me, I need the answer before the end of April.

I could also use your recommendations. When I was in Vietnam, I had a real problem with diarrhea. What do you suggest to control it? What would you carry in a first-aid kit? And for pulling off jungle leeches?

Very Gratefully
Jack Patterson

Mr. Garnett "Bill" Bell
4209 Boy's Ranch Road
Lavaca, AR 72941

Dear Mr. Bell:

The enclosed summary of my brother's loss is a little different from the one I showed you in 1992 - satellite imagery finally nailed down the crash location, and made my argument that the Viets are lying even stronger, I believe.

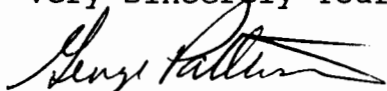
Presently I am trying to locate the Air Force people and organizations involved with Navy Lt.j.g. Carpenter on 21 May 1967. On that morning Carpenter flew as the backseater of an Air Force F4C and that evening he was a passenger aboard an Air Force C-130. Ultimately I'm looking for Air Force messages, reports, or other documents giving my brother's exact location coordinates. Here's what I know about the event:

On 20 May Carpenter flew into Danang, arriving in U.S.S. Enterprise's C1U "Deep Sea 1" about 1335 hours. He had apparently planned to hop to Nahkom Phanom but was ordered instead to report to the operations officer of the 366th Tactical Fighter Wing there in Danang. I don't know if the 366th then transported him to somewhere in Thailand, or flew him on the next day's mission. At any rate, on the morning of 21 May Carpenter flew as the back-seater of some Air Force F4C, accompanied by others, and dropped a Fulton Extraction System to Patterson, call sign "Raygun 502." That night the accompanying F4Cs again located Patterson to determine if he was ready for the pick-up by the C-130 in route with Carpenter aboard. The call sign or mission name for these F4Cs was possibly "Preview." Patterson reported the Vietnamese had captured the Fulton gear. The next day, 22 May, Patterson failed to respond.

The target site of these missions was Hoa Binh Province, 40 miles S.W. of Hanoi, several miles S.S.E. of Hoa Binh City, in the area of 203937N-1052312E (WH401844) on the slope of a valley.

Carpenter was killed during his second tour of combat in Vietnam. I need to contact the operations officer of the 366th, or find whatever documents were generated by these two missions in that organization or whatever organization flew them. I'd also like to talk to the pilot who flew Carpenter, and the crews of the F4Cs who accompanied Carpenter that morning and flew the evening mission. Any assistance or guidance you could lend me would be gratefully appreciated.

Very sincerely Yours,



George Patterson



MISSING: LT. JAMES KELLY PATTERSON, USN

Lt. James Kelly Patterson's loss event defies a quick and easy telling, but these are the facts, supported by official documents in my possession:

"Raygun 502," bombardier-navigator James Kelly Patterson and pilot Eugene "Red" McDaniel in their A6A "Intruder" all-weather attack bomber, was downed over Hoa Binh province, North Vietnam, by a surface-to-air missile about mid-day on Ho Chi Minh's birthday, 19 May 1967, a day of scattered clouds, 10 miles visibility. Patterson and McDaniel ejected safely and touched earth near each other and close by their plane's crash site. A short time later squadron-mates Nick Carpenter and Richard Slaasted crossed over the burning crash and immediately located and spoke to Patterson on the ground. He reported he had a badly broken left leg and could not move.

Carpenter/Slaasted returned in their A6A the following day (20 May) and again found Patterson without difficulty. They spoke to him and saw him on the ground "in a U-shaped valley." The following morning (21 May) Carpenter returned in the back seat of an Air Force F4 and again found/saw/spoke to Patterson, then dropped a Fulton Extraction kit to him. That night, two other F4s found Patterson, who reported the Fulton gear had been captured by the Vietnamese. On 22 May, U.S. forces were unable to regain contact, and rescue efforts were cancelled.

McDaniel, also injured, had been captured on 20 May before he could reach Patterson and spent the next six years a P.O.W. until his repatriation in 1973. He has told me that they were both on the ground less than a mile from the crash site.

Carpenter was killed during his second tour in Vietnam, but Slaasted told me the area around Patterson contained villages and numerous trucks.

The correct coordinates of Patterson's last known location and the crash site have not survived in the records, but (established from U.S. eyewitness

reports) we know that he was within one mile (McDaniel) or even closer (Carpenter) to the crash site, in a valley (Carpenter), in the vicinity of villages and truck-worthy roads (Slaasted). The terrain description and the proximal linking of Patterson's location to the crash site are critical.

There is ample evidence to indicate Patterson was captured: McDaniel was told by a prison guard in 1967 that Patterson had recovered from his injury and was well. Another repatriated POW, Dewey Smith, said that in the fall of 1967 he saw an interrogation questionnaire with Patterson's name at its head. Bobby Jo Keesee, released civilian POW, reported seeing Patterson's name on a cell wall in a North Vietnamese prison near the Chinese border. On 4 November 1991 investigative reporter Yuri Pankov, in the respected Moscow newspaper Kommersant, wrote that a U.S. "second pilot" shot down over North Vietnam on 19 May 1967 was taken overland through China to Saryshagansk, in the then Soviet republic of Kazakhstan, in the fall of 1967. Patterson's is the only unresolved M.I.A. case meeting Pankov's criteria. (Note: He was expert in the use of his aircraft's state-of-the-art electronics to defeat Vietnam's Russian-made missile defense system; Saryshagansk was the site of a Soviet missile research facility)

Twenty three years after Patterson's loss, in December 1990, the Vietnamese brought before U.S. investigators four "witnesses." This was their testimony, supported, in part only, by Vietnamese reports of unknown authenticity:

The militiamen involved in the search for 502's aircrew mobilized from Thuong Tien village in Kim Boi district. After searching in very rough terrain (described in various Vietnamese reports as a heavily forested, steeply sloping tall mountain) they captured the Fulton gear. Nearby they found Patterson, shot him, and buried him on the spot (in disobedience to standing orders). Some time later his body disappeared because (according to "witness" testimony and previous reports) it was 1) bombed by U.S. planes, or 2) eaten by wild animals, or 3) washed away by a nearby stream. The location of this "grave site" is (in UTM coordinates) WH43718409. This point is on a ridgeline (highlighted on the attached map) about midway down its three-mile length running south from the top of Nui Doi Thoi, the highest mountain in the area.

We do know the Vietnamese made contact with Patterson because they took from him his military I.D. card and Geneva Conventions card and returned them to the U.S. in 1985. Later, to lend credence to one of their reports, they attached a photocopy of the Geneva Conventions card. The card they copied, however, was phoney, not matching the real card now in my custody!

The actual Vietnamese-claimed "grave site" was pointed out by the "witnesses" and thoroughly investigated in May 1992 by a U.S. team of experts borne on helicopters (the site is inaccessible by truck). Nothing to indicate a body had ever been there was found. No trace or evidence of remains, not a button, a shred of cloth, a tooth, a zipper, was located. In fact the soil strata itself was found to be undisturbed.

In spite of the absence of remains, in spite of numerous U.S.-noted Vietnamese contradictions and inconsistencies between "witnesses," between "witnesses" and previous Vietnamese reports, and between "witnesses" and the established facts, and without first showing the established facts to be in error, U.S. investigators threw out those established facts in favor of the un-corroborated "witness" testimony! They accepted the "grave site" as Patterson's last known location, even though it is on a ridge on the steep south slope of 3,930-foot Nui Doi Thoi mountain, not a valley or village or

truck road within several kilometers. Despite the evidence of his survival and without any physical proof to the contrary, Patterson's alleged death was accepted as fact! Since the Vietnamese and the U.S. agreed as to his fate, his case, once a "compelling discrepancy," is now considered "resolved."

Early in 1992 I obtained a photograph of Patterson's/McDaniel's plane exploding on impact with the ground, and sent it to U.S. investigators. In the fall of 1993 satellite imagery experts positively matched terrain features shown in the photo with those in satellite imagery of the area, and located the crash site at 20°39'37"N-105°23'12"E (WH401844), in Ky Son district two and a quarter miles west of the "grave site" on the ridgeline.

When the photo is oriented to the map, the trail of smoke left by the plane shows it was traveling generally northward before impact. The crew, therefore, ejected somewhere generally to the south of the crash. Within a mile in that direction are several hamlets, valleys, and truck-accessible areas.

The ridgeline running south from Nui Doi Thoi is a major terrain feature and marks the border between Kim Boi district to the east and Ky Son district to the west. No trails are mapped across this rugged feature directly linking Thuong Tien village (the group of hamlets in the stream valley east of the ridge) in Kim Boi district to the villages in Ky Son district. Midday on Ho Chi Minh's birthday, 19 May 1967, every villager west of the ridge would likely have witnessed the nearby missile explosion, the smoking, crashing, burning plane, and the parachuting crewmen. The militiamen in this area would have been immediately mobilized to capture the crewmen, and villagers would have been drawn to the crash site to salvage useable materials. The people east of the ridge in Thuong Tien village, by contrast, would not even have seen most if any of the event, their view blocked by the ridge. The search need was immediate, so they would probably not have been called upon to assist--it would take them too long to traverse the ridge. That they became involved in the search runs counter to common sense and logic. So, not only does the Vietnamese description of the terrain of Patterson's "grave site" (steeply sloping tall mountain) contradict U.S. forces' description of his last known location (in valley near the crash, villages, and trucks), but Thuong Tien village's very involvement is unlikely.

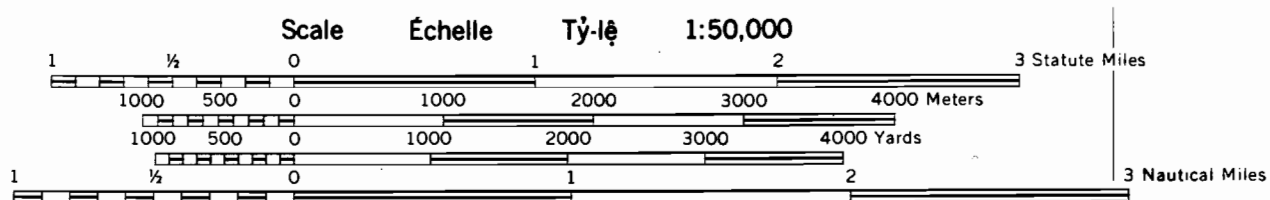
I believe Patterson survived his capture, and the Vietnamese story is a fabrication possibly to cover the absence of a body or a living prisoner last seen being led away to Kazakhstan.

