

North Vietnam

Herbert O. Brennan  
Douglas C. Condit  
(0928)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Michael Millner  
(0930)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Gary H. Fors  
(0947)

On December 22, 1967, Captain Fors and First Lieutenant Guy K. Lashlee were the crewmen on an F-4B in a flight of two aircraft over Laos. Just having released their bombs during a second pass over the target, their aircraft was hit by hostile 37mm anti-aircraft fire and crashed east of Route 99, eight miles inside Saravan Province. The crew of the second aircraft reported Captain Fors and Lieutenant Lashlee had ejected safely but no one had any radio contact with him. Lieutenant Lashlee was rescued but Captain Fors could not be located by search and rescue aircraft driven off by extremely heavy ground fire. Lieutenant Lashlee reported he did not see Captain Fors chute deploy and had no contact with him. He landed fifty meters from his aircraft's point of impact. He believed Captain Fors had died in the aircraft's fireball.

During the war the next of kin of Captain Fors identified him in a North Vietnamese photograph. After Operation Homecoming it was determined this had been a misidentification.

Captain Fors was not seen alive in the northern Vietnamese prison system and his remains have not been repatriated. He was declared missing at the time of his loss and in August 1980 was declared killed in action, body not recovered.

North Vietnam

Roger B. Innes  
Leonard M Lee  
(0952)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam

Edwin N. Osborne  
Charles P. Claxton  
Gerald G. VanBuren  
Donald E. Fisher  
Gordon J. Wenaas  
Frank C. Parker, III  
Jack McCrary  
Wayne A. Eckley  
Edward J. Darcy  
James R. Williams  
Gean P. Clapper  
(0954)

In the early morning hours of December 29, 1967, a camouflaged C-130E departed on a single aircraft flight for a classified operational mission over North Vietnam. The last contact with the aircraft was at 0430 hours when the aircraft was in extreme northwestern North Vietnam over a mountainous and densely forested area 13 miles northwest of the town of Lai Chau. The aircraft did not return from its mission and bad weather in the area hampered search efforts. A two week search over the aircraft's flight path failed to disclose any evidence of the crew of the aircraft and the crew was declared missing.

In November 1970, the co-chair of a private group, Cora Weiss, passed a letter to State Department officials from Vietnam which stated that Osborne, McCrary and Darcy had never been detained in the Democratic Republic of Vietnam.

Returning U.S. POWs had no information on the precise fate of any of the 11 crewmen missing from the C-130E. After Operation Homecoming they were declared killed in action, body not recovered, based on a presumptive finding of death.

Laos

Dennis C. Hamilton  
Sheldon D. Schultz  
Ernest F. Briggs, Jr.  
John T. Gallagher  
James D. Williamson  
(0967)

On January 5, 1968, a UH-1D with a four man crew from the 176th Aviation Co., 14th Aviation Bn., Americal Division, and one member of the 5th Special Forces Command and Control Detachment was west of Khe Sanh, South Vietnam, providing support to the insertion of U.S. led cross-border forces into the Prairie Fire operational area of Laos. While approaching a landing zone in Savannakhet Province, the helicopter was hit by 37mm anti-aircraft fire. It began a nose low vertical dive from an altitude of 4000 feet and no one was seen



South Vietnam

Richard W. Fischer  
(0977)

See Vessey 135 Discrepancy Cases for case summary.

Laos

James D. Cohron  
(0984)

On January 12, 1968, Staff Sergeant Cohron was a member of Team Indiana, a U.S. led covert cross border reconnaissance team on a mission inside Laos at a point along the border between Savannakhet and Saravan Provinces. The team was ambushed. After the engagement SSG Cohron and two Vietnamese team members could not be located and were declared missing. One of the two Vietnamese was later located and rescued alive but he could not shed any light on the fate of SSG Cohron. A ground search of the area by Team Santa Fe on January 15, 1968, located the area where SSG Cohron was last seen but there was no sign of him.

SSG Cohron was initially reported missing at a classified location, later acknowledged as Laos. He was not reported alive in the northern Vietnamese prison system and his remains have not yet been repatriated. SSG Cohron was declared dead/body not recovered, in July 1978.

The Defense Intelligence Agency has determined that the ambush of Team Indiana appears to correlate to a combat action of the People's Army of Viet Nam Dong Nai Regiment. The Regiment captured an American who was interrogated by an interpreter from the People's Army of Vietnam 304th Infantry Division. DIA has concluded that this information indicates SSG Cohron was probably captured alive. No further information has been obtained concerning SSG Cohron's fate.

South Vietnam

William D. Johnson  
(0997)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam

James A. Ketterer  
Tilden S. Holley  
(0998)

On January 20, 1968, Captain Holley and First Lieutenant Ketterer were the crew in an F-4C, one of a flight of two aircraft over

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Quang Khe, Quang Binh Province. Their aircraft was hit by hostile anti-aircraft fire and crashed. The crew was not seen to eject but a weak electronic beacon was heard for several seconds after the crash. Both crewmen were initially declared missing in action.

One returning U.S. POW reported hearing the name "Holley" on Hanoi Radio while at the Hanoi Hilton. Another returning U.S. POW stated he saw the name "Holley" or "Holly" on a list of people confined at the prison in late 1972 or early 1973. There was no reference to the name Ketterer. No returning U.S. POW reported seeing either alive in the Vietnamese prison system.

Captain Holley was declared dead/body not recovered in June 1978.

North Vietnam

Michael Dunn  
Norman E. Eidsmoe  
(1004)

See Vessey 135 Discrepancy Cases for case summary.

Cambodia

Charles E. White  
(1006)

On January 29, 1968, Sergeant First Class White was a member of a covert cross border operations reconnaissance team from Forward Base 2 (FOB 2) in South Vietnam. His team was inserted into Ratanakiri Province in extreme northeastern Cambodia and three kilometers inside Cambodia from Attapeu Province, Laos. His team engaged hostile forces. While being extracted by helicopter, Sergeant White fell from a rope harness approximately 200 feet into a tall bamboo thicket. A ground team searching the area on January 31, 1968, found what appeared to be evidence of where he landed and the area appeared to have been searched by hostile forces. There was no sign of Sergeant White and no grave. He was initially declared missing in action in the Republic of Vietnam. On February 23, 1968, his commanding officer wrote to his mother that Sergeant White became missing while under heavy hostile fire near Khe Sanh in South Vietnam although his circumstances of loss were falsified until they were declassified in 1973.

Returning U.S. POWs were not able to provide any information concerning his fate and he was not reported alive in the Vietnamese or Cambodian prison system. His case was among others passed to Khmer representatives at the United Nations in December 1975. The representative stated there were no American prisoners in Cambodia and the Cambodian government had no information about any missing Americans. On April 6, 1978, Sergeant White was declared dead/body not recovered.

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South Vietnam

Vernon Z. Johns  
(1028)

On February 3, 1968, Private First Class Johns was an armored personnel carrier commander with the 25th Infantry Division's 4th Mechanized Battalion, 23rd Infantry, when his unit was engaged by hostile forces in Binh Duong Province. He was last seen manning a .50 calibre heavy machine gun while under attack from small arms and rocket propelled grenade fire. He was last seen jumping from his vehicle while wounded. His unit broke contact with the hostile force and PFC Johns was declared missing. There was an initial report that he was evacuated but this was later found to be erroneous.

In 1969, U.S. intelligence received a report of the sighting of a U.S. POW who appeared to resemble PFC Johns. Other reports received about two Americans killed and buried in the area where PFC Johns was last known when his unit was in combat.

Returning U.S. POWs had no information regarding PFC John's precise fate. In July 1978 he was declared killed in action, body not recovered, based on a presumptive finding of death.

In 1988, U.S. investigators in Vietnam interviewed witnesses who stated that PFC Johns was killed in battle and buried the next day. One witness stated his remains had been recovered in 1987 and the Vietnamese Office for Seeing Missing Americans had taken custody of his remains. On April 27, 1989, Vietnam repatriated remains identified as those of PFC Johns and they were subsequently identified as his.

South Vietnam

Harvey G. Brande  
Kenneth Hanna  
James W. Holt  
Charles W. Lindewald, Jr.  
James L. Moreland  
William G. McMurray, Jr.  
Daniel R. Phillips  
(1040)

On February 7, 1968, eight U.S. Army Special Forces NCOs from Detachment A-1, Company C, 5th Special Forces Group, were declared missing when their Lang Vei base in Thua Thien Province was overrun by Vietnam People's Army forces. Sergeant Moreland had a head wound and was in a state of shock when last seen.

One of eight missing men, Dennis R. Thompson, was captured and survived to be released from North Vietnam in March 1973. During

his debriefing he related that Thompson, Holt, and Phillips were last known alive at Lang Vei before he lost contact with them. Neither he nor any other returnee was able to provide information on the eventual fate of the seven missing servicemen and they were not known to have survived into captivity.

The seven missing Special Forces men were initially declared missing. After Operation Homecoming they were all declared dead/body not recovered, based on a presumptive finding of death.

South Vietnam

Alan W. Gunn  
Wade L. Groth  
Harry W. Brown  
Jerry L. Roe  
(1046)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam

Robert M. Elliott  
(1049)

On February 14, 1968, Captain Elliott's aircraft was hit by an enemy surface to surface missile while conducting a bombing mission against a railroad bridge in the area of Hanoi Municipality. There was no beeper and there was the sighting of a possible parachute. However, there was haze in the target area and visibility was poor.

During the war a People's Army of Vietnam soldier described the shoot down of an American aircraft over Ha Tay, a suburb of Hanoi. The shoot down location compared favorably to the loss incident of Captain Elliott. One airman was reportedly captured. Captain Elliott was initially reported as missing in action. In June 1979 he was declared dead/body not recovered.

Captain Elliott's identity card was turned over to U.S. officials on April 6, 1988 together with a small quantity of skeletal remains, also reportedly belonging to Captain Elliott. The remains were insufficient for positive identification and correlation to Captain Elliott.

Laos

John F. Hartzheim  
Paul Lloyd Milius  
(1062)

On February 27, 1968, Commander Milius was the pilot of an OP-2E aircraft on an armed reconnaissance flight over the Steel Tiger

operational area in the vicinity of the Ban Karai Pass leading from North Vietnam into Khammouane Province, Laos. The aircraft was hit by an exploding projectile. Five crewmen exited the rear of the aircraft. Surviving crew members reported Commander Milius, although wounded, was last seen flying the aircraft and with the nose section in flames, but they believe he was able to bail out. Another crew member, Petty Officer John F. Hartzheim, was reported by survivors as either dying or dead at the time the aircraft crashed in Khammouane Province. A search effort on February 29th, Operation Texas Crest, failed to locate Commander Milius.

In August 1968 a People's Army of Vietnam defector in South Vietnam reported that during infiltration his unit captured a U.S. colonel with a survival radio. The approximately time of the capture was March 1968 but the precise location was not pinpointed. This report exists in Commander Milius' file as possibly correlating to him.

Neither individual was ever reported alive in the northern Vietnamese prison system and neither of their remains has been repatriated. Both have been declared dead/body not recovered.

In January 1985 a Lao refugee turned over a human bone and other material from an aircraft crash site in Laos which may have related to the crash site of Commander Milius' aircraft. The remains were determined to be human but no further identification was possible. In December 1986 another Lao refugee offered remains and a dog tag allegedly belonging to Petty Officer Hartzheim.

North Vietnam  
Gilbert S. Palmer, Jr.  
Thomas T. Wright  
(1063)

On February 27, 1968, Major Palmer and Captain Wright were the crew in an RF-4C launched from Udorn Air Base, Thailand, on a single aircraft photo mission over Quang Binh Province, North Vietnam. There were routine communications in route and the last contact with them was when they were given target clearance. There was no further contact with the two crewmen and they were declared missing in action.

In 1970, DIA received a report about the sighting of an American in a jeep at the Hanoi Public Security Office. This report was placed in Captain Wright's file. In July 1971, a report was received from a People's Army of Vietnam defector describing the sighting of an American POW. The report pertained to four U.S. POWs in Nghe An Province in July 1970 reportedly shot down during 1965-1967. The individual was given a polygraph test, and the examiner offered his view that he believed the story. DIA felt at the time that the report might correlate to Captain Wright. DIA reevaluated the

report in 1978 and based on information then available concluded the report did not pertain to Captain Wright. One returnee reported seeing a black American in jungle fatigues at a temporary prison camp in Quang Binh Province in late May or early June 1968. His sighting of the individual was for approximately 30 seconds. The returnee selected a photograph of Captain Wright as one of several possible correlations.

Returning U.S. POWs were unable to describe the final fate of the two missing crewmen and after Operation Homecoming they were declared killed in action, body not recovered, based on a presumptive finding of death.

South Vietnam  
Robert W. Hunt  
(1065)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam  
James E. Hamm  
(1086)

See Vessey 135 Discrepancy Cases for case summary.

Laos  
Peter D. Hesford  
Aubrey E. Stowers, Jr.  
(1100)

On March 21, 1968, First Lieutenant Hesford and First Lieutenant Stowers were the crewmen in an F-4D, one of a flight of two aircraft on a night strike mission over Laos. A forward air controller illuminated three trucks on a road and a second forward air controller made passes in the target area, drawing heavy automatic weapons fire.

The crew radioed they were "rolling in" and that was their last transmission. Other aircraft observed 37mm anti-aircraft fire and then a large explosion and fireball. A search of the area failed to locate any survivors. There were no chutes and no beepers. Both airmen were initially declared missing.

On September 17, 1968, the Pathet Lao spokesman in Vientiane, Laos, Soth Phetrasy, stated that Lieutenant Hesford had been captured.

Lieutenant Hesford was declared dead/body not recovered, in June 1978. Lieutenant Stowers was declared dead/body not recovered, in October 1979. Neither individual was identified alive in the Lao

or Vietnamese prison system.

In April 1989, U.S. intelligence received a report of the recovery of remains with dog tag information associated with Lieutenant Stowers. No remains were actually provided.

Laos

Charles G. Huston  
George R. Brown  
Alan L. Boyer  
(1108)

On March 28, 1968, Sergeants Huston, Brown and Boyer were leading Team Asp, a covert cross border reconnaissance patrol operating from Forward Base (FOB) 4, an element of the 5th Special Forces Group Command and Control Detachment based in South Vietnam. They were on a mission in an area twenty kilometers northeast of the town of Tchepone, Savannakhet Province, Laos, when they came under heavy enemy fire and called for an extraction. The helicopter withdrew under heavy fire and was unable to recover Sergeants Brown and Huston. Sergeant Boyer was the last recovered and while holding onto a rope ladder and it together with its mount broke away from the recovery helicopter and he fell to the ground.

A ground search of the area on April 1, 1968, failed to show any sign of the three missing patrol members. They were declared missing at a classified location which was later acknowledged to be Laos. None of these individuals was reported alive in the northern Vietnamese prison system and none of their remains has been repatriated. All three were initially reported missing and later declared dead/body not recovered.

In August 1984 a Lao refugee reported three Americans were killed in a People's Army of Vietnam ambush in the area of Team Asp's engagement. The bodies were reportedly buried in the area.

South Vietnam

Walter A. Cichon  
(1112)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

John W. Held  
(1131)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Philip R. Shafer  
Arthur J. Lord  
Charles W. Willard  
Michael R. Werdehoff  
(1132)

On April 19, 1968, Specialist 4th Class Shafer was crew chief on a CH-54 helicopter carrying a bulldozer to Landing Zone Tiger located in the A Chau Valley, Thua Thien Province, South Vietnam. Other crew members included Captain Lord (aircraft commander), CW3 Willard (pilot), and Specialist 6th Class Werdehoff (flight engineer). Approximately 1.5 kilometers from the landing zone eyewitnesses reported an explosion in the cockpit of the helicopter which caught fire and crashed at the base of a cliff, exploding. There were no signs of survivors.

The crew was initially reported missing in action and after the war was declared dead/body not recovered. Returning U.S. POWs were unable to provide any information on their fate.

North Vietnam

Jeffrey L. Harris  
Bobby G. Vinson  
Woodrow W. Parker, II  
(1141)

On April 24, 1968, Lieutenant Colonel Vinson and First Lieutenant Parker were the crewmen in an F-4D, one of two F-4 on a combat mission over Bo Trach District, Quang Binh Province. They were preparing to drop flares while the other aircraft remained above them. They were last known descending to a lower altitude when a large fireball was observed on the ground. There were no parachutes seen and neither beepers or other communications from the crew. Both crewmen were initially reported as missing in action.

In December 1972 a former member of the Vietnam People's Army reported an American F-4, one of two dropping flares over Quang Binh Province, was hit by anti-aircraft fire and crashed. Both crewmen were reportedly killed in their aircraft. Their bodies were recovered from the crash site and buried nearby.

A JCRC field investigation in Vietnam during April 1990 located witnesses who described the crash of a U.S. jet aircraft and the recovery of human remains from the crash site which appeared to correlate to this case. A document provided by Vietnamese officials to the Joint Casualty Resolution Center during a field investigation in Vietnam during January-February 1991 described the shoot down of an aircraft and death of the crewmen which appeared to correlate to this loss incident.

North Vietnam

Robert D. Avery  
Thomas D. Clem  
(1156)

On May 3, 1968, Avery and Clem were the crew in an A-6A on an armed reconnaissance mission over North Vietnam providing support to U.S. Air Force operations along Route Package 1. Radar contact was lost with the aircraft when it was approximately 10 kilometers northwest of the coastal town of Dong Hoi and six kilometers southeast of the district seat of Bo Trach in Quang Binh Province. SAR forces were unable to locate any sign of the crew which was declared missing.

Returning U.S. POWs were unable to provide any information on the eventual fate of the crew. After Operation Homecoming they were declared killed in action, body not recovered, based on a presumptive finding of death.

In January 1991, a U.S. team in Vietnam visited Bo Trach District and reviewed archival documents. One document listed the downing of an A-6A on May 3, 1968 in which both crewmen died. In July 1991, U.S. researchers at the Military Region IV museum in Vinh City obtained access to an archival list of gravesites of Americans who died there during the war. One entry listed Robert D. Avery as buried in Quang Ninh District from an F-105 downed on April 15, 1968. In January 1992, a Region IV air defense record listed an A-6A downed on May 3, 1968 with both crewmen dead. In December 1992, a copy of the list of burial sites was turned over by Vietnam to Senator John Kerry, Chairman of the Senate Select Committee on POW/MIA Affairs.

South Vietnam

Frederick J. Ransbottom  
(1171)

On May 12, 1968, Lieutenant Ransbottom was a member of the Americal Division and was last seen at an observation post at the Kham Duc Special Forces camp and engaging hostile forces. He last reported shooting at hostile forces as they were entering his bunker. The Kham Duc post was eventually overrun and eight individuals at Observation Post 2 could not be located following the withdrawal. The remains of six others were located later. Ransbottom and others at Observation Post 2 were declared missing.

Ransbottom was not accounted for during Operation Homecoming and returning U.S. POWs were unable to provide any information about his fate. In May 1979, Ransbottom was declared dead/body not recovered.

North Vietnam

Joseph E. Davies  
Glen D. McCubbin  
(1182)

On May 19, 1968, Captain Davies and First Lieutenant McCubbin were the crew in an F-4B from Ubon Air Base, Thailand and leader of a flight of two aircraft on a night armed reconnaissance mission over Bo Trach District, Quang Binh Province. The number two aircraft in the flight expended its ordnance and departed to return to Ubon. The number two aircraft's crew reported seeing three explosions on the ground and believed Captain Davies' aircraft had dropped its ordnance and would be joining them on the return flight to Ubon. Captain Davies' aircraft never returned from the mission and the crew was declared missing in action. A beeper and voice transmission from the general area of a search for them was later determine not to be either Captain Davies or Lieutenant McCubbin but someone else.

Returning U.S. POWs were unable to provide any information concerning the specific fate of Captain Davies and Lieutenant McCubbin. After Operation Homecoming both crewmen were declared dead/body not recovered, based on a presumptive finding of death.

In December 1988, a joint U.S./Vietnamese team visited Bo Trach District and interviewed witnesses concerning this incident. Witnesses described the crash of an aircraft correlating to this incident which included the wartime recovery of human remains from the crash site. One witness described the recovery of two dog tags of Davies.

In August 1991 the crash site was excavated and biologic evidence was recovered and returned to the U.S. for Analysis. In October 1991, U.S. investigators forwarded information from Bo Trach District combat records recording the downing of an F-4C on May 18, 1968, and the death of two crewmen. This record was believed associated with this loss incident.

Laos

John Q. Adam  
Jerry L. Chambers  
Calvin C. Glover  
Thomas E. Knebel  
William H. Mason  
William T. McPhail  
Thomas B. Mitchell  
Gary Pate  
Melvin D. Rash  
(1187)

On May 22, 1968, a camouflaged C-130 departed Ubon with a crew of eight and one passenger from Nakhon Phanom Air Base on a routine





wingman orbited the burning wreckage. Both crewmen were declared missing in action.

On March 30, 1973, a returning U.S. POW reported he saw the name "Ross" written on a wall at the "Heartbreak" POW camp in Hanoi. In 1978, a U.S. Air Force compendium of names provided by returning U.S. POWs correlated the name "Ross" to First Lieutenant Joseph S. Ross. However, the source of the names and its meaning was never determined, no returning U.S. POWs had any knowledge of the fate of the two crewmen, and they were never reported alive in the northern Vietnamese prison system. After Operation Homecoming, both airmen were declared dead/body not recovered, based on a presumptive finding of death.

In January 1992, the Defense Department provided a preliminary analysis of Vietnamese list of combat air defense operations in Quang Binh Province. Included in the list was a reference to the shoot down on August 1, 1968, of an F-4 aircraft.

South Vietnam  
Donald R. Fowler  
Steven M. Hastings  
Peter J. Russell  
William Fernan  
(1244)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam  
Terrin D. Hicks  
(1248)

On August 15, 1968, Captains Terrin D. Hicks and Joseph F. Shanahan departed Udorn Royal Thai Air Force Base in an RF-4C on a solo photo reconnaissance mission over North Vietnam. About 0805 hours, the last radar contact was made with Capt Hicks' aircraft. The plane was hit by enemy ground fire and lost in an area approximately 12 kilometers southwest of Quang Khe, Quang Binh Province. Captains Hicks and Shanahan ejected successfully and descended by parachute but were not recovered. Both airmen were declared missing in action.

Captain Shanahan was captured and incarcerated in North Vietnam. During his Homecoming debriefing, he related he saw Captain Hicks' parachute on the ground and heard Captain Hicks make a "Mayday" call on his survival radio. Captain Hicks was alive on the ground at this time. Captain Shanahan landed in the backyard of a village hut and was immediately captured. As Captain Shanahan was led away, he heard continuous small arms fire from the direction where Captain Hicks had landed. Approximately 10 minutes later, Captain Shanahan was given Captain Hicks' boots to wear as his boots had

been taken from him after his capture. Later, an interrogator told Captain Shanahan that Captain Hicks was alive and being treated in the Dong Hoi hospital for a broken leg. Captain Shanahan said he had personal reservations about the truthfulness of this statement.

During the November 1985 JCRC technical meeting in Hanoi, Vietnamese officials passed Captain Hicks military identification card and Geneva Convention card to U.S. officials. The Vietnamese stated that Captain Hicks' remains were no longer recoverable.

On December 4, 1985, Vietnam released seven sets of remains to US custody. Vietnamese officials associated one set of remains with Captain Hicks but none of the seven sets of remains could be identified as his.

On June 17 and 21, 1989, a joint U.S./Vietnamese investigation team conducted an investigation of the reported crash of an American aircraft in Cu Nam village, Bo Trach District, Binh Tri Thien (formerly Quang Binh) Province. According to the witness interviewed, an RF-4C aircraft was shot down over the village in the fifth Lunar month of 1968. Both pilots ejected; one was captured immediately, the other was shot to death when he resisted capture, and he was buried near where he fell. The team surveyed the burial location and used a metal detector to attempt to locate the specific burial site, but was not successful. On 5 May 1990 a second Joint team travelled to Cu Nam village to discuss excavation of Capt Hicks burial site. The village officials claimed not to know if the repatriated remains which could not be identified as those of Captain Hicks had been taken from the reported burial site and they were unable to locate the site. Three other possible burial locations were suggested from Quang Binh Province records.

South Vietnam  
Humberto Acosta-Rosario  
(1258)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam  
Dallas R. Pridemore  
(1274)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Earl E. Shark  
(1277)

On 12 September 1968, Sergeant Shark was serving as the point man for the 1st Squad, 3rd Platoon, C Company, 1st Battalion, 28th Infantry, 1st Infantry Division. As the platoon advanced up a hill approximately 6 kilometers northeast of the town of Loc Ninh, Song Be (formerly Binh Long) Province, his unit came under intense enemy fire. The radio operator with Sergeant Shark radioed that they had both been hit. The platoon leader and his radio operator crawled to within 5-10 meters of Sergeant Shark. They could see no movement, heard no noise, and saw no visible sign of life. As the contact continued, the Platoon leader through a hand grenade at an enemy soldier in a bunker in front of Sergeant Shark. The grenade fell short and exploded closer to Sergeant Shark than the enemy. The fragmentation from the platoon leader's grenade was close enough to Sergeant Shark to set off the smoke grenades attached to Sergeant Shark's web gear but Sergeant Shark still made no voluntary movement. Due to heavy enemy fire, the platoon leader and his radio operator were forced to withdraw without retrieving Sergeant Shark.

On September 15, 1968, the unit was able to reach the area where Sgt Shark was last seen. However, he could not be located by ground or air search.

Although seriously wounded, Sergeant Shark apparently was alive and survived for several days. His name and date of death appeared on the Died in Captivity list provided by the Provisional Revolutionary government of South Vietnam on January 27, 1973. Sergeant Shark's date of death was given as September 1968.

Intelligence reports that have been correlated to Sergeant Shark indicate that Sergeant Shark died of his wounds and complications following the amputation of one of his legs about five days after his capture. He apparently died at K101 Dispensary in Cambodia and was reportedly buried west of the hospital. His remains have not yet been recovered and repatriated.

Laos

Leighton L. Paul  
Edgar F. Davis  
(1279)

On September 17, 1968, Paul and Davis were the crew in an RF-4C which took off from Udorn Air Base, Thailand on a single aircraft reconnaissance mission over Laos. Their aircraft was hit by hostile anti-aircraft fire in an area southeast of Tchepone, Savannakhet Province. Their aircraft began to break up and Paul, the pilot, ordered Davis to eject, then ejecting himself. The type of ejection system employed on the aircraft automatically ejected

the navigator after the pilot's ejection.

Paul, the aircraft's pilot, ejected safely. He made contact with SAR forces and was rescued. There was no contact with Captain Davis and he was declared missing in action. A second electronic beeper heard at the time could not be pinpointed due to the overriding beeper signal from the pilot

Returning U.S. POWs has no information on Captain Davis's fate. In March 1979 he was declared killed in action, body not recovered, based on a presumptive finding of death.

In December 1984, the Joint Casualty Resolution Center staff in Thailand interviewed a Lao source who had been incarcerated at the Tchepone reeducation camp after 1975. The source reported wreckage of a U.S. jet aircraft in the area which was said to have been shot down in 1967. There were two crewmen who bailed out from the aircraft and one was rescued. People's Army of Vietnam forces killed the other airman whose body was buried in the area by local civilians. JCRC concluded this report possibly correlated to this loss incident.

North Vietnam

Domenick A. Spinelli  
(1294)

On 30 September 1968, Lieutenant JG Larry J. VanRenselaar and Lieutenant Domenick A. Spinelli were the crew of an A-6A aircraft which departed the U.S.S Constellation in a flight of three aircraft. The flight was assigned to acquire and destroy moving targets just south of 19 degrees North Latitude over North Vietnam. Two hostile surface to air missiles, one high and one low, were observed by other flight members to explode near Spinelli's aircraft. About 20 seconds later a third explosion was observed and it lit up the horizon. At this point the flight was approximately nine kilometers southwest of Phu Dien Chau, Nghe Tinh (Formerly Nghe An) Province.

No parachutes were sighted and no distress beepers were heard. All subsequent search and rescue efforts were futile. A Radio Hanoi broadcast on October 1, 1968, stated that an A-6 aircraft had been shot down over Nghe An Province. Lieutenant Spinelli's A-6A aircraft was the only one shot down on September 10, 1968, over Nghe An Province. Both airmen were declared missing in action.

During Operation Homecoming, a returnee, Lieutenant Tangeman, stated that he knew the name Spinelli but he did not know him as a POW. In the late 1970s, Tangeman was visited by Spinelli's next of kin. During that visit, he finally recalled why he recognized the name; both he and Lieutenant Spinelli had been at the same naval air training facility before going to Vietnam. Lieutenant Spinelli's

family alleged the existence of a photo depicting Spinelli in captivity. The Defense Intelligence Agency has no knowledge of such a photo but did provide the family a photo of a POW, Major Gideon, shown riding in an ox cart. This photo is on sale at the military museum in Hanoi and may have been confused by family members with being a photograph of Lieutenant Spinelli.

Returning U.S. POWs were unable to provide any information on either crewman's eventual fate. After Operation Homecoming both were declared killed in action, body not recovered, based on a presumptive finding of death.

On July 31, 1989, Vietnam repatriated remains it identified as those of Lieutenant VanRenselaar. On June 22, 1990 the Armed Forces Identification Review Board approved the identification of these remains as Lieutenant VanRenselaar.

South Vietnam

Dickie F. Finley  
(1308)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Donald L. Harrison  
Steven N. Bezold  
(1314)

On October 29, 1968, Lieutenants Donald L. Harrison and Steven N. Bezold were flying in an O-1G observation aircraft in a flight of two aircraft. The aircraft was hit by antiaircraft fire and crashed in an area approximately 34 kilometers northwest of Quang Tri City and six kilometers northwest of Con Thien, Quang Tri Province. No parachute was seen and no electronic beacon signals were heard.

The next morning, search and rescue personnel located the crash site but received intense anti-aircraft fire from the surrounding area. At one point, weak electronic beacon signals were heard, but could not be pinpointed. Search and rescue noted that the plane hit flat. The left wing was twisted back and up at an 90 degree angle. The right wing was ripped off of the fuselage near the tail section. Horizontal and vertical stabilizers were intact and the fuselage was intact. No bodies were observed in or near the wreckage. Anti-aircraft fire, brush, and trees precluded a closer look. However, the searchers noted that the wreckage had been moved and saw vehicle tracks leading from the aircraft.

Both flyers were declared missing in action. Returning U.S. POWs were unable to provide any information on their precise fate.

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After Operation Homecoming they were declared killed in action, body not recovered, based on a presumptive finding of death.

North Vietnam

Bradley G. Cuthbert  
Mark J. Ruhling  
(1327)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam

San D. Francisco  
Joseph C. Morrison  
(1329)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Russell D. Galbraith  
(1339)

On December 11, 1968, Captains Galbraith and Harlan J. Drewry were the crew of an RF-4C on a reconnaissance mission over Savannakhet Province. Captain Galbraith later described feeling a thump and losing control of the aircraft. Captain Drewry ejected safely and was rescued but reported he did not see Captain Galbraith exit the aircraft. The aircraft crashed into an area approximately 65 kilometers northwest of Tchepone.

Captain Drewry was declared missing in action. Returning U.S. POWs had no information on his precise fate. In August 1978 he was declared dead/body not recovered, based on a presumptive finding of death.

Laos

Francis J. McGouldrick  
Thomas W. Dugan  
(1341)

John S. Albright, II  
Joseph P. Fanning  
Fred L. Clarke  
Morgan J. Donahue  
Samuel F. Walker, Jr.  
(1340)

On December 13, 1968, a C-123K (Case 1340) collided in mid-air with a B-57E (Case 1341). The aircraft wreckage crashed into an area

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approximately 47 kilometers northwest of the town of Tchepone, