

LA: Colonel Moody, I have one further question. Would you state for the record what effect, if any, the classified information had on your decision?

Colonel Moody: IMPACT OF CLASSIFIED: None.

LA: Further, I'd like to make this determination that during the case or the hearing of this particular case, Volumes 7 and 15 of the uncorrelated information relating to missing Americans in Southeast Asia was accepted into evidence. Because these are public documents, they will not be attached in their entirety to the record, but rather, the cover sheet from each particular volume will appear at the appropriate place in the record.

Colonel and Mrs. Hopper, a copy of the transcript of these proceedings will be mailed to you, I would have to say at some time within the next 30 to 60 days, I cannot be certain because of the length of the record, as you can well imagine. If you have--if you find any significant errors, or if you have any comments you'd like to make, please let Casualty Matters know as soon as possible so that they can be included in the record when it is forwarded to the Secretary. A copy of the record likewise will be forwarded to your counsel, Mr. Foley. Finally, Colonel--

Colonel Hopper: You will include the exhibits that I submitted?

LA: They will include all the exhibits and your exhibits, the items that you presented will be returned to you and their place will be taken by xerox copies in the record.

Colonel Hopper: Fine.

LA: Finally, I recall that at the beginning of this particular status review hearing you requested an opportunity to read a statement into the record--

Colonel Hopper: Yes.

LA: --and I am going to go ahead and permit you to do so at this time; however, I am going to excuse the voting members of the board. Because I am assuming that your comments are directed at the reviewing authorities.

Colonel Hopper: There could be some, yes.

LA: Okay.

At this time, gentlemen, you are excused.

Colonel Hopper: I'd like to say this, however, if I may. That I appreciate you gentlemen coming down and I don't agree with your decisions, but I assume that you arrived at it fairly and impartially in your own mind. I don't think that the decision is a correct one. I don't hold it against you personally. I think it's the system in which you are a part, which I have been a part and which my son is a part. I'd like to also say to you, Mr. Legal Advisor, that I'd like to commend you on a-- in the manner in which you handled this, I think you've done a fine job.

LA: Gentlemen, you are excused.

Let the record reflect that the voting members of the board have now departed the hearing room.

Colonel Hopper: There may be some of the comments that I say, then, are-- that are misdirected, because I understood yesterday, Mr. Legal Advisor, that the board would be present to hear what I was going to say; however, although they've been dismissed I feel that I should go ahead and put my comments into the record.

LA: I realize that and that's why I'm giving you this opportunity.

Colonel Hopper: It's especially repulsive to me as a father to participate in the procedures of the past two days. The burden of proof had been placed upon me and my wife as our son's representative to prove that he and other Americans are alive. It should also--it should have been the Departments of Defense, State, and in this case, the Air Force to prove to us either that our son died honestly in the service of his country, and they have not produced any evidence to that effect, or to prove there's a possibility that he's still alive and being held for some future bargaining.

The current Administration, despite its pious claims of a positive approach to the POW/MIA question has given in to the Vietnamese Communists. If the 73 remains that have been returned to this Nation are considered by your Commander-in-Chief as a full and honorable accounting then this Nation has callously and cravenly abandoned our son and your comrades-in-arms.

I fully realize that the Vietnam War would like to be forgotten, but we must not and cannot forget the hundreds of young men who still remain unaccounted for. They did as their country asked them to do and now their country has seen fit to turn its back on these men, men who still serve their country even as the gentlemen at this board and you, Mr. Legal Advisor, feel that you are serving your country. It is especially revolting for me to be here, yesterday, the day before and today, for I fought in three wars for this country. Four of my five sons

are military and one, Earl, was shot down in the Vietnam War. I could go on for hours about the stupidity of our civilian leadership in that war but it would serve no useful purpose. But I do want this board to know that I served my country honorably and faithfully for 30 years military duty and one of the proudest moments of my career was pinning Earl's bars on him at the Air Force Academy and welcoming him into his military career. As you can see, that moment now haunts me when I see the complete lack of concern at all levels of the ultimate fate of these men.

I fully realize that all military men are subject to civilian leadership, but we're too overloaded with some ticket punchers and high OER seekers to care what happened to Earl Hopper over North Vietnam over 12 years ago. Despite our so-called sophisticated educational process we have turned out no patriots recently, who think of God and Country first and their own wellbeing second.

I don't blame the military completely since this attitude has permeated the highest levels of Government, and to be explicit, the White House, some of Congress, as well as the Departments of Defense and State. And we as the families of these men have been lied to by three successive Administrations and their incompetent lackeys in the State and Defense Departments. We have the sorry spectacles of the families of these men going to court to attempt to halt status changes only until such time as our Government would utilize its economic and diplomatic clout to obtain the accounting that we were promised over seven years ago. The Administration's answer to an honorable accounting is to declare all these men dead and to forget their sacrifices and devotion to duty and this solves nothing for these men and their families, but rather it consigns the men and their families to a living hell.

Mr. Carter speaks of human rights, but he's turned his back on these men and he's forgotten that they have rights also. He did not-- we did not raise our son to be a forgotten pawn in Mr. Carter's rush to get into bed with every Communistic nation that comes along. But what has happened to duty, honor, and country as epitomized by those men? Are duty, honor, country only empty words that apply to America's fighting men or did these words imply that the country has an obligation to them also? I think it does. More importantly, however, what ever happened to the old tradition of the military that I knew, quote, "The military takes care of its own," unquote.

As a father and a grandfather I'm extremely concerned about the future of this Nation. We have become soft and complaisant and it is easier to write off a service man than it is to honorably pursue a determination to establish his ultimate fate. However, when we equate patriotism, love of country, duty and honor with draft evaders and

deserters then we have started the avalanche that resulted in the fall of the Roman Empire.

And I worry about what kind of a country that I as a citizen am going to leave to my grandsons, especially if they are ever called upon to serve their country, because as sure as I'm here today, that day will come and my problem is, will I advise them to answer their country's call to arms or will I advise them, as others did during the Vietnam War, that the precedent has already been set and say to them, "You may pick and choose your war if you would like, you can go to Canada or Sweden or anywhere else in the world; everything will be forgiven when you return after it's over, provided of course, America as we know it still exists." How else could you advise these young men whose uncle was so shamefully abandoned by the Nation he served?

In the innumerable talks I've given on the POW/MIA issue, dating back to 1970, I've had mothers of 16, 17, 18-year-old men ask my advice about whether or not they should ever let their sons serve. I've told them that this is a matter of their own conscience and that of their son. That, given a Nation that prides itself on the dignity of man and the rights of individuals, we have watched three successive Administrations make a hollow mockery of the dignity of America's POWs and MIAs. I've also stated and will so state here, that my sons will continue to serve their country honorably. Even though their country has not served their brother as well. The final decision, however, will be theirs to make.

We've heard of many--the many missing and unaccounted for American servicemen for World War II and that the search still goes on. I'd like to remind you, however, that we won that war and had access to every theater in which our men fought and if a man remains missing from World War II it's not because our Government took the easy way out and wrote him off. An effort was made then, but in this day and age we are willing to rely on the goodwill of the enemy which ex-President Nixon swore he would never do.

We've had the Montgomery committee, the Woodcock Commission and the cruel hard facts are that the Montgomery Committee was all too willing to take the word of the Communists relative to the American POWs and MIAs, and as a result they were charmed and duped by the Communists.

The Woodcock Commission was more interested in being wined and dined in Hanoi and more interested in what the Vietnamese wanted to do to normalize relations with the United States than they were of what happened to my son and to your comrades-in-arms. There is no easy answer to this problem and as a family member and speaking for our son, we are bitterly disappointed in our Government. Through three Administrations and particularly this one that has seen fit to end the Vietnam War by

declaring all these men dead, with no more proof of death than existed five years ago. The families and these men don't ask much; an honorable accounting is all we're asking, which would include the return of the men who may still be held prisoner, return of the remains of those who died for burial in their native soil, a return to the country they served with a distinction, honor, and fidelity, certainly more so than the Nation that so cravenly forgets them on the altar of political expediency. Because to press for an accounting would upset someone's plans to normalize relations with a barbaric nation which has violated every precept of human rights that your President holds so dear.

When we came here I knew we'd be fighting a stacked deck, but I will not and I'll repeat, not, let the United States of America abandon our son and his comrades-in-arms without a fight.

I doubt that this presentation will be read by many people, and if so it will be chalked off as a bitter and emotional comments of an anguished father who saw his son perform his duty according to his oath of office and who now has been shamefully, tragically, and cruelly forgotten by the country he serves. If this is to be the fate of future Americans who believe in their country, then God help the United States. We do not know the ultimate fate of our son nor do you, nor does the State Department, nor the Department of Defense, nor the Air Force, nor the White House, for God alone knows that. But Winston Churchill said, "We will fight on the beaches, we shall fight in the streets, and we shall never surrender." I believe those are fitting words for these men and their families, for we too shall never surrender to the appeaser and the bureaucrats in the State Department and Department of Defense who make policy, and those who have not the slightest concept of duty, honor, and country. Despite the decision of the board here today, we are going to continue to fight for an honorable accounting and wherever our men may be, I pray to God that they know that at least one segment of America cared and fought for them. It is ironic that in this unperfect world in which we live, one member or more of this board, even you, Mr. Legal Advisor, might be occupying this seat at some future date, and if so, my prayer and compassion will be with you, and I pray that God will give you the strength to sustain you in the callous abandonment of your son or daughter as the case may be.

Thank you.

LA: Thank you, sir.

The board is adjourned to meet at my call.

Reporter's note: The board adjourned at 1140 hours, 9 February 1980.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE MILITARY PERSONNEL CENTER
RANDOLPH AIR FORCE BASE, TEXAS

HQ AFMPC/DPMCB
550 C Street West Ste 15
Randolph AFB TX 78150-4717

25 JUN 1993

Colonel Earl P. Hopper, Sr., USA, Retired
14043 North 64th Drive
Glendale AZ 85306

Dear Colonel Hopper

During my visit to the Joint Services SERE Agency (JSSA) earlier this month, I furnished them with a copy of your 12 May 1993 letter concerning Colonel (Captain) Keith Hall's debriefing. The JSSA is responsible for debriefing material and was previously a part of Air Force Intelligence.

Attached is the JSSA response to your letter and is the only material they can release concerning Colonel Hall's debriefing. I trust it will be of some value to you.

Please contact us if we can be of further assistance.

Sincerely

George E. Atkinson
GEORGE E. ATKINSON
Chief, Missing Persons &
Inquiries Division

1 Atch
JSSA Ltr, 18 Jun 93



DEPARTMENT OF THE AIR FORCE

JOINT SERVICES SERE AGENCY
FT BELVOIR, VIRGINIA 22060-5788

Benny 21

18 JUN 1993

REPLY TO DO-PWM
ATTN OF:

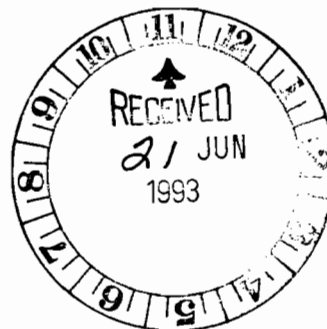
SUBJECT: Request For Information On Lt Col Earl P. Hopper, Jr.

TO: AF Missing Persons Division (Mr. Atkinson)

A review of JSSA's POW/MIA files has turned up the following data on Lt Col Earl P. Hopper, Jr. Please contact Mr. J.P. Hill or myself if you have any questions/comments.

Joseph S. Miles Jr.
JOSEPH S. MILES JR., Capt, USAF
POW/MIA Case Officer

5 Attchs: 1. 19 Sep 75
DPMCB Debriefing
Statement
2. Excerpt From Maj
Keith Hall's Debrief
3. Hq 1021 FAS, 30 Nov
71 IIR
4. Extract From PACAF
Intel POW/MIA Document,
Jan 74
5. Extract From USAF
EGRESS RECAP Summary, 5
May 78



PERSONAL DATA

ORGANIZATION ASSIGNED 13TFS	CREW POSITION Acft Cmdr	GRADE 04	SERVICE No. FR61501
DATE/PLACE OF BIRTH Bottineau, N. Dak.	HEIGHT	WEIGHT	EYES
IDENTIFYING MARKS/FEATURES			

AUTHENTICATOR No.	BLOOD CHIT No.	ESCAPE AIDS
OTHER AUTHENTICATOR INFORMATION		

SSN:

1. [REDACTED]
2. [REDACTED]
3. [REDACTED]
4. [REDACTED]

STATUS PRISONER	FILE/PAGE No. 4-009
NAME (last, first, middle) HALL, Ketch N.	



MISSION DATA

DATE/TIME/PLACE OF DEPARTURE 10/1430 Jan 68, Udorn RTAFB		DATE/TIME MISSING 10/1607 Jan 68
TYPE AIRCRAFT F-4D	AIRCRAFT CALL SIGN Rematch 03	AIRCRAFT TAIL No./OTHER MARKINGS 66-8704/Camouflaged
No. AIRCRAFT IN FLIGHT Four. This acft #3	MISSION IDENTIFICATION 43	TYPE MISSION MIG CAP
INTENDED TARGET Hoa Lac Airfield (RP-V)	TARGET LOCATION NORTH VIETNAM 2102N/10530E	LOSS LOCATION NORTH VIETNAM 2036N/10447E

OTHER CREW MEMBERS
1/Lt Earl P. Hopper, Jr., FR80425, Pilot
(See File/Pg No 4-010)

WITNESSES
Maj Kenneth H. Lee, FR46262
1/Lt William E. Malerba, FR80498
Capt Roger L. Krause, FV3081271
1/Lt David S. Bennett, FR80232
Maj Charles R. Brown, FR58152
1/Lt Kenneth E. Krause, FR80468



SUMMARY

The following observations were made by Captain Roger L. Krause, Rematch-02: "...At approximately 15 miles from bomb drop, the Iron Hand Flight called a SAM launch...Immediately upon SAM detonation, Number 03 started to stream fuel and several fireballs shot out of the aft section of left engine...Rematch Lead told Captain Hall he was on fire and for him to eject...As we orbited the area, I heard what I thought to be one strong beeper...All beeping stopped in a minute or two and Captain Hall came up on the radio, calling Rematch Lead. Lead talked to him and he said he was all right, and was down on a hill in a heavily wooded area. When asked how long before him Lt Hopper had ejected he said that he (Lt Hopper) had not ejected and had trouble getting out...Soon the Sandies were on the scene...All during this time, voice contact was maintained with Captain Hall. He said he could hear us overhead and also the Sandies...Sandy-02 stayed over the survivor and Sandy-01 looked for a hole to get down through. After one attempt, Rematch Lead and 02 lead him to a hole...Rematch-01 and 02 went back to spot and continued to orbit. Contact with Captain Hall was still being made at this time. By this time, Rematch-02 and 04 were low on fuel so Rematch Lead sent us to the tanker...After I got back to the area I never again could get contact with Captain Hall. Sometime during the 20 minutes it took to go to and from the tanker, contact was lost with Captain Hall for unknown causes." Rescue efforts on 10 Jan 68 were hampered by a low ceiling and were discontinued after sunset. Attempts to contact the crew on the morning of 11 Jan 68 were unsuccessful.

EVIDENCE OF SURVIVAL Voice contact	EVIDENCE OF CAPTURE DIA Ltr, S-3177/AP-7, 18 Mar 69	REFERENCES AF Form 484, 14 Jan 68 Intelligence Case File Report
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STATUS MISSING FILE/PAGE No. 4-010

NAME (last, first, middle)
HOOPER, Earl P., Jr.



PERSONAL DATA

ORGANIZATION ASSIGNED 13TFS	CREW POSITION Pilot	GRADE O3	SERVICE No. FR80425
DATE/PLACE OF BIRTH Santa Maria, Calif.	HEIGHT	WEIGHT	EYES
IDENTIFYING MARKS/FEATURES			

AUTHENTICATOR No.	BLOOD CHIT No.	ESCAPE AIDS
OTHER AUTHENTICATOR INFORMATION		

52

1. [REDACTED]
2. [REDACTED]
3. [REDACTED]
4. [REDACTED]

Surv Tng Crse 140000, Oct 66

MISSION DATA

DATE/TIME/PLACE OF DEPARTURE 10/1430 Jan 68, Udorn RTAFB		DATE/TIME MISSING 10/1607 Jan 68
TYPE AIRCRAFT F-4D	AIRCRAFT CALL SIGN Rematch 03	AIRCRAFT TAIL No./OTHER MARKINGS 66-8704/Camouflaged
No. AIRCRAFT IN FLIGHT Four. This acft #3	MISSION IDENTIFICATION 43	TYPE MISSION MIG CAP
INTENDED TARGET Hoa Lac Airfield (RP-V)	TARGET LOCATION NORTH VIETNAM 2102N/10530E	LOSS LOCATION NORTH VIETNAM 2036N/10447E
OTHER CREW MEMBERS Maj Keith N. Hall, FR61501, Acft Cmdr (See File/Pg No 4-009)		WITNESSES (See File/Pg No 4-009)

SUMMARY

(See File/Pg No 4-009)

EVIDENCE OF SURVIVAL Beeper heard	EVIDENCE OF CAPTURE	REFERENCES AF Form 484, 14 Jan 68 Intelligence Case File Report
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SUMMARY OF ALL NON-RETURNEES REPORTED
AND CANDIDATE DIA IDENTIFIER

AF PERSONNEL NOT RETURNED FROM SEA

***** INFORMATION REPORTED BY RETURNEE *****

RANK	NAME	LAST KN. STAT DT LAST INFO	SOURCE OF INFORMATION	LAST KNOWN CAMP CAMP NICKNAMES	PHYSICAL CONDITION	RETURNEE NAME AND RECID
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HOPPER EARL P JR	H064 AF	RANK (CUR / LOSS) 03	02	CURRENT STATUS	MISSING	
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HOPPER 02	AF	POSSDEAD	HSY-LT JERRY GERNDT			BROWNING, RALPH T 8100
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*** ADDITIONAL BURIAL COMMENTS ***

KNOWN TO BE SHOT DOWN BUT NEVER SHOWED IN PRISON SYSTEM

EARL P HOPPER 02	AF	UNKNOWN 680110	FHC ACFT COMMANDER			HALL KEITH N. H076
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*** DETAILS OF LAST CONTACT ***

AFTER BEING TOLD BY THE FLIGHT THAT HE WAS ON FIRE. H076 MADE THE DECISION TO EJECT. THIS DECISION WAS RELAYED TO OTHER FLIGHT MEMBERS. H064 WAS THEN TOLD TWICE TO EJECT WITH NO REPLY OR RESULTS FROM H064. H076 THEN SAID EARL GET OUT. H064 THEN SAID I PULLED ON IT AND IT DID NOT GO. H076 FINALLY TOLD H064 REPLIED YOU GO. THE MEANING OF THE STATEMENT WAS NEVER DETERMINED. HOWEVER, H076 INTERPRETATION WAS TO THE EFFECT YOU GO FIRST BGSS AS I AM NOT SURE YOU REALLY MEAN IT. H076 THEN ELECTED TO GET OUT. HE PULLED HIS FACE CURTAIN DOWN WHICH RELEASED HIS CANOPY BUT HIS SEAT DID NOT GO. HE COMPLETED THE EJECTION SEQUENCE ONLY AFTER PULLING THE ALTERNATE HANDLE. ONCE ON THE GROUND H076 ESTABLISH VOICE CONTACT WITH HIS WING MAN WHO STATED DURING SUBSEQUENT CONVERSATION THAT HE HAD OBSERVED TWO SEATS LEAVE THE ACFT. H076 ALSO OVERHEARD 10 TO 12 ATTEMPTS BY SAR ACFT TO CONTACT H064. H076 DID NOT HEAR ANY REPLY OR INDICATION OR REPLY. H076 NEVER RECEIVED INFORMATION H064 WHILE IN CAPTIVITY EXCEPT FOR ONE INCIDENT IN AUG 1970. AN INTERROGATOR QUIZED H076 ABOUT 10 MINUTES CONCERNING H064. HOWEVER, NOTHING WAS EVER SAID THAT WOULD SUGGEST H064 WAS ALIVE.

SUMMARY OF ALL NON-RETURNEES REPORTED
AND CANDIDATE DIA IDENTIFIER

AF PERSONNEL NOT RETURNED FROM SEA

***** INFORMATION REPORTED BY RETURNEE *****

RANK	NAME	SERVICE	LAST KN STAT DT LAST INFO	SOURCE OF INFORMATION	LAST KNOWN CAMP CAMP NICKNAMES	PHYSICAL CONDITION	RETURNEE NAME AND RECID
HOPPER EARL P 02		AF	721200	HSY CCNVERSATION WITH CAPT			JONES MURPHY NEAL J030

*** DETAILS OF LAST CONTACT ***

THINKS THERE WAS SAME PROBLEM OF THE BACKSEATER GETTING
CUT OF THE ACFT MAY HAVE GONE IN WITH THE ACFT. PLT TOLD
HIM TO EJECT AND THERE SEEMED TO BE SOME PROBLEM IN THE
BACKSEAT PLT COULD NOT WAIT ANY MOORE AND HAD TO EJECT
THE PLANE WAS GOING IN HOPPER NEVER SHOWED UP IN PRISON
SYSTEM

*** GENERAL COMMENTS ***

SOURCE CF INFO KEITH HALL AC CF LT HOPPER

HOOPER EARL
02

AF

MEYER ALTON B
M056

*** ADDITIONAL BURIAL COMMENTS ***

EARL HOOPER PREVIOUSLEY IDENTIFIED AS EARL SOUDDER BY
MAJ MEYER WAS TOLD TO EJECT OVER LACS IN MOUNTAINS BY
KEITH HALL. KEITH SAID EARL STATED THAT HIS SEAT WOULD
NOT OPERATE. AIRCRAFT BECAME UNCONTROLABLE, HALL EJECT-
ED, AND PAS FAR AS HE KNEW EARL HOOPER NEVER GOT OUT.

GW

NOTE: This document contains information affecting the national defense of the United States within the meaning of the espionage laws, Title 18, U.S.C., Sec. 793 and 794. The transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.		(Classification and Control Markings)		This report contains unprocessed information. Plans and/or policies should not be evolved or modified solely on the basis of this report. AFE-G-011-71	
1. COUNTRY: NORTH VIETNAM		8. REPORT NUMBER: 1 516 0606 71 (5800-05-6)		RECTS DS-4C2 10 DEC 1971	
2. SUBJECT: Sighting of Two US PWs in Hoa Binh Province		9. DATE OF REPORT: 30 November 1971			
3. ISC NUMBER: 723.600		10. NO. OF PAGES: 3			
4. DATE OF INFORMATION: February 1968		11. REFERENCES: SICR: D-7CX-49018 DIRM: 6G3			
5. PLACE AND DATE OF ACQ: FANK G-2 Hqs, PHNOM PENH, Cambodia, 2 November 1971		12. ORIGINATOR: Hq, 1021st USAF Fld Acty Sq		201600-VN 371	
6. EVALUATION: SOURCE F INFORMATION 6		13. PREPARED BY: GEORGE KOLT, Capt, USAF Det 6, 1021st USAF Fld Acty			
7. SOURCE: Rallier VU DUC DAN (VU DUC DAN) aka VU DUC NHUAN (VU DUC NHAAN)		14. APPROVING AUTHORITY: <i>[Signature]</i> GEORGE J. ILES Colonel, USAF			
15. SUMMARY This report contains fragmentary information on the sighting of two US PWs in Hoa Binh Province, NVN, in early February 1968. According to one of the guards assigned to escort the PWs, one of the PWs was a captain and a pilot. THIS REPORT IS THE RESULT OF A JOINT INTERROGATION PROGRAM ARRANGED BY DAO, PHNOM PENH, CAMBODIA AND CONDUCTED BY A MACV TEAM COMPOSED OF PERSONNEL FROM THE CMIC AND DET 6, 1021st USAF FIELD ACTIVITIES SQUADRON. <i>Possibly Keith N. Hall USAF, Major</i>		(Leave Blank)			
<u>SOURCE DESCRIPTION</u>					
1. Source was born in KHDAN DU Village, Thuy District, Hoa Binh Province, NVN, on 21 September 1945. He received ten years of formal education and was drafted into the NVA in April 1968. He was assigned to the 450th Bn 5th Regt, 320B Div, in the Nhe Quan District, Ninh Binh Province, NVN. After two months of training, Source infiltrated with the 320B Div in Infiltration Group No 2043. In September 1970 he was assigned to the newly formed 203rd NVA/VC Regt in Siem Reap Province, Cambodia. He rallied to an unknown FANK unit in Siem Reap Province on 27 October 1971.					
16. DISTRIBUTION BY ORIGINATOR: DIA, CINCPAC, CINCPACFLT, USARPAC, PACAF, OSA SGN, 7TH AF/DI/DO, XXIV CORPS, COMNAVFORV N202/N204, MACV J21/ J22/J23/J24/J27/J3, I FFV, II FFV, DMAC, FIGPAC, FEC, DOD/PRO, CUSASAPAC, USATCFEO, 7TH PSYOPGP, 1127TH FAG JPRC		17. DOWNGRADING DATA GROUP III DOWNGRADED AT 12 YEAR INTERVALS NOT AUTOMATICALLY DECLASSIFIED		18. ATTACHMENT DATA <i>File- Ho 11's Folder</i>	
PLUS B		(Classification and Control Markings)		REPLACES DA FORM 1045, 1 AUG 66. OPNAV FORM 512 (Rev 10-66) AF FORM 112, JUL 61, WHICH MAY BE USED UNTIL 1 JAN 68.	

DD FORM 1396 SEP 64

GPO 10-702

CONTINUATION SHEET

REPORT NO. 1 516 0606 71
PAGE 2 OF 3 PAGES
ORIGINATOR Hq, 1021st USAF
Fld Acty Sq

(Classification and Control Markings)

SIGNING OF TWO US PWs

(Leave Blank)

2. **Circumstances of Knowledgeability:** In early 1968, Source was attending a boarding school in THINH LANG Hamlet, 2050N/10521E (NIS), HOA BINH City, Hoa Binh Province, NVN. At approx 1300 hours, on an unrecalled day in early February 1968, while he was taking a siesta, he heard the sound of jet aircraft. He rushed to the window and saw an F-4 in flames being escorted by four other jet aircraft. He kept watching the aircraft and suddenly saw two parachutes at least five kilometers away. As the parachutes floated toward the ground, the aircraft departed and Source went to get ready for class. At approx 1600 hours the same afternoon, while sitting in class, Source saw a jeep pull up to a small refreshment stand near the school. Two military policemen and a US PW emerged from the jeep. The entire class was allowed to go to take a closer look at the American. Source acquired the information contained in this report by personal observation except where otherwise noted.

3. **Sighting of Burning F-4 and Parachutes:** On an unrecalled day in early February 1968, Source heard the noise of jet aircraft and saw a flaming F-4. The burning F-4 was heading west and was flanked by two other F-4s, one on each wing. Slightly to the rear of these three aircraft were two other aircraft described by Source as jets (NFI), one flying high and the other one low. Source kept watching the aircraft and suddenly saw two white parachutes floating toward the ground. Source then lost sight of the burning F-4 and concentrated on the parachutes. The other four aircraft made two or three circles around the parachutes and then departed the area. As Source was at least five kilometers from the parachutes, he did not see them hit the ground. When he lost sight of the parachutes, he went to get ready for class.

4. **Sighting of US PW:** At approx 1600 hours, the same day, Source was seated next to the window in his classroom. While he was looking out of the window he saw a jeep go by heading northeast. He saw a Caucasian seated next to the driver of the jeep. He assumed this Caucasian to be a US pilot because he was wearing a dark green flight suit. About one minute later, a second jeep came into view. The second jeep stopped at a refreshment stand near the school. Two NVA military policemen and a US PW got out of this jeep. At this time the entire class' attention was drawn to the US PW so the teacher allowed them all to take a closer look at the PW. The PW was standing by the refreshment stand drinking an orangeade. One of the guards said that the PW was a US pilot with the rank of captain. Both guards were armed with K-54 pistols and stood about a meter from the PW. Source provided the following description of the PW whom he observed for approx three minutes from a distance of approx four meters:

Name: unknown

Rank: captain (hearsay)

Branch of Service: unknown

Height: 1.80 meters

Weight: 80-90 kilograms

Build: heavy

Hair: brown, cut short

Eyes: hazel

Race: Caucasian

DD FORM 1396c

(Classification and Control Markings)

REPLACES AF FORM 1124, 1 JUN 63, WHICH MAY
USED UNTIL 1 JAN 65.

CONTINUATION SHEET

REPORT NO. 1 516 0606 71
PAGE : 3 OF 3 PAGES
ORIGINATOR Hq, 1021st USAF
Fld Acty Sq

(Classification and Control Markings)

(Leave Blank)

Complexion: ruddy

Nose: long, thin

Scars/Distinguishing Marks: none observed

Glasses: none worn

Ring/Watch: none observed

Clothing Worn: dark green flight suit with two white bands at breast level on which there was writing (Source could not remember what was written); reddish-brown gloves and boots.

Health: appeared good, no injuries observed

5. Disposition of PW: The PW drank two orangeades and turned down two more which had been offered to him. After that, the guards got into the back of the jeep and the PW took the front seat next to the driver. The driver was also a military policeman. The jeep departed and approx one kilometer out of town caught up with the jeep that Source had seen earlier. The first jeep had apparently slowed down to wait for the second jeep. Both jeeps proceeded together in a northeasterly direction. The entire incident took only three to four minutes. Source did not know what eventually happened to the PWs but assumed they were taken to HANOI.

COMMENTS OF THE COLLECTOR

6. Source Credibility: Source was cooperative and appeared sincere. Control questioning revealed no attempts at deception. Source was of above average intelligence. After the US interrogator had left the room, Source was able to provide a Cambodian interpreter with an accurate description of the US interrogator. In his initial statement, Source said he had seen one parachute floating away from the burning F-4. Upon being questioned as to whether he had seen only one parachute, he remembered that he had seen two. He was not able to give a description of the PW in the first jeep since he had seen him only a fleeting moment as the jeep drove by the school. The circumstances of the aircraft downing appear similar to those described in Case 4-009, PACAF Intelligence Index of USAF Personnel MIA/PW Southeast Asia, 31 July 1969. The only discrepancies are that Case 4-009 occurred in early January 1968 and that Source stated that he saw two parachutes, whereas only one parachute is described in Case 4-009. Source has also provided information on road repair work and river crossing tactics in Laos, IR 1 516 0607 71 and IR 1 516 0620 71.

7. Source Disposition: Future disposition is unknown.

8. Requirements Partially Satisfied: SICR D-7GX-49018. Collection continues.

DD FORM 1396c

(Classification and Control Markings)

REPLACE AF FORM 112A, APR 1 WHICH MAY BE
USED UNTIL 1 JAN 68. © 1968 1 1021-100-000

[REDACTED]

TAPE NR: DIA ID H076-01

RETURNEE: HALL, KEITH N, MAJ

DEBRIEFER:

LOCATION:

DATE:

D OK, KEITH, AS I EXPLAINED BEFORE I TURNED ON THE TAPE, THIS IS, THE PURPOSE OF THIS IS TO IDENTIFY THE STATUS OF MIA PERSONNEL. THAT IS REALLY THE ONLY TYPE INFORMATION WE ARE AFTER.

R I WILL NOT AT THIS TIME GO INTO THE LONG LIST OF POW'S THAT I KNEW TO BE IN NORTH VIETNAM AND HANOI BECAUSE THESE ARE CARRIED BY A NUMBER OF MEMORY BANKS. HOWEVER A FEW OF THESE NAMES MAY COME UP AS WE GO ALONG IN THE DEBRIEFING. I KNOW THESE EITHER FROM PERSONAL EXPERIENCE OR FROM CONVERSATION WITH OTHERS. I WILL BEGIN BY DISCUSSING MY SHOOTDOWN AND THE FATE OF MY BACK SEAT PILOT, 1ST LT EARL HOPPER. I'LL NOT DESCRIBE THE ACTUAL SHOOTDOWN. I WILL DISCUSS THE EJECTION BECAUSE THERE MAY HAVE BEEN SOME DIFFICULTY IN THE EJECTION ALTHOUGH I AM INCLINED TO BELIEVE THAT, NOW, THAT THERE WAS NOT. I WILL RELATE AS I GO ALONG. AFTER WE WERE HIT, I TURNED BACK TO THE WEST FROM HANOI AND STARTED OUTBOUND. I DON'T KNOW EXACTLY WHERE WE, OR I EJECTED BECAUSE I LOST ALL OF MY INSTRUMENTS. I DIDN'T HAVE TACAN, INITIAL NAVIGATION OR ANYTHING. THERE WERE 4 OF US IN THE FLIGHT AND THE OTHER 3 ACFT WERE WE WERE ON FIRE AND I HAD BEEN INFORMED OF THIS BY MY WING MAN PLUS I HAD INDICATIONS IN THE COCKPIT AND I WAS LOOSING CONTROL OF THE ACFT SO I DECIDED AT THIS TIME THAT WE SHOULD GET OUT. IT WAS JUST A MATTER OF TIME. I MAY HAVE HAD A FE [REDACTED]

DIA ID H076-01-01

[REDACTED]

[REDACTED]

(R) THIS TIME I HAD THE ACFT UNDER CONTROL AND I THOUGHT THAT THIS WOULD BE THE TIME TO DO IT. I AM GUESSING THAT I WAS PERHAPS 70, MAYBE 80 MILES AWAY FROM THE UHH, AND I INFORMED THE FLIGHT THAT I WAS ABOUT TO EJECT AND I TOLD ~~XXX~~ EARL TO GET OUT. THERE WAS SOME DELAY AFTER I TOLD HIM THIS AND I TOKD HIM TO ACKNOWLEDGE FROM THE BACK SEAT. SO I REPEATED THE PREVIOUS STATEMENT. I SAID EARL, GET OUT. AT THIS TIME I HEARD HIM SAY I PULLED ON IT AND IT DIDN'T GO AND THE FIRST THING THAT CAME ~~XXXX~~ TO MY MIND WAS HE HAD USED PERHAPS THE .. EJECTOR SO I TOLD HIM TO PULL THE ALTERNATE EJECTION HANDLE. AGAIN THERE WAS NO RESPONSE FROM HIM. A LITTLE OF TIME PASSED AND I SAID EARL GO NOW. WE DON'T HAVE MUCH TIME AND AT THIS TIME HE MADE A STATEMENT TO ME AND I'VE THOUGHT ABOUT IT A GREAT DEAL, PARTICULARLY THE INFLECTION IN HIS VOICE. HE SAID YOU GO AND THINK-ING BACK ON THIS, I'M NOT SURE IF HE WAS REALLY HAVING TROUBLE OR IF HE DID NOT THINK I WAS GOING TO GO, AND PERHAPS WANTING TO SEE IF I WAS REALLY GOING TO GO. I MADE THE DECISION TO GO AND I PULLED MY SEAT STRAP AND THERE WAS A WIND BLAST AND I THOUGHT THAT WASN'T TOO BAD. I LOOKED DOWN AND REALIZED THAT I WAS STILL IN THE COCK-
PIT. MY CANOPY WAS GONE BUT MY SEAT HAD NOT FIRED ALTHOUGH IN MY MIND I THINK I HAD THE HANDLE ALL WAY DOWN AND THIS IS SOMETHING THAT ... I IMMEDIATELY PULLED THE ALTERNATE HANDLE AND I WAS GONE. WHEN I WAS ON THE GROUND, I ESTABLISHED CONTACT ~~XXXX~~ IMMEDIATELY WITH .. MEMBER OF THE FLIGHT AND I TOLD THEM THAT I WAS ON THE GROUND AND I WAS OK. HE SAID HOW ABOUT EARL OR HOW ABOUT THE BACK SEATER OR SOMETHING. I FORGET. I SAID WELL I SAID WELL I'M NOT SURE. HE MAY HAVE BEEN HAVING SCME TROUBLE. DID YOU SEE HIM GO? HE SAID YES HE SAW TWO SEATS LEAVE THE ACFT. I SAID ARE YOU SURE?

[REDACTED]

(R) HE SAID YES. IN A MATTER OF MINUTES, TWO SANDY ACFT FLEW OVER MY HEAD ALTHOUGH BECAUSE OF CLOUD COVER I COULD NOT SEE THEM. I HAD GOOD RADIO CONTACT WITH THEM AND I TALKED TO THEM. I GUESS IT WAS MAYBE 20 MINUTES AFTER I HIT THE GROUND TILL I WAS CAPTURED. DURING THIS TIME, I'M GUESSING, THEY CALLED EARL PERHAPS 10 OR 12 TIMES AND TO MY KNOWLEDGE THERE WASN'T ANY RESPONSE. I DIDN'T HEAR ANY RESPONSE AND I DON'T THINK THERE WAS ANY. .. AT THIS TIME I WAS CAPTURED. THAT TAKES CARE OF THAT PORTION OF THE EJECTION AND ~~XXX~~ WHAT MAY HAVE HAPPENED TO EARL. HOWEVER I HAD SOME HOPE. A FEW YEARS LATER. DURING MY INITIAL INTERROGATION I NEVER DID DIVULGE EARL'S FIRST NAME ~~OR~~ OR HIS MARITAL STATUS. THEY DIDN'T PRESS ME TOO MUCH FOR IT. HOWEVER I HAD A RAY OF HOPE IN THAT IN AUGUST 1970 I WAS CALLED IN FOR A, WHAT WE CALLED .. INTERROGATION. I HAD NEVER HAD AFTER A FEW PRELIMINARIES AND TELLING ME HE WANTED TO GET TO KNOW ME, HE STARTED TO ASK ME ABOUT MY BACKSEAT. HE ~~WENT INTO~~ PERHAPS 10 MINUTES OF ASKING ME QUESTIONS; WAS HE MARRIED? AND I SAID I DIDN'T KNOW. WHAT WAS HIS FIRST NAME? AND I SAID I DIDN'T KNOW.NAME. THEN HE ASKED ME IF HE HAD GOTTEN OUT OF THE ACFT AND I SAID THAT I WAS NOT SURE BUT I THOUGHT THAT HE HAD GOTTEN OUT. HE SAID DID YOU TALK TO HIM AFTER THAT? AND I SAID NO I DID NOT. HE SAIDPARACHUTE? AND I SAID NO I DID NOT. THIS TYPE OF QUESTIONING AND HE SEEMED TO PERSUE IT AND FIANLLY HE WAS DONE AND I ASKED HIM, I SAID IS HE UP ~~HERE~~? AND HE SAID I DON'T KNOW. I WAS MOST CURIOUS AS TO THIS LINE OF QUESTIONING. WHY HAD HE BROUGHT THIS UP AT THIS TIME, TWO AND A HALF YEARS LATER, AND SEEM QUITE INTERESTED IN HIS FATE AND AT THAT TIME I HELD SOME HOPE HE MIGHT SOMEPLACE. SINCE THAT TIME I HAVE HEARD NOTHING.

[REDACTED]

D
XXX THAT INTERROGATION WAS IN AUGUST?

R YES. IT WAS WHAT WE CALLED THE //GETTING PROGRESSIVELY WEAKER
AND NEAR IMPOSSIBLE TO HEAR//.... I WAS HOPEFUL BECAUSE MY XXXXXXXX
XXXXXXXXXXXXXXXXX WINGMAN SAID THAT HE SAW TWO SEATS LEAVE THE ACFT THAT
ME HAD IN FACT GOTTEN OUT
ALTHOUGH THERE WAS SOME DOUBT IN MY MIND XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXX WITH WHEN I PULLED THE FIRST SWITCH AND ONLY MY CANOPY WENT
I THAT MAYBE THIS HAPPENED TO EARL, THAT MAYBE ONLY HIS CANOPY
WENT BUT HIS SEAT DIDN'T GO. TO MY KNOWLEDGE, I HAVE NEVER HEARD
OF HIM //G3LD//

D BUT YOU NEVER HEARD ANYTHING ABOUT HIM THE WHOLE TIME YOU WERE UP
THERE OTHER THAN THE INTERROGATOR?

R I WOULD FREQUENTLY, WHEN I WOULD COME ACROSS A PERSON I HAD NOT
TALKED TO BEFORE, I WOULD ASK HIM ABOUT HIM. IN MY MIND I DON'T
THINK

D WHEN YOU WERE BEING BROUGHT INTO THE SYSTEM, AT THE FIRST REAL CAMP,
DID YOU COME IN CONTACT WITH ANYBODY ANY NAMES YOU MIGHT
REMEMBER? WAS THERE ANYBODY UP THERE THAT IS NOT ACCOUNTED FOR OR
SOMEBODY YOU MAY HAVE SEEN ...?

R OH NO. WHEN I WAS CAPTURED, IT TOOK ME 3 DAYS TO GET TO HANOI

D DO YOU KNOW OF ANY PEOPLE, FIRST HAND NOW, PEOPLE THAT DIED?

R I DO NOT KNOW IF ANYONE THAT I CAN SAY FOR SURE DIED THAT I KNOW OF
ALTHOUGH I DO HAVE 1 STORY THAT I WOULD LIKE TO TELL ABOUT. THIS
HAPPENED EITHER AT THE END OF JANUARY OR THE FIRST OF FEBRUARY
//STARTS OUT GREAT AND FADES AWAY INTO THE SUNSET// DIRECTLY ACROSS
THE HALL GUY NAMED I HAVE TRUTHFULLY FORGOTTEN HOW LONG
HE WAS IN THERE BUT IT WAS A VERY SHORT TIME, PERHAPS A COUPLE OF
DAYS AND ONE NIGHT AFTER WE WERE ALL LOCKED UP, THE GUARDS CAME ...

TASK FORCE OMEGA INC.
14043 North 64th Drive
Glendale, Arizona 85306
Phone & FAX: (602) 979-5651

12 May 1993

Mr. George Atkinson
AFMPC/MPCCB
USAF Casualty Office
Randolph AFB, Texas 78150

Dear George,

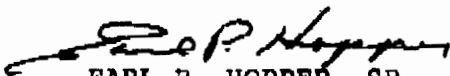
Reference our conversation this morning regarding the plan to allow POW/MIA family members to review the classified information contained in the files of their missing men, I feel that the information contained in the returned POWs' debriefs would be both interesting and revealing to some family members.

I have received conflicting information from various government agencies concerning my son's incident, LTC Earl P. Hopper, Jr., to include being told there was no classified information on his incident. Yet, I know there is classified information regarding his incident which has not been released to me, including all of the information provided by Captain (now Colonel, Retired) Keith Hall who was Earl's pilot the day of their shootdown.

I respectfully request an unclassified verbatim extract be provided to me of all information contained in Keith Hall's debrief statement pertaining to my son. If he made any additional statements about my son, I further request unclassified verbatim extracts of those statement(s), too.

Thank you very much for your cooperation on this matter.

Sincerely,



EARL P. HOPPER, SR.
Colonel, US Army, Retired

Indecent copy to Bob ...

SAFE # _____ DRAWER # _____
FOR # _____
FILED BY file Hall DATE _____
folder

19 SEP 1975

DPMCB

Debriefing Statement

JCRC/CDD-CRB

1. Reference your unclassified message 100404Z Sep 75 and our reply, unclassified message 121500Z Sep 75.
2. Permission has been received from Lieutenant Colonel Keith M. Hall to release the attached sanitized version of his debriefing to the next of kin of Captain Earl P. Hopper, Jr. Colonel Hall deleted a few words from the original transcript of his debriefing, indicated by x's, and added the underscored portions.

FOR THE CHIEF OF STAFF

~~SECRET~~
ED SILVERBUSH, Major, USAF
Chief, Missing Persons
Casualty Matters
Asst DCS/Personnel for Mil Pers

1 Atch
Debriefing

Cy to: AF/XOXXX
7602 AINTELG/INXB ✓
DIA/DIR-4H
AF/DPEC

After being told by the flight that he was on fire, and advised by his wingman that he should get out, Major Hall made the decision to eject. This decision was relayed to other flight members. Lieutenant Hopper was x x x told x x x to eject with no reply or results from Lieutenant Hopper. Major Hall then said, "Earl, get out." Lieutenant Hopper then said, "I've pulled on it and it did not go." Major Hall said, "Pull the other one!" There was no reply from Lieutenant Hopper. Major Hall finally told Lieutenant Hopper to get out, as they did not have much time. To this Lieutenant Hopper replied, "You go." The meaning of this statement was never determined. x x x Major Hall could not determine if Lieutenant Hopper was actually unable to eject or if he was in effect saying, you go first, Boss, as I am not sure you really mean it. Major Hall then ejected to get out. He pulled his face curtain down which released his canopy but his seat did not go. He completed the ejection sequence only after pulling the alternate handle. Once on the ground Major Hall established voice contact with x x x the flight lead, who stated during subsequent conversation that he had observed two seats leave the aircraft. Major Hall also overheard 10 to 12 attempts by SAR aircraft to contact Lieutenant Hopper. Major Hall also tried to contact Lieutenant Hopper but did not hear any reply or indication of reply. Major Hall never received information on Lieutenant Hopper while in captivity except for one incident in August 1970. An interrogator quizzed Major Hall about 10 minutes concerning Lieutenant Hopper. Major Hall asked the interrogator if Lieutenant Hopper was a prisoner. The interrogator said he did not know. Nothing was ever said that would suggest Lieutenant Hopper was alive.

SUMMARY OF FACTS AND CIRCUMSTANCES

MAJOR EARL P. HOPPER, JR.,

1. Lieutenant Colonel Keith N. Hall, aircraft commander, and Major Earl P. Hopper, Jr., pilot systems operator, comprised the crew of an F-4D aircraft that departed Udorn Airfield, Thailand, at 1430, 10 January 1968, in the number three aircraft in a flight of four F-4Ds on a MIG/CAP mission over North Vietnam. Weather in the target area was solid undercast with cloud tops at 6,000 feet and bases of 4,000 feet. Visibility was ten miles. At approximately 1607, as the flight arrived at a point within about ten miles of Hoa Lac Airfield, Colonel Hall and Major Hopper's aircraft was damaged by a surface-to-air missile. The aircraft commander immediately radioed that they had been hit. Flames and streaming fuel were observed coming from the aft section of the left engine. Colonel Hall kept the aircraft under control for several minutes during this period and voice contact was maintained with him. Colonel Hall jettisoned the tanks and all external stores. When the flames increased in intensity, the crew members were advised to eject. Two objects were seen to leave the aircraft approximately four seconds apart; the first object was identified as an ejection seat, the second object could not be identified. The burning aircraft and the two objects disappeared into a cloud undercast and no other sightings were made. While the remainder of the flight was orbiting the area, a strong emergency signal was heard and some of the flight members reported hearing what they believed to be two beeper signals on almost the same cycle. Voice contact was then established with Colonel Hall who radioed that he was okay. His location was approximately 41 miles southwest of Hoa Binh, North Vietnam, in a densely wooded area, near the top of a ridge. He stated that clouds were approximately 1,000 feet above him. When asked about Major Hopper, Colonel Hall replied that Major Hopper was having trouble getting out of the aircraft, and that he did not know if he had ejected. One of the two A-1E aircraft, that joined in the search, was able to penetrate the heavy cloud cover. No voice or visual contact was established with Major Hopper during the search. Before the search was suspended due to darkness and weather conditions, voice contact was lost with Colonel Hall. An electronic and visual search was made of the area beginning at first light on 11 January 1968. Due to lack of contact and deteriorating weather the search was terminated later in the day.

2. In accordance with the provisions of Section 555, Title 37, USC, both crew members were continued in a missing status at the expiration of the initial 12-month period of absence.

3. The status of Colonel Hall was changed to captured on 6 August 1968 and he was repatriated during Operation HOMECOMING. In his debriefing he related that after he was told by members of his flight that his aircraft was on fire, he made the decision to eject. He advised the flight of his decision and told Major Hopper twice to eject but got no response from him. Finally he said, "Earl, get out!" Major Hopper then responded by saying, "I pulled on it and it did not go." Colonel Hall again told Major Hopper to eject, as they did not have much time, and Major Hopper replied, "You go." Colonel Hall pulled his face curtain down, which released his canopy but his seat did not go. He then pulled the alternate handle to complete the ejection system and he was ejected from the aircraft. After he reached the ground, Colonel Hall established radio contact with his wingman, who stated during subsequent conversation that he saw two seats leave the aircraft. Colonel Hall heard the search and rescue personnel make 10 or 12 attempts to contact Major Hopper but did not hear a reply. Colonel Hall never received information about Major Hopper during his imprisonment, except in August 1970 when an interrogator questioned him about Major Hopper for about 10 minutes; however, the interrogator said nothing that would suggest Major Hopper was alive.

4. On 23 November 1970, Mrs. Cora Weiss of the Committee of Liaison with Families of Servicemen Detained in North Vietnam, passed a letter dated 20 November 1970, to the State Department. This letter, received from Tran Trong Quat, a member of the Vietnam Committee for Solidarity with the American People whose official standing in the North Vietnamese government has been acknowledged by the State Department, contained a list of US pilots missing in the Democratic Republic of Vietnam, and was an accounting of personnel whose families had inquired about them. Major Hopper's name was included on the list with the words "Never Detained in North Vietnam" written beside it, but no other information was provided.

5. On 10 December 1970, the Swedish Embassy provided a list of the names of 207 Americans to the State Department for whom the Swedish government, at the request of the next of kin, had attempted to obtain an accounting from the North Vietnamese. Major Hopper's name was on the list with the words "Never Captured in North Vietnam" written beside it.

→ 6. On 30 July 1971, an additional written statement was obtained from Major Charles R. Brown, a pilot of the number four aircraft in the flight. He stated that the second of three SAMs detonated under Colonel Hall and Major Hopper's aircraft causing fire and extensive damage. Both aircraft separated from the rest of the flight, turned, and headed

Ref: This statement by Major Brown
2 was made July '71 - three & one half
years (3 1/2) after incident. It is charged
from his 1968 statement.
Did other witnesses also make delayed
statements which would be Positive?

southwest. After roll out from the turn, Major Brown positioned his aircraft close to Colonel Hall and Major Hopper's aircraft to survey the damage. When within 1,000 to 1,500 feet, he could see the external stores had been severely damaged and he suggested to Colonel Hall they be jettisoned. Shortly after they were released, the fire intensified and Colonel Hall advised he had control problems, engine difficulty, and fuel starvation to at least one engine. They were advised to bail out at this time due to possible explosion of the aircraft. The first bail out order was not acknowledged and the crew was again told to bail out. After a long wait, the second transmission was acknowledged by Colonel Hall and was followed by an anonymous radio call to "Bail out." Due to the aircraft fire, Major Brown could not get close enough to the aircraft to visually check both occupants. He did not, however, see the rear canopy or rear seat eject at any time, but saw the front canopy leave the aircraft. He believes this to be significant because the rear seat should have ejected first. Shortly after Colonel Hall ejected, the aircraft broke into three pieces and disappeared into the clouds. Colonel Hall does not know whether Major Hopper ever got out of the aircraft.

7. No official accounting for Major Hopper was ever received from the North Vietnamese government or its allies, and his name never appeared in the prisoner communication channels which proved to be reliable. In addition, no further information pertaining to him has ever been obtained from any other source.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE MILITARY PERSONNEL CENTER
RANDOLPH AIR FORCE BASE TEXAS

HQ AFMPC/DPMCB
550 C Street West Suite 15
Randolph AFB TX 78150-4717

23 MAY 1994

Colonel Earl P. Hopper, USA, Retired
14043 North 67th Drive
Glendale AZ 85306

Dear Colonel Hopper

The attached Detailed Report of Investigation that we received from the Joint Task Force - Full Accounting (JTF-FA), is forwarded for your information.

Although a Joint U.S./Socialist Republic of Vietnam Team investigated the case of your son, Lieutenant Colonel Earl P. Hopper, Jr., they were unable to find any material evidence that would warrant further investigation. As a result, his case has been recommended for placement into the "Pending Category" until such time as new material evidence is discovered.

We are furnishing this information in keeping with our policy of providing everything we receive which may relate to the case of your son.

If you have any questions concerning this report, please call us on our toll free telephone line (800-531-5501).

Sincerely


WILLIAM R. FRAMPTON
Senior Liaison Officer
Missing Persons & Inquiries Division

Attachment:
JTF-FA/J24 Ltr, Ser: 504,
14 April 1994 w/Enclosure



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE MILITARY PERSONNEL CENTER
RANDOLPH AIR FORCE BASE TEXAS

[22 MAR 1994]

HQ AFMPC/DPMCB
550 C Street West Suite 15
Randolph AFB TX 78150-4717

Dear Air Force Family Member

The Joint Task Force-Full Accounting (JTF-FA) periodically presents to the Southeast Asian Governments, case narratives pertaining to missing and unaccounted for Americans from the Southeast Asian conflict.

The Commander, JTF-FA, has asked that we provide you a copy of the attached case narratives that was passed to the Vietnamese government on 3 February 1994. We request that you inform other members of your family, as you deem appropriate, of this action taken by the JTF-FA.

Sincerely

A handwritten signature in dark ink, reading "William R. Frampton", is positioned above the typed name.

WILLIAM R. FRAMPTON
Senior Liaison Officer
Missing Persons & Inquiries Division

Attachment:
Case Narrative



JOINT TASK FORCE - FULL ACCOUNTING

- BOX 64044

CAMP H. M. SMITH, HAWAII 96861-4044

CASE 0981-0-01

NARRATIVE

ON 10 JANUARY 1968, FIRST LIEUTENANT EARL P. HOPPER, JUNIOR, AND CAPTAIN KEITH N. HALL WERE THE CREW ABOARD AN F-4D FIGHTER (SERIAL NUMBER 66-8704) IN A FLIGHT OF FOUR AIRCRAFT ON A COMBAT AIR PATROL MISSION OVER NORTHERN VIETNAM. THEIR AIRCRAFT WAS HIT BY A SURFACE-TO-AIR MISSILE, BROKE INTO THREE PIECES *no evidence* AND FELL TO THE GROUND IN THE VICINITY OF GRID COORDINATES VH774777, APPROXIMATELY 35 KILOMETERS SOUTHEAST OF MOC CHAU AND 6 KILOMETERS WEST-NORTHWEST OF TA COM, SON LA PROVINCE. CAPTAIN HALL PARACHUTED TO THE GROUND AND WAS CAPTURED. ON HIS RETURN TO U.S. CONTROL IN 1973, HE STATED THAT AFTER THE AIRCRAFT WAS HIT, HE TOLD FIRST LIEUTENANT HOPPER TO EJECT BUT HE DID NOT OBSERVE A PARACHUTE OR HEAR ANY EMERGENCY RADIO TRANSMISSIONS FROM FIRST LIEUTENANT HOPPER. THE OTHER FLIGHT MEMBERS OBSERVED OBJECTS SEPARATING FROM THE DAMAGED AIRCRAFT BUT DID NOT SEE ANY PARACHUTES.

ON 11 NOVEMBER 1993, A JOINT TEAM VISITED XUAN NHA VILLAGE, MOC CHAU DISTRICT, SON LA PROVINCE TO INVESTIGATE THIS CASE. THE TEAM INTERVIEWED TWO WITNESSES. MR. DINH VAN XUAN, A FORMER DISTRICT MILITARY COMMANDER FROM 1970-1972, REPORTED THAT LATE ONE AFTERNOON ON AN UNRECALLED DATE, HE WAS INFORMED BY XUAN NHA VILLAGERS THAT AN AIRCRAFT HAD CRASHED ON A MOUNTAIN IN THANH HOA PROVINCE.

PASSED TO OFFICIALS OF THE
VIETNAMESE GOVERNMENT FOLLOWING
THE 3 FEB 94 TECHNICAL MEETING

THE MILITIA FORCES HAD CAPTURED A RED-HAIRED CAUCASIAN WHO WAS MOVED TO MOC CHAU DISTRICT HEADQUARTERS THE FOLLOWING MORNING AND EVENTUALLY TRANSFERRED TO THE DEFENSE MINISTRY IN HANOI. IN JULY 1977, MR. XUAN REPORTED HE FOUND AIRCRAFT WRECKAGE NEAR A JUNGLE STREAM IN SOUTHERN SON LA PROVINCE. HE RECOVERED A HELMET, A PARACHUTE, A PISTOL AND A SEAT ABOUT 50 METERS FROM THE WRECKAGE. THE ITEMS WERE GIVEN TO DISTRICT AUTHORITIES. MR. XUAN ALSO FOUND A SMALL BONE FRAGMENT WHICH HE LOST SEVERAL YEARS LATER. THE SECOND WITNESS, MR. DINH VAN PHANH, REPORTED HE WAS ONE OF SEVERAL VILLAGERS WHO SCAVENGED THE WRECKAGE. HE HAD NO KNOWLEDGE OF REMAINS OR PERSONAL EFFECTS FOUND IN THE AREA. THE ALLEGED CRASH SITE AND THE OFFICIAL INCIDENT LOCATION ARE IN A REMOTE, MOUNTAINOUS REGION, REQUIRING A THREE-TO-FOUR DAY WALK. DUE TO THE FLOODED CONDITIONS IN THE AREA, THE TEAM WAS UNABLE TO INVESTIGATE THE SITES.

PERTINENT DATA ARE AS FOLLOWS:

NAME: HOPPER, EARL PEARSON JUNIOR
RANK: FIRST LIEUTENANT, U.S. AIR FORCE
DATE OF BIRTH: 21 JULY 1943
RACE: CAUCASIAN
HEIGHT: 1.78 METERS
WEIGHT: 83.8 KILOGRAMS
HAIR: BROWN
EYES: BLUE



JOINT TASK FORCE - FULL ACCOUNTING
BOX 64044
CAMP H. M. SMITH, HAWAII 96861-4044

Vụ số 0981-0-01

Tờ Tường Thuật

Vào ngày 10 tháng 1 năm 1968, Trung úy EARL P. HOPPER, JUNIOR, và Đại úy KEITH N. HALL là phi hành viên trên chiếc máy bay chiến đấu F-4D (số hiệu 66-8704) trong biên đội bốn chiếc vào nhiệm vụ tuần tra qua miền bắc Việt Nam. Chiếc máy bay bị bắn trúng bằng tên lửa đất đối không, bị vỡ thành ba mảnh và rơi xuống trong phạm vi của tọa độ VH774777, khoảng 35 cây số phía đông nam của Mộc Châu và 6 cây số phía tây tây bắc của Ta Com, tỉnh Sơn La. Đại úy HALL nhảy dù xuống đất và bị bắt. Sau khi trở về Mỹ trong năm 1973, ông ta nói sau khi máy bay bị bắn trúng, ông ta nói Trung úy HOPPER nhảy ra nhưng ông ta không thấy dù hay nghe tín hiệu cấp cứu từ Trung úy HOPPER. Tổ lái khác thấy có vật rời khỏi chiếc máy bay bị phá hủy nhưng không thấy dù.

Vào ngày 11 tháng 11 năm 1993, một đội hỗn hợp đến xã Xuân Nha, huyện Mộc Châu, tỉnh Sơn La để điều tra vụ này. Đội phỏng vấn hai nhân chứng. Ông Định Văn Xuân, cựu Xã Đội Trưởng từ năm 1970 - 1972, cho biết vào buổi chiều không nhớ ngày, dân xã Xuân Nha cho ông ta biết có chiếc máy bay bị rơi trên núi ở tỉnh Thanh Hóa. Lực lượng dân quân bắt sống người da trắng tóc đỏ, ngày hôm sau chuyển tới bộ chỉ huy huyện Mộc Châu và thời gian sau chuyển tới bộ quốc phòng ở Hà Nội. Trong tháng 7 năm 1977, ông Xuân bao đã tìm thấy xác máy bay gần suối ở trong rừng phía nam của tỉnh Sơn La. Ông ta thu hồi một non phi công, một cái dù, một khẩu súng lục và một cái ghế cách xác máy bay khoảng 50 mét. Những hiện vật trao qua cho

Vụ số 0981-0-01

chính quyền huyện. Ông Xuân cũng tìm được một mảnh xương nhỏ nhưng bị mất vài năm sau. Nhân chứng thứ hai, ông Định Văn Phan, cho biết ông là một trong những người dân xã thu nhặt xác máy bay. Ông ta không biết gì về hai cốt hay vật cá nhân tìm được ở trong khu vực. Chỗ được cho là chỗ rơi và hiện trường theo hồ sơ Mỹ đều ở khu vực hẻo lánh, vùng núi, mất ba đến bốn ngày đường bộ. Vì lộn trong khu vực, đội không thể điều tra hiện trường.

Sau đây là những chi tiết liên quan:

Họ và tên: HOPPER, EARL REARSON JUNIOR

Cấp bậc: Trung úy, Không quân Mỹ

Ngày sinh: 21 tháng 7 năm 1943

Chủng tộc: Da trắng

Chiều cao: 1.78 mét

Cân nặng: 83.8 kí

Màu tóc: Nâu

Màu mắt: Xanh

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1. Enclosure (1) is provided for release to the next of kin of EARL P. HOPPER, JR. (REFNO 0981-0-01).
2. The JTF-FA has sanitized the enclosed report by deleting U.S. personnel names per Executive Order 12812, 22 Jul 92, and Title 5, U.S. Code 552a (Privacy Act). In no instance has substantive material been removed.

Charles R. Marineau, Jr.
CHARLES R. MARINEAU, JR.
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