by G.M. Patterson, brother, February 1994

VIETNAM 1:50,000

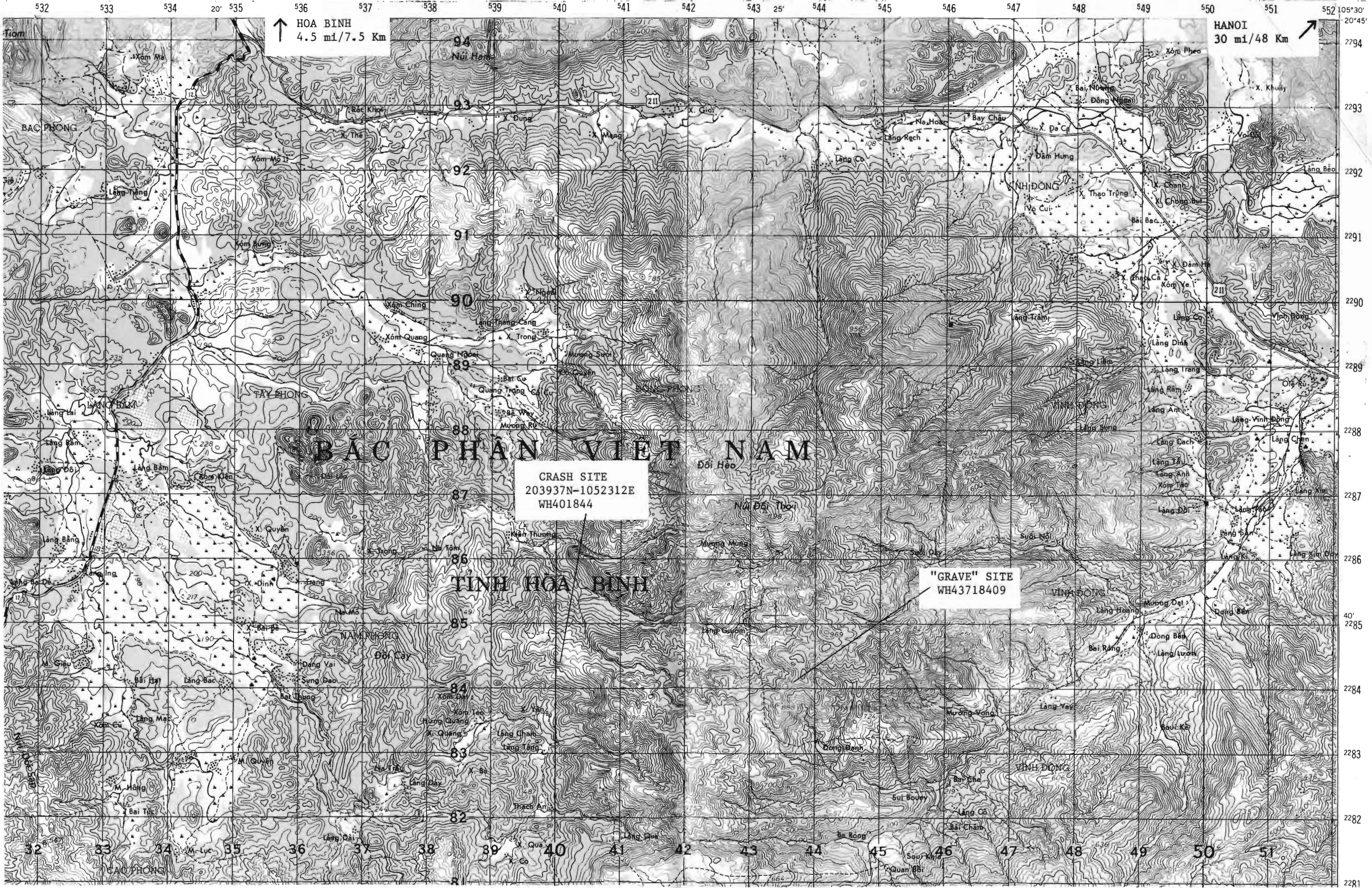
LÀNG TAM

SHEET 6050 II
SERIES L7014



CONTOUR INTERVAL - 20 METERS

SUPPLEMENTARY CONTOURS - 10 METERS



HOA BINH
4.5 mi/7.5 Km

HANOI
30 mi/48 Km

CRASH SITE
203937N-1052312E
WH401844

"GRAVE" SITE
WH43718409

TINH HOA BINH

BAC PHAN VIET NAM



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

IN REPLY REFER TO

1771
Ser 663P
6 Mar 94

From: Assistant Head, POW/MIA Affairs Section (Pers-663P1)
To: DPMO External Affairs Division
Attn: Mr. John Horn

Subj: NEXT OF KIN (NOK) REQUEST RE: LCDR J. K. PATTERSON (REFNO 0691)

Ref: (a) Discussion Pers 663P (LT Stothard)/DPMO External Affairs (Mr. Horn) 6 Jan 94.

Encl: (1) Point paper describing facts surrounding REFNO 0691
(2) Ejection Analysis, REFNO 0691
(3) Ltr from NOK, REFNO 0691
(4) Map describing location for proposed new interviews

1. The NOK of LCDR Patterson made a request for further analysis during his visit to view the Central Documentation Office classified file. Just prior to his visit, new photographic analysis revealed a previously unknown position for the crash location associated with this REFNO. On behalf of the NOK, a memorandum will be drafted requesting JTF-FA interview witnesses in a location not previously investigated for this REFNO.

2. Per reference (a), please review enclosures (1) - (4), which will be used to support the request for additional investigation. Any endorsement, rebuttal, or added analytical weight you can provide will be included with the memorandum to JTF-FA.

3. I can be reached at DSN 224-3338, (703) 614-3338, or fax, 3345. Thank you for your assistance.

G. STOTHARD
LT USNR

Encl: (1) Point paper describing facts surrounding REFNO 0691

UNCLASSIFIED

POINT PAPER

LT Geoffrey Stothard
Pers 663P/4-3338
24 Mar 94

SUBJECT

LCDR JAMES KELLY PATTERSON, USN (REFNO 0691)

BACKGROUND

- This point paper provides a synopsis of facts surrounding REFNO 0691, toward determining the merits of additional investigation efforts.

DISCUSSION

- LCDR Patterson was lost 19 May 67 over Hoa Binh Province, NVA.
 - Known to be alive for 3 days.
 - SAR assets visually located him numerous times.
- Photo taken by wingman shows crashing aircraft and terrain features definitely correlated to 20 39'37"N - 105 23'12"E.
- Returnee from same incident states he and LCDR Patterson landed within 1 mile of crash site and within 1/4 mile of each other.
- Ejection analysis by computer simulation, using flight parameters given by returnee and gleaned from audio tape of incident, confirms distance from crash site.
 - No-wind analysis gives area of probability along a line with aircraft hdg and within 3970 ft behind aircraft impact.
 - 10 kt wind adjusts landing point approx. 1770 ft.
- Rough course of aircraft was reported as 034 deg.
 - consistent with photograph and mission plans.
- Certain terrain features recur in eyewitness accounts of incident.
 - Wingman/SAR crewman states LCDR Patterson on slope of valley.
 - Unconfirmed account states "trucks close by" during SAR. Implies roads in area.
 - Roads/valley consistent with photo/ejection analysis.
- Area investigated thus far is approximately 2.5 mi from crash location, ahead of aircraft impact.
 - This area reported, by VN, as grave site.
 - LCDR Patterson allegedly shot and buried "on the spot."
 - Despite two investigations of this area, no trace of disturbed strata or other material evidence was found.
 - VN interviewees stated no plane crash occurred in area.
- The VN "grave site" location is inconsistent with photographic analysis, reported terrain features, ejection analysis, and LCDR Patterson's immobility due to broken leg.
 - VN "grave site," and current interviewees, located across formidable geographic ridge line and political district boundary from photo-confirmed crash site.

RECOMMENDATION

- Recommend an assessment of interviewing new potential witnesses in the apparent area of the loss incident, based on new evidence described above.

Encl: (2) Ejection Analysis, REFNO 0691

Contents:

- Commander, Naval Air Warfare Center memo Ser 60327/070 of 17 Mar 94.
- Tape transcript of Raygun 3 flight.



DEPARTMENT OF THE NAVY

NAVAL AIR WARFARE CENTER
AIRCRAFT DIVISION WARMINSTER
P.O. BOX 5152
WARMINSTER, PA 18974-0591

13510
Ser 60327/070
17 MAR 1994

From: Commanding Officer, Naval Air Warfare Center
Aircraft Division Warminster
To: Department of the Navy, Bureau of Naval Personnel
Washington, DC 20370-5000
Subj: EJECTION ANALYSIS
Ref: (a) Navy Prisoner of War/Missing in Action Affairs
memorandum dtd 7 Feb 94
Encl: (1) NAVAIRWARCENACDIVWAR Computer Simulation Results
dtd 25 Feb 94

1. We were requested by reference (a) to conduct an ejection analysis of a Vietnam-era aircraft incident to assist in your research of that incident. We have completed an ejection simulation analysis utilizing a six-degree of freedom computer analysis. The results are presented in enclosure (1).

2. Our analysis indicates that the occupant probably landed in line with the aircraft heading and within 3,970 feet of the aircraft impact. Also, prevailing winds could greatly affect the landing position.

3. We hope that we have assisted your investigation. If you have any further questions, please contact Mr. John Quartuccio, DSN 441-7602 or Mr. Jeff Nichols, DSN 441-3215.

T. Milhous
T. MILHOUS
By direction

25 Feb 94
6032

EJECTION ANALYSIS REPORT

1. The purpose of the study was to enhance the available information concerning a Vietnam aircraft incident of 19 May 1967. We have completed the ejection simulation analysis utilizing a six-degree of freedom (three dimensional) computer analysis. The results are shown in Figures 1 through 4. The configuration and initial conditions are summarized as follows:

- o A-6A Aircraft
- o GRU-7 Ejection Seat
- o B/N Crew Station
- o 500 KIAS
- o 2000 ft AGL
- o 20 deg Nose Down, Wings Level
- o 180# Occupant

2. The computer simulation of the lateral displacement showed that the occupant was expected to land approximately in-line (within 40 feet) of the aircraft flight path. The seat utilized a rocket motor system with lateral divergence for spatial separation of the two crew members. However, at high speeds, the aerodynamic effects would typically counteract the rocket impulse. Figure 2 shows the plan view with the lateral displacement initially to the right, then drifting to the left. This tendency was supported by sled track test data of the seat systems.

3. Considering the downrange distance, the simulation analysis showed approximately 1520 feet of displacement from the point of ejection initiation. These results do not consider any prevailing wind effects. Figure 4 shows the comparison between the occupant trajectory and the aircraft glide slope at the time of ejection. Since the eye witness account indicates that the aircraft took a downward turn after ejection, the distance between the occupant landing and the aircraft glide slope may be considered as the maximum distance from the occupant landing to the aircraft impact. In other words, the analysis indicates that the occupant landed within a 3970 ft. radius of the aircraft.

4. The trajectory under these conditions shows that the parachute becomes effective above 1500 ft AGL, see Figure 3. After parachute opening the occupant begins a relatively vertical descent. The ground terrain was not above 500 ft in

this area, and so the terrain would have little effect on the occupant landing position.

5. A final simulation, not shown in the figures, was with a 10 knot cross wind. In this case, the down range distance was consistent with the plotted results; but the lateral displacement was increased by over 1770 feet. Due to the relatively long descent, the wind effects play a significant role.

6. The wind conditions affect the occupant trajectory mostly during the parachute descent phase. The wind would displace the occupant trajectory in accordance with its heading. Under either tail or head wind conditions, the occupant trajectory is affected in a similar fashion. Specifically, a 10 knot tail wind results in 1770 feet additional down range distance, while a 10 knot head wind results in 1770 feet reduced downrange distance.

Figure 1

A-6A B/N EJECTION ANALYSIS

180 lb Occupant, 500 KEAS, 20 Deg. Nose Down, Wings Level

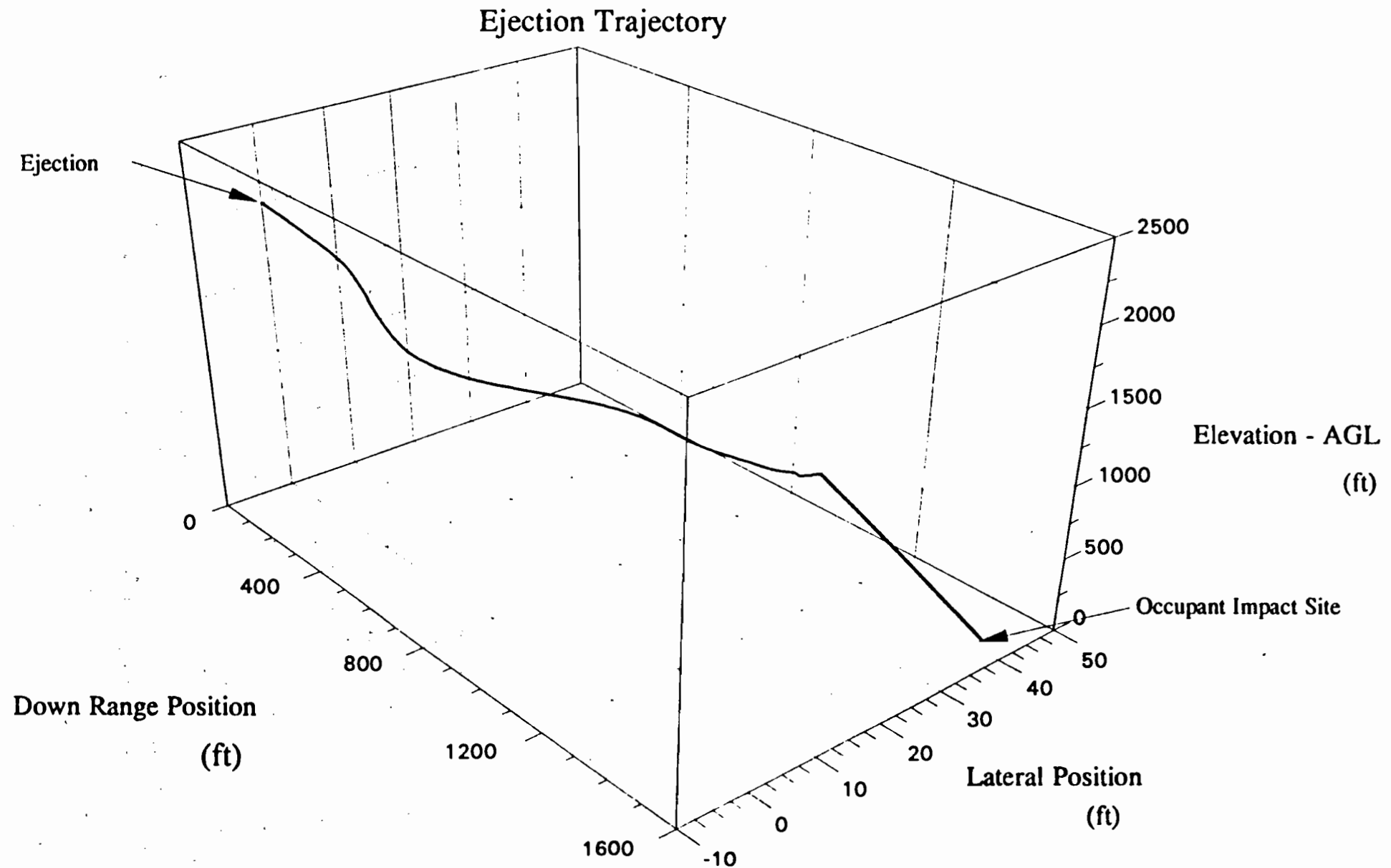


Figure 2

A-6A B/N EJECTION ANALYSIS

180 lb Occupant, 500 KEAS, 20 Deg. Nose Down, Wings Level

Ejection Trajectory - Plan View

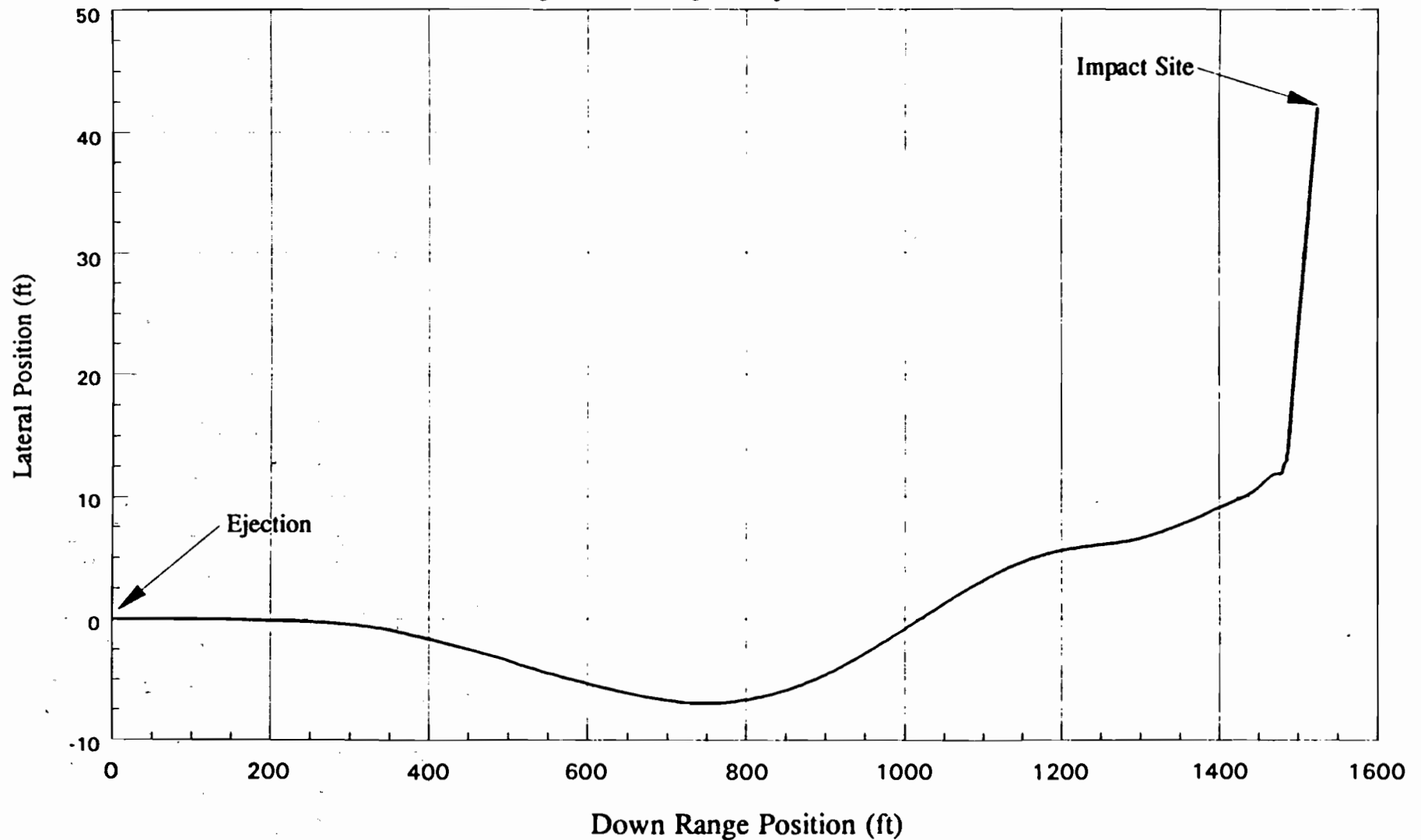


Figure 3

A-6A B/N EJECTION ANALYSIS

180 lb Occupant, 500 KEAS, 20 Deg. Nose Down, Wings Level

Ejection Trajectory - Elevation View

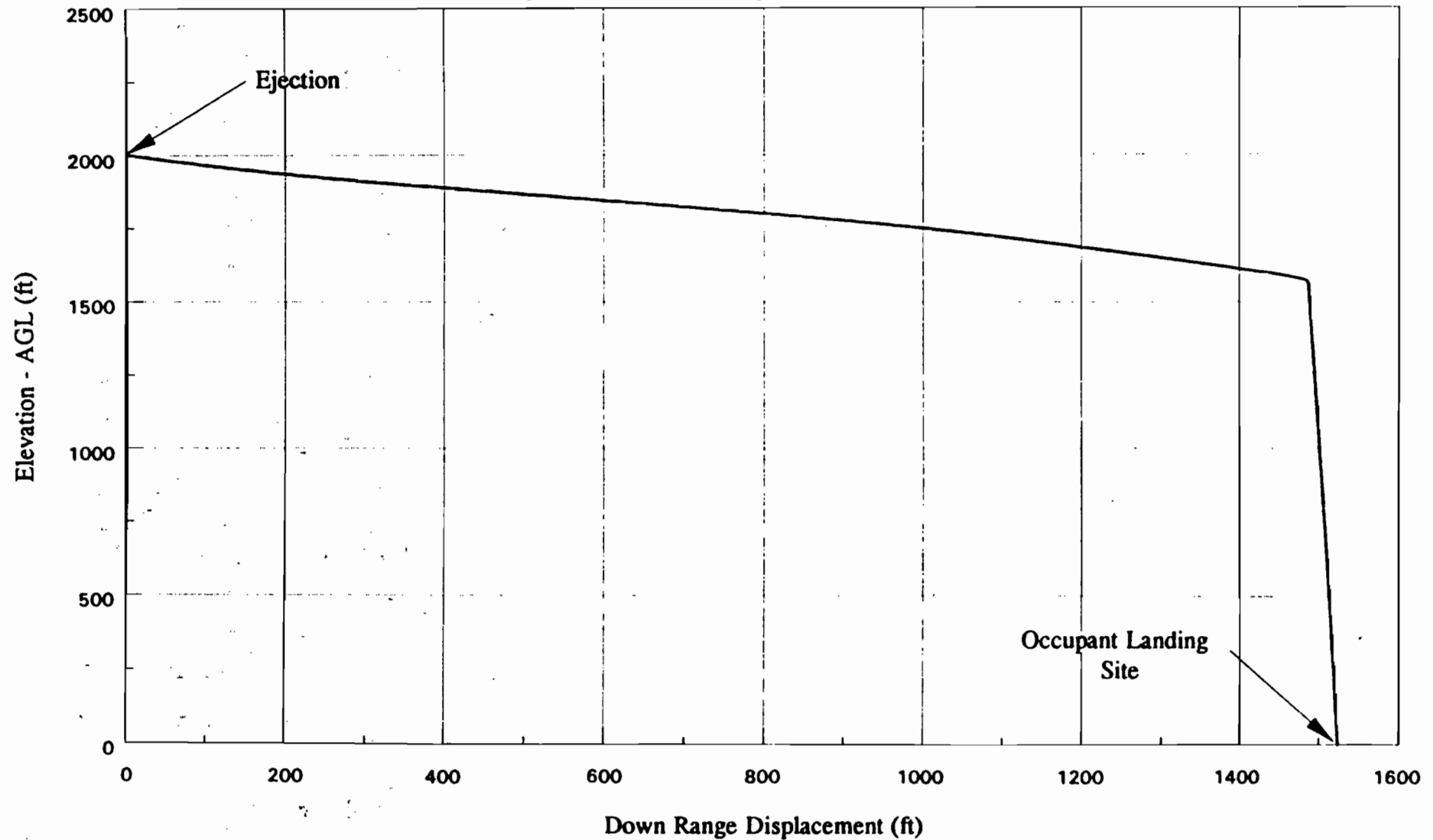
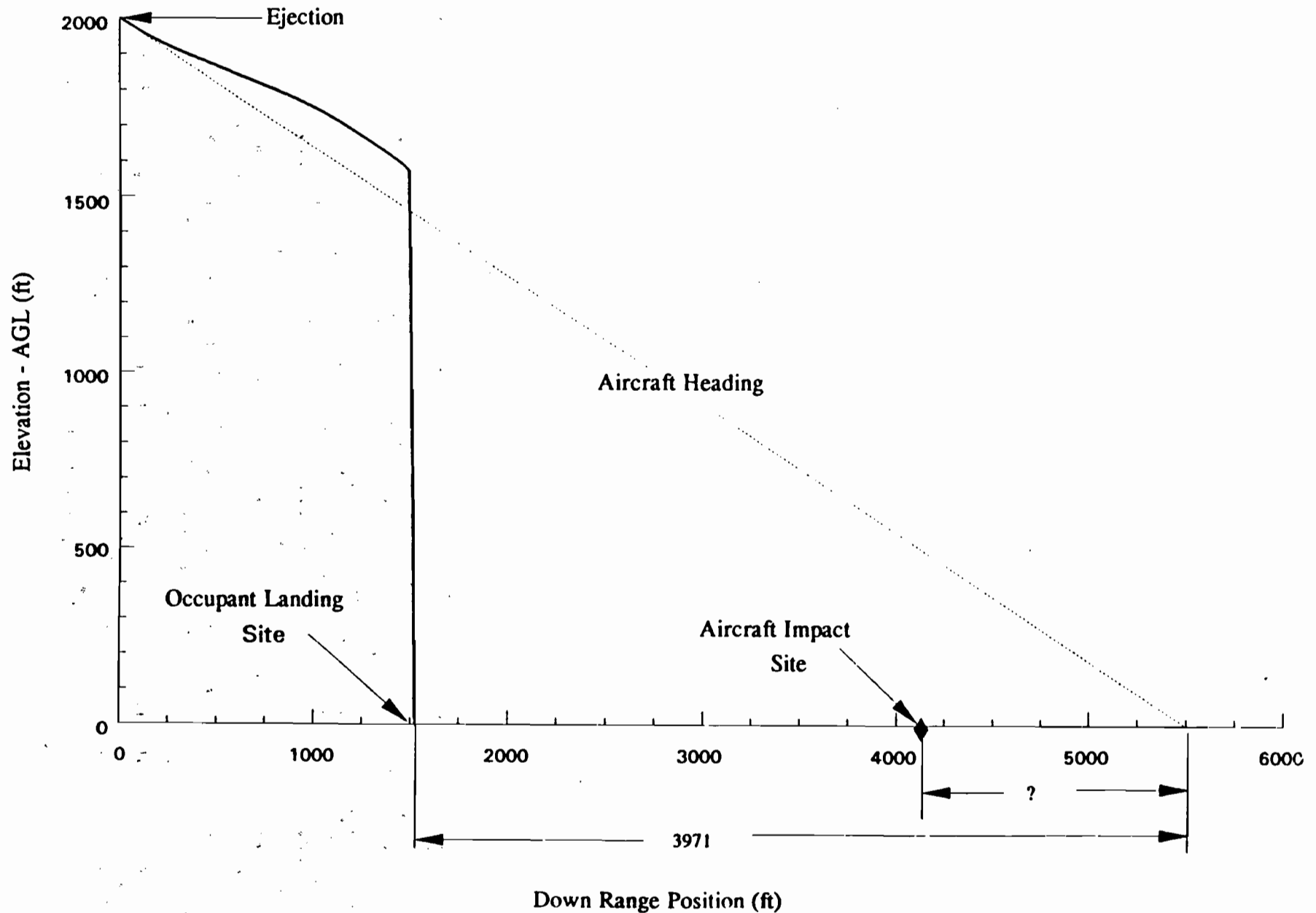


Figure 4

A-6A B/N EJECTION ANALYSIS

180 lb Occupant, 500 KEAS, 20 Deg. Nose Down, Wings Level



TAPE TRANSCRIPT

This is a tape of radio traffic from aircraft involved in the May 19, 1967 strike over North Vietnam. A dozen squadron call-signs are recorded on this tape, not all are part of the strike led by Attack Squadron 35. "Raygun" is the call-sign of Attack Squadron 35, "Raygun 3" was McDaniel/Patterson, "Raygun 4" was Owen and his B/N. The following is a partial transcript of the tape. In parentheses is the identity of the caller if I know it and if the caller did not identify himself. Times are minutes/seconds, accurate to within a couple seconds, timing started with the first transmission at the beginning of the tape. The missile which downed "Raygun 3" and damaged "Raygun 4" exploded sometime between 26/25, when McDaniel broadcasts his evasive action, and 26/30, when Owen declares he is hit.

24/45 -- "Raygun 3" blinking red (McDaniel's voice)

25/59 -- Missile 9'oclock low (possibly "Raygun 1")

26/15 -- Missile just left the ground at 12'oclock (possibly "Raygun 1")

26/25 -- "Raygun 3" breaking up (McDaniel's voice)

26/30 -- "Raygun 4" is hit

26/40 -- "Raygun 4" you say you're hit ? (possibly "Raygun 1")

26/43 -- Yeah, and so is "Raygun 3", he's burning ("Raygun 4")

26/49 -- How you doin' "Raygun 3"? ("Raygun 1")

26/58 -- OK Red, let's get out of here, huh (Patterson's voice)

27/15 -- "Raygun 3" has two good chutes

27/19 -- "Showtime 7", I have two parachutes at 9'oclock

27/23 -- This is "Silverkite"("Supertime"?), I just saw the plane go in

27/35 -- "Raygun", this is "Showtime 3", are you going to stay with the chutes ?

27/41 -- We got two beepers

27/57 -- This is "Silverkite3", I've got the chutes in sight, is anybody staying with 'em ?

28/01 -- "Showtime 7" staying with 'em

EJECT DECISION
:58

2 GOOD CHUTES OBSERVED
:15

AIRCRAFT IMPACT OBSERVED
:23

Encl: (3) Ltr from NOK, REFNO 0691

Contents:

- NOK letter
- Accompanying Map with NOK markings



MISSING: LT. JAMES KELLY PATTERSON, USN

Lt. James Kelly Patterson's loss event defies a quick and easy telling, but these are the facts, supported by official documents in my possession:

"Raygun 502," bombardier-navigator James Kelly Patterson and pilot Eugene "Red" McDaniel in their A6A "Intruder" all-weather attack bomber, was downed over Hoa Binh province, North Vietnam, by a surface-to-air missile about mid-day on Ho Chi Minh's birthday, 19 May 1967, a day of scattered clouds, 10 miles visibility. Patterson and McDaniel ejected safely and touched earth near each other and close by their plane's crash site. A short time later squadron-mates Nick Carpenter and Richard Slaasted crossed over the burning crash and immediately located and spoke to Patterson on the ground. He reported he had a badly broken left leg and could not move.

Carpenter/Slaasted returned in their A6A the following day (20 May) and again found Patterson without difficulty. They spoke to him and saw him on the ground "in a U-shaped valley." The following morning (21 May) Carpenter returned in the back seat of an Air Force F4 and again found/saw/spoke to Patterson, then dropped a Fulton Extraction kit to him. That night, two other F4s found Patterson, who reported the Fulton gear had been captured by the Vietnamese. On 22 May, U.S. forces were unable to regain contact, and rescue efforts were cancelled.

McDaniel, also injured, had been captured on 20 May before he could reach Patterson and spent the next six years a P.O.W. until his repatriation in 1973. He has told me that they were both on the ground less than a mile from the crash site.

Carpenter was killed during his second tour in Vietnam, but Slaasted told me the area around Patterson contained villages and numerous trucks.

The correct coordinates of Patterson's last known location and the crash site have not survived in the records, but (established from U.S. eyewitness

reports) we know that he was within one mile (McDaniel) or even closer (Carpenter) to the crash site, in a valley (Carpenter), in the vicinity of villages and truck-worthy roads (Slaasted). The terrain description and the proximal linking of Patterson's location to the crash site are critical.

There is ample evidence to indicate Patterson was captured: McDaniel was told by a prison guard in 1967 that Patterson had recovered from his injury and was well. Another repatriated POW, Dewey Smith, said that in the fall of 1967 he saw an interrogation questionnaire with Patterson's name at its head. Bobby Jo Keesee, released civilian POW, reported seeing Patterson's name on a cell wall in a North Vietnamese prison near the Chinese border. On 4 November 1991 investigative reporter Yuri Pankov, in the respected Moscow newspaper Kommersant, wrote that a U.S. "second pilot" shot down over North Vietnam on 19 May 1967 was taken overland through China to Saryshagansk, in the then Soviet republic of Kazakhstan, in the fall of 1967. Patterson's is the only unresolved M.I.A. case meeting Pankov's criteria. (Note: He was expert in the use of his aircraft's state-of-the-art electronics to defeat Vietnam's Russian-made missile defense system; Saryshagansk was the site of a Soviet missile research facility)

Twenty three years after Patterson's loss, in December 1990, the Vietnamese brought before U.S. investigators four "witnesses." This was their testimony, supported, in part only, by Vietnamese reports of unknown authenticity:

The militiamen involved in the search for 502's aircrew mobilized from Thuong Tien village in Kim Boi district. After searching in very rough terrain (described in various Vietnamese reports as a heavily forested, steeply sloping tall mountain) they captured the Fulton gear. Nearby they found Patterson, shot him, and buried him on the spot (in disobedience to standing orders). Some time later his body disappeared because (according to "witness" testimony and previous reports) it was 1) bombed by U.S. planes, or 2) eaten by wild animals, or 3) washed away by a nearby stream. The location of this "grave site" is (in UTM coordinates) WH43718409. This point is on a ridgeline (highlighted on the attached map) about midway down its three-mile length running south from the top of Nui Doi Thoi, the highest mountain in the area.

We do know the Vietnamese made contact with Patterson because they took from him his military I.D. card and Geneva Conventions card and returned them to the U.S. in 1985. Later, to lend credence to one of their reports, they attached a photocopy of the Geneva Conventions card. The card they copied, however, was phoney, not matching the real card now in my custody!

The actual Vietnamese-claimed "grave site" was pointed out by the "witnesses" and thoroughly investigated in May 1992 by a U.S. team of experts borne on helicopters (the site is inaccessible by truck). Nothing to indicate a body had ever been there was found. No trace or evidence of remains, not a button, a shred of cloth, a tooth, a zipper, was located. In fact the soil strata itself was found to be undisturbed.

In spite of the absence of remains, in spite of numerous U.S.-noted Vietnamese contradictions and inconsistencies between "witnesses," between "witnesses" and previous Vietnamese reports, and between "witnesses" and the established facts, and without first showing the established facts to be in error, U.S. investigators threw out those established facts in favor of the un-corroborated "witness" testimony! They accepted the "grave site" as Patterson's last known location, even though it is on a ridge on the steep south slope of 3,930-foot Nui Doi Thoi mountain, not a valley or village or

truck road within several kilometers. Despite the evidence of his survival and without any physical proof to the contrary, Patterson's alleged death was accepted as fact! Since the Vietnamese and the U.S. agreed as to his fate, his case, once a "compelling discrepancy," is now considered "resolved."

Early in 1992 I obtained a photograph of Patterson's/McDaniel's plane exploding on impact with the ground, and sent it to U.S. investigators. In the fall of 1993 satellite imagery experts positively matched terrain features shown in the photo with those in satellite imagery of the area, and located the crash site at 20°39'37"N-105°23'12"E (WH401844), in Ky Son district two and a quarter miles west of the "grave site" on the ridgeline.

When the photo is oriented to the map, the trail of smoke left by the plane shows it was traveling generally northward before impact. The crew, therefore, ejected somewhere generally to the south of the crash. Within a mile in that direction are several hamlets, valleys, and truck-accessible areas.

The ridgeline running south from Nui Doi Thoi is a major terrain feature and marks the border between Kim Boi district to the east and Ky Son district to the west. No trails are mapped across this rugged feature directly linking Thuong Tien village (the group of hamlets in the stream valley east of the ridge) in Kim Boi district to the villages in Ky Son district. Midday on Ho Chi Minh's birthday, 19 May 1967, every villager west of the ridge would likely have witnessed the nearby missile explosion, the smoking, crashing, burning plane, and the parachuting crewmen. The militiamen in this area would have been immediately mobilized to capture the crewmen, and villagers would have been drawn to the crash site to salvage useable materials. The people east of the ridge in Thuong Tien village, by contrast, would not even have seen most if any of the event, their view blocked by the ridge. The search need was immediate, so they would probably not have been called upon to assist--it would take them too long to traverse the ridge. That they became involved in the search runs counter to common sense and logic. So, not only does the Vietnamese description of the terrain of Patterson's "grave site" (steeply sloping tall mountain) contradict U.S. forces' description of his last known location (in valley near the crash, villages, and trucks), but Thuong Tien village's very involvement is unlikely.

I believe Patterson survived his capture, and the Vietnamese story is a fabrication possibly to cover the absence of a body or a living prisoner last seen being led away to Kazakhstan.

by G.M. Patterson, brother, February 1994

Encl: (4) Map describing location for proposed new interviews

Contents:

- 1:50000 map, w/ scale
- 1:50000 map after enlargement on xerox machine, w/ relative scale.

TIME FROM EJECT DECISION TO AIRCRAFT
IMPACT OBSERVED: 25 sec.

"GRAVE" SITE
WH43718409

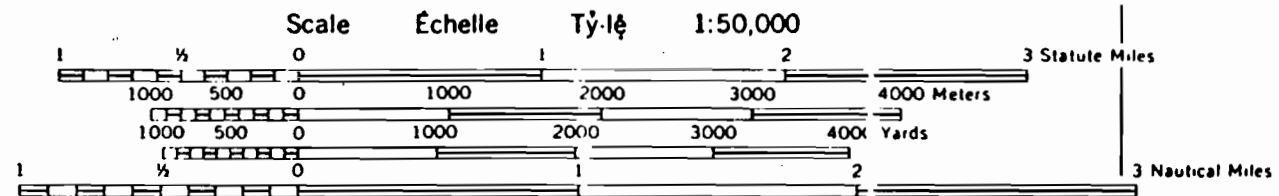
(OPPOSITE SIDE OF RIDGE LINE AND
POLITICAL BOUNDARY)



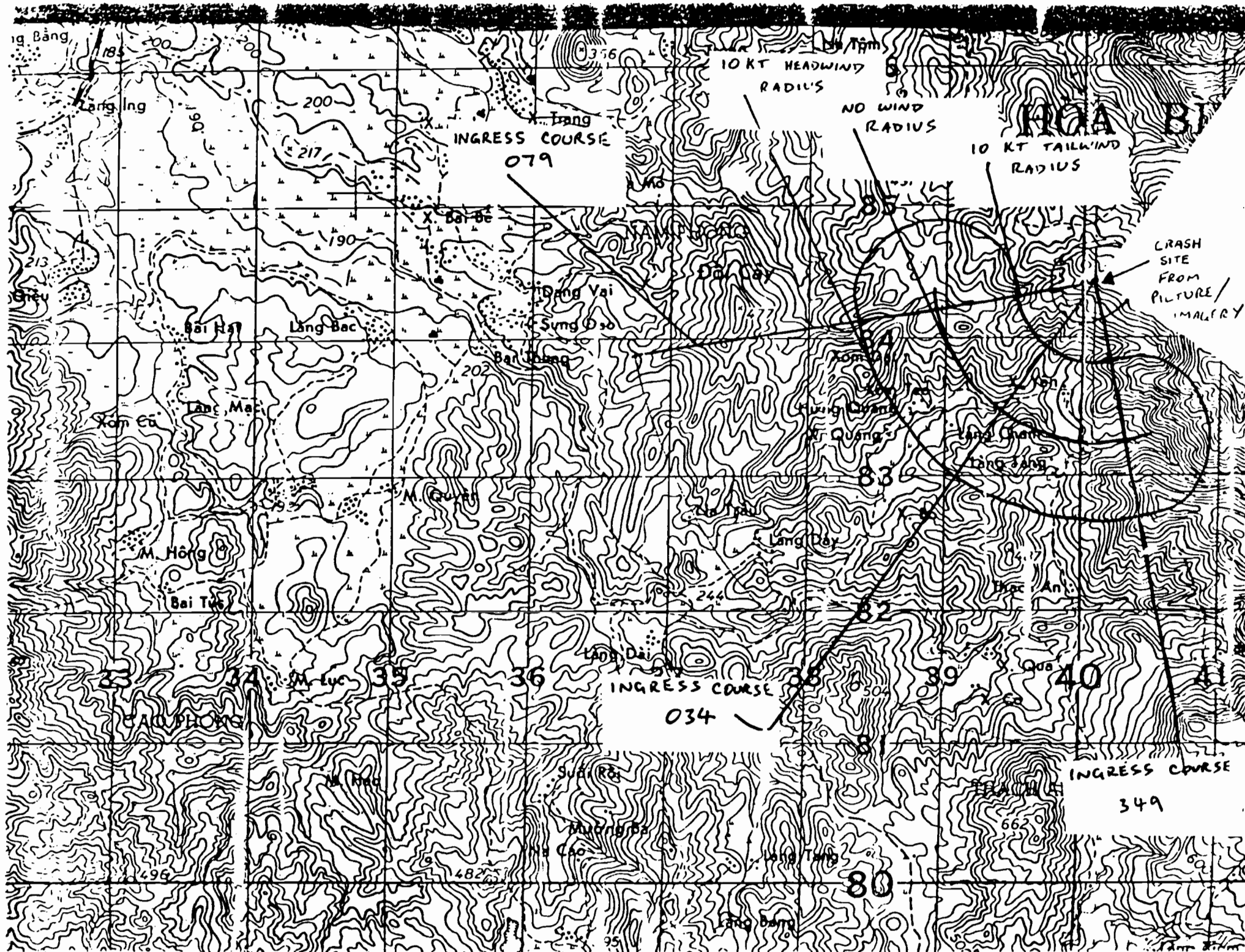
VIETNAM 1:50,000

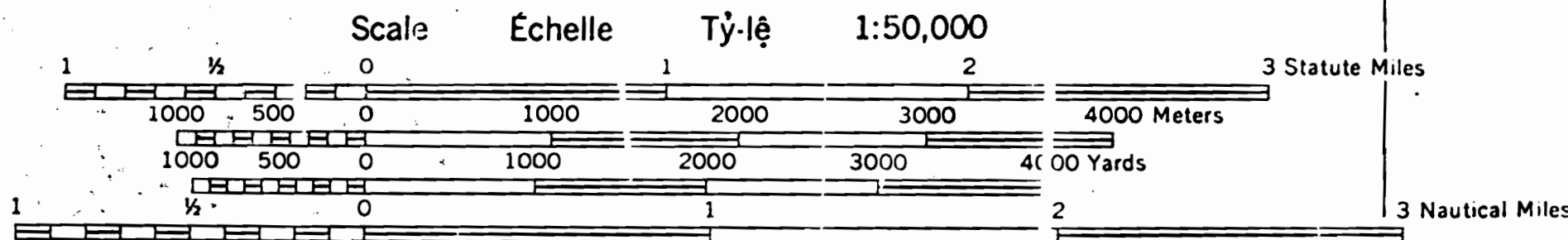
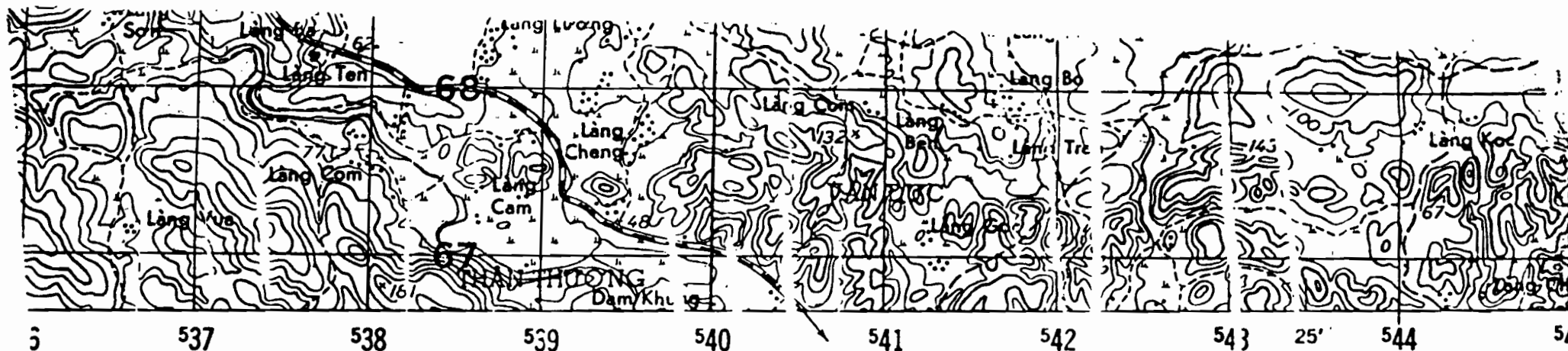
LÀNG TAM

SHEET 6050 II
SERIES I 7014



CONTOUR INTERVAL - 20 METERS
SUPPLEMENTARY CONTOURS - 10 METERS





INTERVAL - 20 METERS
CONTOURS - 10 METERS

ÉQUIDISTANCE DES COURBES: 20 MÈTRES
LES COURBES INTERCALAIRES: 10 MÈTRES

KHOẢNG CÁCH ĐỀU VÒNG
CÁC VÒNG CAO-ĐỘ PH

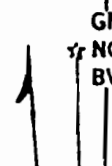
..... EVEREST
ZONE 48 (BLACK NUMBERED LINES)
..... TRANSVERSE MERCATOR
..... APPROXIMATE MEAN SEA LEVEL
..... INDIAN DATUM 1960

ELLIPSOÏDE
QUADRILLAGE KILOMÉTRIQUE UTM: FUSEAU 48 (LES LIGNES CHIFFRÉES EN NOIR)
PROJECTION TRANSVERSE MERCATOR
NIVEAU DE RÉFÉRENCE NIVEAU MOYEN APPROXIMATIF DES MERS
LE RÉSEAU GÉODÉSIQUE DE RÉFÉRENCE LE RÉSEAU GÉODÉSIQUE DE L'INDE 1960

KHOẢNG BẦU-DUC
Ô VUÔNG UTM TUNG
(N)
HỆ-THỐNG-CHIẾU
BÌNH-DIỆN CHUẨN MẶT BIỂ
HỆ-THỐNG TRẮC-CẦU CHUẨN H

SEE CORRECTIONS TO THIS MAP TO COMMANDING
OFFICER, ARMY MAP SERVICE, WASHINGTON, D.C.

TO CONVERT A
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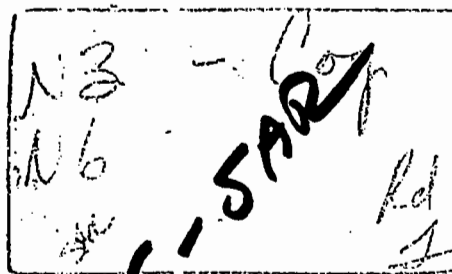
CREDITS

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COMBAT
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GUSA NR09217
O P 211344Z MAY 67
FM CTU SEVEN SEVEN PT ZERO PT ONE
TO CTG SEVEN SEVEN PT ZERO
CTG SEVEN SEVEN PT NINE

ZEN/TU SEVEN SEVEN PT ZERO PT ONE
TU SEVEN SEVEN PT ZERO PT TWO
ALL TF SEVEN SEVEN CVA TG CDRS
ALL TF SEVZC SEVEN CVAS
DET ONE 3RD ARRG DANANG AR
37 ARRS DANANG AR
DET SEVEN 38 ARRS DANANG AR
INFO CINCPACFLT
SEVENTH AIR FORCE
COMUSMACV-JPRC
COMSEVZNTHELT



CTF SEVEN SEVEN
CTE SEVEN ZERO PT TWO PT ONE PT ONE
CTE SEVEN ZERO PT TWO PT ONE PT TWO
CTE SEVZN ZERO PT TWO PT ONE PT THREE
620TH TACON SQ DANANG AR
PARC HICKAM AFB
BT

CTG 77.6 AND DET SEVEN 38TH ARRS DANANG AR TAKE FOR ACTION. ALL
OTHERS TAKE FOR INFO.

SAR INCIDENT 20-01 RAYLUN 502 (1-6A) SITREP 05
TIME 212115H

1. WORDEN INTERCEPTED A SERIES OF TRANSMISSIONS ON GUARD FROM A
PREVIEW ACFT TO RAYGUN DURING PERIOD 212041H-212049H. DUE TO
DISTANCE ONLY PREVIEW SIDE OF TRANSMISSIONS HEARD.
2. PREVIEW ACFT WAS ATTEMPTING TO DROP RADIO, FOOD AND WATER AND
STATED THAT HE UNDERSTOOD FOUR HAD BEEN DROPPED AND NATIVES HAD
GOT EQUIP.
3. PREVIEW MADE SEVERAL PASSES REQUESTING RAYGUN TO MARK HIS POSIT-
ION BY SHOWING HIS STROBE LIGHT. PREVIEW FINALLY FIXED POSIT AND MADE
DROP WHICH HE REPORTED LANDED TO SOUTHWEST OF RAYGUN. INDICATIONS
ARE THAT RAYGUN DID NOT RECOVER DROP. PREVIEW THEN STATED THAT HE WAS
CLEARING VALLEY AND GOING BACK TO SEE WHAT HE COULD DO FOR RAYGUN.
4. OTHER PARTS OF THE CONVERSATION INDICATED THAT RAYGUN'S PARACHUTE
WAS IN TREE LINE AND THAT HE WAS ALONE. SERIES OF QUESTIONS ASKED:
ARE THESE TWO OF YOU IMMEDIATELY TOGETHER DID YOU SEE HIM
YESTERDAY; DO YOU KNOW WHERE HE WENT?
5. NEXT REPORT WHEN ADDITIONAL DETAILS RECEIVED.

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SEE p. 17

1. (U) REF A IS THE SUMMARY REPORT OF JOINT US/SRV ACTIVITIES CONDUCTED DURING THE PERIOD 28 NOV - 19 DEC 90. PAR 50 CONCERNS THE INCIDENT TO BE DISCUSSED IN DETAIL BELOW. REF B IS THE REPORT OF THE INVESTIGATION CONDUCTED BY OFFICIALS OF KIM BOI DISTRICT, HA SON BINH PROVINCE, JUST BEFORE THE ARRIVAL OF THE JOINT TEAM. REF C IS A TRANSLATION OF THE REPORT OF A UNILATERAL INVESTIGATION OF REFNO 0691 CONDUCTED BY VUOSMP ON 21-22 OCT 87.

2. (C) SUMMARY OF INVESTIGATION: THE JOINT TEAM INVESTIGATED REFNO 0691 ON 5-6 DEC 90. THE TEAM EXAMINED TWO WARTIME DOCUMENTS, PROVIDED BY THE PROVINCE TASK TEAM, THAT CONTAIN REFERENCES TO THE SHOOTING DOWN OF AN F-4B AIRCRAFT IN THUONG TIEN VILLAGE, KIM BOI DISTRICT, ON 19 MAY 67, AND THE SHOOTING DEATH OF ONE OF THE PILOTS. THE TEAM

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INTERVIEWED FOUR WITNESSES. THREE OF THE WITNESSES TESTIFIED THAT TWO AMERICAN PILOTS LANDED IN THUONG TIEN VILLAGE IN MAY, 1967, THAT ONE OF THEM WAS CAPTURED THE MORNING AFTER HE LANDED, AND THAT THE SECOND PILOT WAS SHOT TO DEATH BY THE MILITIA ON THE AFTERNOON OF THE FOURTH DAY AFTER EJECTION. TWO OF THE WITNESSES CLAIM THAT THE SECOND PILOT'S BODY WAS BURIED IN A COFFIN ON THE MOUNTAINSIDE WHERE HE FELL, AND THAT IT WAS DISCOVERED LATER IN THE YEAR THAT WILD ANIMALS HAD EXHUMED AND DESTROYED THE REMAINS. THE TEAM DID NOT ATTEMPT TO VISIT THE REPORTED BURIAL SITE.

3. (U) DETAILS OF INVESTIGATION:

A. (C) ON 5-6 DEC 90 A JOINT US/SRV INVESTIGATION TEAM CONDUCTED AN INVESTIGATION OF REFNO 0691 (PATTERSON) IN KIM BOI DISTRICT, HA SON BINH PROVINCE. AMERICAN TEAM MEMBERS WERE [REDACTED], TEAM LEADER; MSGT [REDACTED], ANALYST; SSG [REDACTED], CASUALTY RESOLUTION TECHNICIAN; SFC(P) [REDACTED] AND SGT [REDACTED], SEARCH AND RECOVERY SPECIALISTS; AND TSGT [REDACTED], MEDICAL TECHNICIAN. VIETNAMESE TEAM MEMBERS WERE PHAM VAN RUYEN (RUYENF), TEAM LEADER; AND "SPECIALISTS" LUU VAN THO (THOJ), BUI QUANG VIET (QUANG VIETJ), NGUYEN DINH KHIEM (DINH KHIEM), AND NGO HUY CHUNG (HUY CHONG). A PROVINCE WORKING GROUP CONSISTING OF BUI VAN TRONG (TRONGJ) AND NGUYEN THANH VIEN (THANH VIEEN) OF THE PEOPLE'S COMMITTEE, AND MAJ. BUI VAN THANH (THANH) OF THE MILITARY COMMAND ACCOMPANIED THE TEAM, AS DID CPT BUI VAN LOI (LOIJ) OF THE KIM BOI DISTRICT MILITARY COMMAND AND BUR THE LOAN (THEES LOAN) OF THE DISTRICT PEOPLE'S COMMITTEE.

B. (C) ON THE MORNING OF 5 DEC THE TEAM ARRIVED AT THE KIM BOI DISTRICT OFFICE, LOCATED IN THANH HA VILLAGE (THANH HAF, NH 559859). THE TEAM WAS RECEIVED BY NGUYEN XUAN THU (THU), FIRST DEPUTY CHAIRMAN OF THE DISTRICT PEOPLE'S COMMITTEE, AND BY PHAM HOAI NAM (HOAIF NAM), DISTRICT ADMINISTRATIVE DIRECTOR. AFTER WELCOMING THE TEAM, THU INTRODUCED THE ABOVEMENTIONED LOI AND LOAN, OF THE DISTRICT TASK TEAM. LOI THEN PRESENTED AN ORAL REPORT OF HIS INITIAL INVESTIGATION INTO THE 0691 INCIDENT. THIS

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REPORT WAS LATER TYPEWRITTEN, AND A PHOTOCOPY GIVEN TO THE JOINT TEAM. IT HAS BEEN TRANSLATED, AND IS CITED AS REF B ABOVE. AT THE CONCLUSION OF THE PRESENTATION LOI TOLD THE TEAM THE VILLAGE IN WHICH THE INCIDENT OCCURRED, THE DISTRICT MILITARY COMMAND, AND THE DISTRICT PEOPLE'S COMMITTEE HAD BEEN UNABLE TO LOCATE ANY DOCUMENTS THAT CONCERNED THE CASE UNDER INVESTIGATION. HE ALSO SAID, IN BT

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MINIMIZE CONSIDERED FOR MILITARY ADDRESSEES
SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE
0691 (U)
RESPONSE TO A QUESTION, THAT THERE WAS NO MUSEUM OR
TRADITION HOUSE IN KIM SOI DISTRICT.

(BEGIN TRANSLATION. TRANSLATOR'S COMMENTS IN PARENTHESES).

(A THREE-PAGE SECTION DISCUSSING SHORTCOMINGS, WHICH MAY BE A SEPARATE DOCUMENT, CONTAINS TWO ENTRIES OF INTEREST. THE FIRST, CONCERNING "INSUFFICIENT POLITICAL EDUCATION OF THE FIGHTING CADRES," NOTES:)

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(UNDER "UNSETTLED DISCIPLINE ON THE BATTLEFIELD":)

3. (THIS) STILL ALLOWS REGRETTABLE (INSTANCES) SUCH AS THE THUONG TIEN FIGHT; THE REGULATIONS WERE THAT WHEN THE AMERICAN PIRATE WAS CAPTURED, THREE SHOTS SHOULD BE FIRED TO COLLECT THE TROOPS; BUT THERE WERE NO REGULATIONS, OR THEY WERE NOT CLEAR (TEXT ENDS)

(END TRANSLATION)

D. (6) THE SECOND DOCUMENT IS A STATISTICAL COMPILATION PREPARED BY BACH CONG LUC (BACHJ CONG LUCJ) OF THE HOA BINH PROVINCE MILITARY COMMAND ON 28 NOV 74. IT IS ENTITLED "SUPPLEMENTARY COMPILATION OF DATA OF RESISTANCE TO THE WAR OF DESTRUCTION DURING 8 YEARS BY THE TROOPS AND PEOPLE OF HOA BINH" (TAAPJ PHUJ. LUCJ VEEF SOJS LIEEUJ CHIEENS TRANH PHAS HOAI TRONG 8 NAM CUAR QUAAN ZAAV HOAF BINH). THE DOCUMENT CONSISTS OF 25 UNNUMBERED PAGES OF HANDWRITTEN TABLES. THE PAGES OF IMMEDIATE INTEREST ARE 17-19, WHICH ARE A LIST OF PILOTS CAPTURED IN THE PROVINCE DURING THE WAR. THE LIST IS ARRANGED IN TABULAR FORM, UNDER THE FOLLOWING HEADINGS: "SURNAME AND NAME OF AMERICAN AIR PIRATE," "YEAR OF BIRTH," "RANK," "TYPE OF AIRCRAFT FLOWN," "POINT OF ORIGIN," "DATE SHOT DOWN," "DATE CAPTURED," "PLACE SHOT DOWN AND CAPTURED," "NOTES." ENTRIES 30 AND 31, FOUND ON PAGE 18, READ AS FOLLOWS:

30. [REDACTED] 1926 COLONEL 502046 F4B 7TH FLEET 19-5-1967 21-5-67 THUONG TIEN VILLAGE, KIM BOI (PEOPLE'S MILITIA SHOT DEAD) DEAD

31. [REDACTED] (BLANK) MAJOR (BLANK) F4B 7TH FLEET 19-5-1967 (BLANK) THUONG TIEN VILLAGE, KIM BOI ALIVE

ENTRY 22, AT THE TOP OF PAGE 18, READS AS FOLLOWS:

22. [REDACTED] 1926 MAJOR 26.569 F4C 7TH FLEET 26-3-1967 26-3-1967 CAO SON VILLAGE, DA BAC
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CONFIDENTIAL SECTION 03 OF 11 BANGKOK TH 06657

CONFIDENTIAL 0071 FEB 91
MINIMIZE CONSIDERED FOR MILITARY ADDRESSEES
SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE
0691 (U)
(BLANK)

SOME OF THE STATISTICAL TABLES IN THE REMAINDER OF THIS DOCUMENT ARE OF PW/MIA INTEREST (FOR EXAMPLE, A LIST OF AIRCRAFT SHOT DOWN BY PARTICULAR STRATEGIC POINTS), BUT MAJ THANH REFUSED TO PERMIT THE TEAM TO TRANSCRIBE OR PHOTOGRAPH THESE SECTIONS (SEE COMMENTS, PAR 12).

-E. (C) ON THE AFTERNOON OF 5 DEC THE TEAM TRAVELLED TO THJONG TIEV VILLAGE (THWONGJ TIEENS, NH 487847), THE AREA WHERE, ACCORDING TO THE VIETNAMESE DOCUMENTS CITED ABOVE, THE 0691 INCIDENT HAD TAKEN PLACE. THE TEAM WAS RECEIVED BY DINH QUANG HOP (DINH QUANG HWPJ), CHAIRMAN OF THE VILLAGE PEOPLE'S COMMITTEE. HOP WELCOMED THE TEAM, AND REPORTED THAT THE VILLAGE HAD BEEN ABLE TO FIND FOUR PERSONS WHO WOULD BE ABLE TO PROVIDE INFORMATION ABOUT THE CASE. THE VILLAGE HAD ALSO BEEN ABLE TO LOCATE THE GENERAL AREA OF THE REPORTED BURIAL, AND HAD PREPARED A ROUTE UP TO THAT LOCATION FOR THE TEAM TO TRAVEL. HOP THEN INTRODUCED THE FIRST WITNESS, BUI VAN JONG (BUI VAWN DONGR. SEE LINGUISTIC NOTE IN PAR 12F BELOW), NOW 59 YEARS OLD, AND THE VILLAGE MILITIA COMMANDER AT THE TIME OF THE INCIDENT.

(1) (S) ONG SAID THAT THE ENTIRE INCIDENT TOOK PLACE BETWEEN 19 AND 23 MAY 67. HE WAS AT THE VILLAGE MILITIA HEADQUARTERS WHEN, AT ABOUT 1200, HE HEARD THE SOUND OF ROCKETS BEING FIRED. THE "DIRECT COMBAT" MILITIA SOUNDED THE ATTACK WARNING, THEN ONG SOUNDED THE MILITIA ASSEMBLY SIGNAL. LOCAL PEOPLE CAME TO THE HEADQUARTERS AND TOLD HIM THAT A MAN HAD FALLEN FROM THE SKY "HANGING FROM A MOSQUITO NET." ONG THEN INFORMED THE DISTRICT MILITARY COMMAND AND REQUESTED REINFORCEMENTS. JONG LED THE MILITIA IN THE INITIAL PURSUIT OF THE PILOT. AFTER STOPPING FOR SUPPLIES AT ABOUT 1700 IN XOM KHU (KHUS) HAMLET, THE MILITIA

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CONTINUED UP TO DONG DANH HAMLET (DONG DANH, AH
 441832) THE AREA INTO WHICH THE PEOPLE SAID THE
 PARACHUTE HAD FALLEN, REACHING THERE AT ABOUT 1900.
 WITHIN THE HOUR, ONE OF THE MILITIA REPORTED
 MOVEMENT NEAR A BUSH, POSSIBLY FROM A PARACHUTE
 FLAPPING IN THE WIND, ABOUT A KILOMETER UP FROM DONG
 DANH. ONG ORDERED THE AREA BE ENCIRCLED TIGHTLY,
 BUT THAT THE MILITIA KEEP THEIR PLACES. HE WAS
 CONCERNED THAT THE MILITIA MIGHT LOSE THE PILOT OR
 INJURE THEMSELVES STUMBLING AROUND IN THE DARKNESS
 ON THE HEAVILY-FORESTED MOUNTAIN SIDE. ONG HIMSELF
 THEN RETURNED TO HIS FIELD HEADQUARTERS AT DONG
 DANH, TO HELP DIRECT THE MOVEMENTS OF THE MORE THAN
 1,000 MILITIA WHO WERE ENGAGED IN THE PURSUIT OF THE
 PILOT.

(2) (S) THE PILOT WAS CAPTURED AT ABOUT
 0800 THE NEXT MORNING (20 MAY). ONG WAS STILL IN
 DONG DANH AT THE TIME. MILITIAMEN TOLD HIM THAT THE
 PILOT FIRED TWO SHOTS, BUT WHEN THE MILITIA FIRED IN
 THE AIR TO THREATEN HIM, HE SURRENDERED. THE PILOT
 WAS BROUGHT INTO DONG DANH, WHERE ONG HAD A CHANCE
 TO LOOK AT HIM. THE CAPTURED PILOT WAS A MALE
 CAUCASIAN, ABOUT 25 YEARS OLD. HE WAS ABOUT 1.75
 METERS TALL, WITH BLONDISH HAIR AND MUSTACHE. HE
 WAS CLAD IN A SUIT THAT HAD POCKETS IN THE LEGS.
 ONG DOES NOT REMEMBER THE COLOR OF THE SUIT, NOR DID
 HE NOTICE THE RANK INSIGNIA. THE PILOT HAD A RED
 AND BLUE HELMET, A PARACHUTE, A PISTOL, AND A WATCH.
 THE DISTRICT MILITARY COMMAND AND PSS TOOK
 POSSESSION OF ALL THE PERSONAL EFFECTS. THE PILOT
 HIMSELF WAS TURNED OVER TO THE CONTROL OF THE
 DISTRICT MILITARY COMMANDER, A MAN NAMED LANE
 (LANHJ), AT XOM CONG (DONG) HAMLET AT ABOUT 1100.
 ONG NEVER HEARD THE PILOT'S NAME, AND DOES NOT
 REMEMBER IF HE SAID ANYTHING DURING THE TIME HE WAS
 ABLE TO OBSERVE HIM.

(3) (S) IT WAS WHILE ONG WAS AT DONG
 DANH THAT HE HEARD FROM THE LOCAL PEOPLE THAT THERE
 WERE TWO PARACHUTES DOWN. ONG HAD NOT SEEN THE
 AIRCRAFT SHOT DOWN, NOR HAD HE OBSERVED THE EJECTION
 OF THE PILOTS, SO HE THOUGHT ONLY ONE PILOT WAS
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MINIMIZE CONSIDERED FOR MILITARY ADDRESSEES

SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE

0691 (U)

INVOLVED. HE ORDERED THE MILITIA TO CONTINUE THE SEARCH UNTIL THE SECOND PILOT WAS CAPTURED.

(4) (S) THIS SEARCH TOOK AN ADDITIONAL THREE DAYS. IT WAS NOT UNTIL THE LATE AFTERNOON OF THE THIRD DAY AFTER THE FIRST PILOT WAS CAPTURED (I.E., 23 MAY) THAT THE MILITIA DISCOVERED THE HIDING PLACE OF THE SECOND PILOT. DURING THE SEARCH, FEW AMERICAN AIRCRAFT APPEARED IN THE AREA. ONG SAW NO SAR AIRCRAFT ON 20 OR 21 MAY. ON 22 MAY TWO JETS APPEARED, DROPPING FOOD AND WATER THAT FELL 700-800 METERS FROM THE PLACE WHERE THE SECOND PILOT WAS EVENTUALLY DISCOVERED. THAT SAME DAY PLANES ALSO DROPPED TWO PACKAGES THAT THE MILITIA INITIALLY THOUGHT WERE MINES. WHEN THEY EXAMINED THE PACKAGES, POKING AND PRODDING AT THEM, THEY SUDDENLY EXPANDED INTO TWO LARGE BALLOONS.

(5) (S) ONG WAS NOT ACTUALLY PRESENT WHEN THE SECOND PILOT WAS FOUND. ACCORDING TO WHAT HE HEARD FROM THE MILITIA, AT ABOUT 1600 ON THE AFTERNOON OF 23 MAY THE MILITIA SAW TWO SIGNAL FLARES, ONE RED AND ONE WHITE, FIRED FROM A CLUMP OF THIN BAMBOO (CAAY VANG). ONG HIMSELF CLAIMS TO HAVE SEEN WHITE AND BLACK SMOKE FROM THE FIELD HEADQUARTERS. THE MILITIA SURROUNDED THE AREA CLOSELY, THEN ENTERED THE BAMBOO. AT ABOUT 1700 THE MILITIA ADVISED ONG THAT THE PILOT HAD RESISTED CAPTURE AND HAD BEEN SHOT BY A MILITIAMAN NAMED PHICH (PHICHS).

(6) (S) ONG DID NOT GO TO THE INCIDENT LOCATION THAT DAY. THE NEXT DAY HE WAS ORDERED TO ARRANGE THE BURIAL OF THE DEAD PILOT, A TASK IN WHICH HE CLAIMS TO HAVE PARTICIPATED DIRECTLY. THE MILITIA BORROWED A COFFIN FROM DONG DANH HAMLET, WHERE AN ELDERLY RESIDENT HAD BEEN KEEPING ONE IN ANTICIPATION OF HER APPROACHING DEATH. THEY CARRIED THE COFFIN UP THE MOUNTAIN SIDE TO THE BAMBOO THICKET

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WHERE THE PILOT HAD BEEN SHOT. ONG SAW THE PILOT'S BODY THERE, LYING ON ITS BACK. THE BODY APPEARED HEAVIER, SHORTER, AND A LITTLE DARKER (BOTH COMPLEXION AND HAIR) THAN THE FIRST PILOT. THERE WAS A WOUND IN THE SIDE (ONG CANNOT REMEMBER WHICH SIDE). ONG SAW NO OTHER WOUNDS, BUT DID NOT EXAMINE THE BODY CLOSELY. THE MILITIA DUG A GRAVE IN THE MOUNTAIN SIDE TO THE DEPTH OF TWO FOREARMS, REMOVED THE PILOT'S SUIT AND BOOTS, WRAPPED THE BODY IN A THIN BLANKET, AND PLACED IT IN THE COFFIN, WHICH WAS THEN HASTILY BURIED. A STONE WAS PUT AT THE HEAD OF THE COFFIN IN ACCORDANCE WITH LOCAL CUSTOM. THE BURIAL WAS COMPLETED BY 0900, AN HOUR AFTER ONG ARRIVED.

(7) (S) ABOUT A YEAR LATER (ONG ORIGINALLY SAID "A FEW MONTH LATER," THEN CHANGED HIS MIND) ONG WAS TOLD BY PROVINCE OFFICIALS TO GO BACK TO THE BURIAL SITE TO "CLARIFY THE SITUATION," IN CASE AN EFFORT MIGHT BE MADE TO RECOVER THE REMAINS AT A LATER DATE. ONG CLIMBED BACK TO THE SITE, ONLY TO DISCOVER THAT THE COFFIN HAD BEEN PULLED FROM THE GRAVE AND BURST OPEN. THE REMAINS, EXCEPT FOR A FEW SCATTERED FRAGMENTS WHICH ONG COLLECTED AND REBURIED, HAD DISAPPEARED. ONG HAD HEARD THAT WILD PIGS WERE COMMON IN THE AREA, AND HE SAW TRACKS AT THE SITE WHICH LED HIM TO BELIEVE THAT WILD PIGS HAD EXHUMED THE PILOT'S BODY. HE WAS ACCOMPANIED TO THE SITE BY DISTRICT AND PROVINCE OFFICIALS, THE NUMBER AND IDENTITY OF WHOM HE CANNOT RECALL. THESE OFFICIALS TOOK NOTES, BUT NO PHOTOGRAPHS. ONG DOES NOT KNOW WHAT BECAME OF THE NOTES. HE HAS NEVER BEEN BACK TO THE SITE.

(8) (S) IN RESPONSE TO THE TEAM'S QUESTIONS, ONG PROVIDED SOME ADDITIONAL INFORMATION ABOUT THE INCIDENT. HE BELIEVES THE AIRCRAFT CRASHED SOMEWHERE IN KY SON DISTRICT. THE MILITIA WERE NOT REQUIRED TO MAKE A REPORT OF THE INCIDENT, BECAUSE THE DISTRICT MILITARY COMMAND WAS PRESENT AT THE SCENE THROUGHOUT THE INCIDENT. A MAN NAMED VAN (VAANS), THE PSS CHIEF OF KIM BOI DISTRICT AT THE TIME OF THE INCIDENT, WHO IS NOW RETIRED AND LIVING BT

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MINIMIZE CONSIDERED FOR MILITARY ADDRESSEES

SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE
0691 (U)

IN KIM TIEN VILLAGE, TOOK THE PILOT'S PERSONAL
EFFECTS AND IDENTIFICATION MEDIA, EXCEPT FOR THE
DEAD PILOT'S CLOTHING. HE THINKS THE BONE FRAGMENTS
HE REBURIED WERE FROM LOWER ARM BONES.

- F. (C) THE SECOND WITNESS INTERVIEWED WAS BUI
VAN PHICH (PHICHS), FORMERLY A MEMBER OF THE THUONG
TIEN VILLAGE MILITIA, AND THE PERSON IDENTIFIED BY
ONG AS THE MAN WHO SHOT THE SECOND PILOT. PHICH IS
NOW 42 YEARS OLD. AT THE TIME OF THE INCIDENT,
THEREFORE, HE WOULD HAVE BEEN 19.

- (1) (C) PHICH TOLD THE TEAM THAT THE
INCIDENT TOOK PLACE DURING THE HOT SEASON OF 1967,
POSSIBLY IN APRIL OR MAY. HE DOES NOT RECALL THE
DATE. HE DID NOT SEE THE AIRCRAFT, NOR THE
PARACHUTES, AND DOES NOT KNOW WHERE THE AIRCRAFT
CRASHED. HE DID NOT PARTICIPATE IN THE CAPTURE OF
THE FIRST PILOT. IT WAS NOT UNTIL THE DAY BEFORE HE
SHOT THE SECOND PILOT THAT HE TOOK PART IN THE
SEARCH EFFORT.

- (2) (C) PHICH SAID THAT HE REMEMBERS THE
SCENE VIVIDLY. SOMETIME BETWEEN 1600 AND 1700 ON
THE DAY AFTER HE JOINED THE SEARCH FOR THE PILOT, HE
SAW REDDISH SMOKE EMERGING FROM A BAMBOO THICKET ON
THE MOUNTAIN SIDE. THE MILITIA LEADERSHIP SAID THAT
THE PILOT WAS PROBABLY HIDING IN THE THICKET. PHICH
AND ANOTHER MILITIAMAN NAMED BUI VAN BAY (BAAYR)
ENTERED THE THICKET, AHEAD OF THE OTHER MILITIAMEN.
PHICH SAW THE PILOT SEATED ON THE GROUND ABOUT 10
METERS AWAY. PHICH SHOUTED (IN VIETNAMESE) "HANDS
UP," THREE TIMES, AND "SURRENDER," ONCE. THE PILOT
ROSE SLOWLY TO HIS FEET, THEN WENT INTO A CROUCH AND
REACHED BEHIND HIM, AS IF HE WERE TRYING TO GRASP
HIS PISTOL. BAY FIRED A WARNING SHOT INTO THE AIR,
TO INTIMIDATE THE PILOT. PHICH THEN HEARD THE VOICE
OF THU (THU), THE VILLAGE PARTY SECRETARY, WHO WAS
STANDING OUTSIDE THE THICKET, SAY: "IF HE RESISTS,

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SHOOT HIM!" PHICH FIRED ONE SHOT FROM HIS AMERICAN-MADE RIFLE, AND THE PILOT FELL OVER. HE DIED ALMOST AT ONCE. PHICH MOVED TOWARD THE PILOT, AND THE OTHER MILITIAMEN BURST INTO THE THICKET AND BEGAN CROWDING AROUND. HE THEN HEARD AN ORDER TO LEAVE THE AREA, SO HE WENT BACK TO HIS HOUSE. HE DID NOT PARTICIPATE IN THE BURIAL OF THE PILOT, AND HAS NEVER BEEN TO THE REPORTED BURIAL SITE.

(3) (C) PHICH DESCRIBED THE PILOT AS A MALE CAUCASIAN, POSSIBLY ABOUT 24 YEARS OLD, WITH BROWNISH HAIR AND HAZEL EYES. HE DID NOT HAVE A MOUSTACHE, BUT HIS BEARD HAD APPARENTLY BEEN GROWING FOR THREE OR FOUR DAYS. HE DID NOT EXAMINE THE PILOT CLOSELY. HE NOTICED ONLY A SINGLE WOUND IN THE CHEST; NO OTHER INJURIES WERE VISIBLE. HE DOES NOT REMEMBER THE TYPE OF CLOTHING WORN BY THE PILOT, BUT HE DOES KNOW THAT THE PILOT WAS NOT WEARING A FLIGHT SUIT. THERE WAS HAIR VISIBLE ON THE PILOT'S CHEST. PHICH DID NOT NOTICE ANY RANK INSIGNIA ON THE PILOT'S CLOTHING.

(4) (C) IN RESPONSE TO QUESTIONS PHICH PROVIDED A SMALL AMOUNT OF ADDITIONAL INFORMATION. THE PILOT HAD SOME EQUIPMENT WITH HIM, BUT PHICH DOES NOT REMEMBER WHAT IT WAS. THE EQUIPMENT WAS TAKEN BY SOMEBODY HE DID NOT RECOGNIZE, BUT WHOM HE HEARD WAS FROM THE DISTRICT. HE SAW NO AMERICAN AIRCRAFT DURING HIS PARTICIPATION IN THE SEARCH NOR DID HE SEE ANY SUPPLY PARACHUTES.

6. (C) THE NEXT MORNING (6 DEC) THE TEAM RETURNED TO THUONG TIEN VILLAGE TO CONDUCT ADDITIONAL INTERVIEWS. THE FIRST PERSON BROUGHT TO THE TEAM'S ATTENTION BY THE VILLAGE LEADERSHIP WAS NAMED BUI VAN MUC (MUCJ). MUC BEGAN SPEAKING IN MUONG, AND LATER SWITCHED TO A BARELY-INTELLIGIBLE VIETNAMESE. HE MAY HAVE BEEN INTOXICATED. WHEN THE TEAM (INCLUDING THE VIETNAMESE CONTINGENT) WAS FINALLY ABLE TO SORT OUT WHAT HE WAS SAYING, IT BECAME IMMEDIATELY APPARENT THAT MUC HAD NEVER PARTICIPATED IN THE INCIDENT, HAD LITTLE BUT LIMITED HEARSAY ABOUT IT, AND HAD NEVER BEEN TO THE REPORTED BT

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MINIMIZE CONSIDERED FOR MILITARY ADDRESSEES

SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE

0691 (U)

BURIAL SITE. THE REASON WHY THE VILLAGE BROUGHT HIM TO BE INTERVIEWED WAS NEVER MADE CLEAR.

- H. (C) BUI VAN BAY (BAAYR), THE MAN SAID BY PHICH TO HAVE ACCOMPANIED HIM INTO THE THICKET, WAS INTERVIEWED NEXT. BAY SAID THAT HE WAS NOW 55 YEARS OLD, AND AT THE TIME OF THE INCIDENT WAS A PLATOON LEADER OF THE VILLAGE MILITIA. HE IS NOW THE KIM BOI DISTRICT PARTY COMMITTEE SECRETARY.

- (1) (C) BAY SAID THAT THE INCIDENT TOOK PLACE ON 19 MAY 67. HE WAS IN VO LUAN (VOX LUANJ) HAMLET AT THE TIME. HE DID NOT SEE THE AIRCRAFT, BUT HE DID SEE ONE PARACHUTE. HE ASSUMES HE DID NOT SEE THE SECOND PARACHUTE BECAUSE THE MOUNTAINS BLOCKED HIS VIEW. HE JOINED HIS MILITIA PLATOON AND REACHED THE ASSIGNED AMBUSH POSITION (IN CASE OF A RESCUE ATTEMPT) AT ABOUT 1300. THEY REMAINED THERE UNTIL ABOUT 0800 THE NEXT DAY, WHEN THEY HEARD THAT ONE PILOT HAD BEEN CAPTURED, BUT A SECOND PILOT WAS STILL AT LARGE. BAY'S PLATOON WAS AMONG THOSE ORDERED TO CONTINUE THE SEARCH.

- (2) (C) AT ABOUT 0900 WHILE RESTING IN DONG DANH HAMLET, BAY WAS ABLE TO OBSERVE THE CAPTURED PILOT'S ARRIVAL. HE SAID THE PILOT WAS A MALE CAUCASIAN, ABOUT AS TALL AS THE U.S. TEAM LEADER (1.9 METERS). THE PILOT HAD BLONDISH HAIR. BAY IS UNABLE TO RECALL ANY OTHER FEATURES. THE PILOT WAS DRESSED IN A FLIGHT SUIT AND BOOTS. BAY NOTICED NO INSIGNIA ON THE SUIT. THE BOOTS WERE TAKEN FROM THE PILOT AT THE VILLAGE. THE PILOT HAD NEITHER EQUIPMENT NOR WEAPONS AT THE TIME BAY SAW HIM. BAY REMAINED IN THE HAMLET FOR LESS THAN AN HOUR, THEN CONTINUED TO HIS NEXT ASSIGNED POSITION.

- (3) (C) ON 22 MAY, BAY SAW AN AIRCRAFT DROP SUPPLIES (THERE WERE A LOT OF AMERICAN AIRCRAFT IN THE AREA THROUGHOUT THE INCIDENT). ANOTHER MILITIA UNIT RECOVERED THE SUPPLIES. THE FOLLOWING

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AFTERNOON, BAY SAW A RED SIGNAL FLARE FIRED FROM A BAMBOO THICKET ON A STEEPLY SLOPING MOUNTAINSIDE, ABOUT 500 METERS FROM THE FIELD HEADQUARTERS. BAY'S UNIT WAS CLOSEST TO THAT LOCATION, SO HIS UNIT RECEIVED THE ORDER TO ADVANCE. BAY, PHICH, THE PARTY SECRETARY, AND SEVERAL OTHER PERSONS, WHOM BAY CANNOT REMEMBER, MOVED FORWARD TO CAPTURE THE PILOT.

(4) BAY'S ACCOUNT OF THE PILOT'S DEATH AGREES COMPLETELY WITH THAT OF PHICH. BAY PROVIDED THE FOLLOWING ADDITIONAL DETAILS. THE PILOT WAS HOLDING A PISTOL. AFTER BAY FIRED THE WARNING SHOT, AND THE PILOT DID NOT SURRENDER, BAY TURNED AROUND TO THE PARTY SECRETARY, WHO WAS OUTSIDE THE THICKET, AND SAID: "IT LOOKS LIKE HE'S GOING TO RESIST." IT WAS AT THAT POINT THAT THE SECRETARY SAID TO SHOOT THE PILOT IF HE RESISTED. PHICH TOOK THAT STATEMENT AS AN ORDER TO SHOOT THE PILOT, AND FIRED. THE PILOT FELL TO THE GROUND, SHOT IN THE CHEST, AND DIED WITHIN A MINUTE.

(5) BAY SAID THAT IT WAS DIFFICULT TO TELL THAT THE MAN IN THE THICKET WAS A PILOT, BECAUSE HE WAS NOT WEARING A FLIGHT SUIT. HE WAS DRESSED IN TROUSERS AND A SLEEVELESS T-SHIRT (AFTER FURTHER QUESTIONING, THE TEAM DECIDED THAT BAY WAS TRYING TO DESCRIBE A SURVIVAL VEST). THE PILOT WAS A MALE CAUCASIAN, SHORTER, HEAVIER, AND YOUNGER THAN THE CAPTURED PILOT. HIS HAIR WAS BROWNISH. BAY NOTICED NO WOUNDS ON THE PILOT'S BODY OTHER THAN THE GUNSHOT WOUND IN THE CHEST. AFTER DETERMINING THAT THE PILOT WAS DEAD, PHICH PICKED UP THE PILOT'S PISTOL AND BROUGHT IT BACK TO THE PARTY SECRETARY, WHO WAS HEADING TOWARD THE SCENE TO TAKE THE PILOT'S EQUIPMENT. BAY TOLD THE SECRETARY THAT THE PILOT WAS DEAD. THE SECRETARY TOLD BAY TO LET HIS MILITIAMEN GO HOME TO REST. BAY DID SO. HE WAS IN THE THICKET FOR ONLY FIVE MINUTES. ON HIS WAY BACK HOME, HE PASSED THROUGH DONG DANH, WHERE HE SAW TWO LARGE GRAY BALLJOVS. BAY DID NOT PARTICIPATE IN THE BURIAL OF THE PILOT, AND HAS NEVER BEEN BACK TO THE SCENE.

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MINIMIZE CONSIDERED FOR MILITARY ADDRESSEES
SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE.
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- (6) (S) AS LEADER OF THE MILITIA PLATOON, BAY WAS AWARDED A CERTIFICATE OF COMMENDATION BY THE PROVINCE MILITARY COMMAND. BAY SHOWED THIS DOCUMENT TO THE TEAM. THE CERTIFICATE, NUMBER 5053/K5, IS DATED 13 JULY 67 AND COMMENDS BAY FOR "COMPLETELY ACCOMPLISHING THE MISSION OF CAPTURING AN AMERICAN AIR PIRATE ON 19 MAY 67."

- I. (S) THE FINAL WITNESS INTERVIEWED BY THE TEAM WAS BUI VAN DUNG (ZUNGJ), ALSO KNOWN AS BUR HUNG AN (HWNG AV). HE IS NOW 53 YEARS OLD, AND WAS A MILITIAMAN AT THE TIME OF THE INCIDENT. HE PARTICIPATED IN NEITHER THE CAPTURE OF THE FIRST PILOT, NOR THE SHOOTING OF THE SECOND. HE WAS, HOWEVER, ONE OF THOSE ORDERED TO BURY THE SECOND PILOT'S BODY.

- (1) (S) DUNG/AN WAS AT THAT TIME A RESIDENT OF DONG DAVH HAMLET, WHICH HAS SINCE BEEN ABANDONED (SEE COMMENTS). ON THE MORNING AFTER THE DEATH OF THE SECOND PILOT, HE WAS ORDERED TO HELP BURY THE PILOT'S BODY. HE BOUGHT A COFFIN OF SJAN WOOD FROM ONE OF THE HAMLET RESIDENTS, THEN HE AND THE FOUR OTHER MILITIA WHO WENT WITH HIM DRAGGED THE COFFIN UP THE MOUNTAINSIDE TO WHERE THE PILOT'S BODY WAS LYING.

- (2) (S) THE PILOT WAS A MALE CAUCASIAN DRESSED IN TROUSERS AND A SLEEVELESS SHIRT. THE BODY HAD A WOUND UNDER THE ARM. AS DUNG/AN WAS HELPING TO CARRY THE BODY TO THE COFFIN, THE TROUSER LEGS RODE UP. AT THAT POINT HE NOTICED A LARGE BRUISE ON ONE OF THE SHINS. THE MILITIA CUT A GRAVE INTO THE SLOPE, PLACED THE BODY IN THE COFFIN, PUT THE COFFIN INTO THE GRAVE, AND HASTILY COVERED IT WITH SOIL. THE GRAVE, BEING CUT INTO THE MOUNTAINSIDE, WAS SHAPED LIKE A NOTCH. WHILE THE SIDE THAT FACED UP THE SLOPE WAS ABOUT TWO FOREARMS DEEP, THE LOWER SIDE WAS ONLY DEEP ENOUGH TO COVER

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THE COFFIN. THE MILITIA DID NOT BURY THE PILOT ANY MORE CAREFULLY BECAUSE THEY WERE AFRAID OF POSSIBLE AIR ATTACK. (DUNG/AN ADDED AT THIS POINT THAT HAD HE KNOWN THE INTEREST THE GRAVE SITE WAS GOING TO ATTRACT IN THE FUTURE, HE WOULD HAVE BURIED THE COFFIN DEEPLY, AND PLACED A HUGE ROCK, CARVED WITH THE PILOT'S NAME, ON TOP OF THE GRAVE, SO THAT THE GRAVE COULD BE IDENTIFIED "FOR A BILLION YEARS.")

(3) (C) IN DECEMBER, 1967, BUI VAN ONG ORDERED HIM TO GO UP TO THE GRAVE SITE TO POINT IT OUT TO THREE PERSONS WHO WERE GOING TO GO WITH HIM. DUNG/AN DOES NOT KNOW WHY THOSE THREE PERSONS, WHOM HE DID NOT RECOGNIZE, WERE INTERESTED IN THE SITE. ONG HIMSELF DID NOT GO. DUNG/AN LED THE THREE MEN TO THE SITE. THE ENTIRE AREA APPEARED TO HAVE BEEN DUG UP BY WILD ANIMALS. (WHEN THE TEAM EXPRESSED SOME SKEPTICISM ABOUT THIS OBSERVATION, DUNG/AN WENT INTO A LENGTHY DESCRIPTION OF THE VARIOUS TYPES OF WILDLIFE TO BE FOUND ON THE MOUNTAIN, AMONG THEM, "RATS AS LONG AS A MAN'S FOREARM," AND HOW THEY WERE CAPABLE OF DIGGING UP A GRAVE.) NO TRACE OF THE GRAVE OR COFFIN REMAINED. THE THREE MEN WHO WENT WITH HIM TOOK NO NOTES OF THE SITE.

J. (C) BOTH ONG AND DUNG/AN CLAIMED TO BE ABLE TO POINT OUT THE GENERAL AREA OF THE BURIAL, BUT NEITHER OF THEM KNEW THE EXACT LOCATION. CPT LOI POINTED OUT ON HIS MAP THE LOCATION VISITED BY THE DISTRICT TASK TEAM, TO WHICH THE TEAM HAD BEEN LED BY DUNG/AN. THE MAP LOCATION INDICATED BY LOI IS NH 434856, NEAR THE HEAD OF A STREAM ON THE WESTERN SLOPE OF A SOUTHERN SPUR OF NUI DOI THOI MOUNTAIN. AS THE WITNESSES COULD NOT POINT OUT THE SPECIFIC GRAVE SITE, AND THE SITE INDICATED WAS LOCATED IN KARST, OVER EIGHT KILOMETERS ON FOOT FROM THE VILLAGE OFFICE, THE TEAM DECIDED NOT TO GO THERE. NEVERTHELESS, IN ORDER TO DETERMINE IF THE VIETNAMESE WERE EXAGGERATING THE DIFFICULTY OF A SITE VISIT, THE TEAM DID WALK PART OF THE WAY, TO NH 474841. AT THIS POINT THE TRAIL ROSE STEEPLY INTO THE KARST, AND THE GUIDES TOLD THE TEAM THAT THE SITE HAS STILL SEVERAL KILOMETERS AND THREE KARST BT

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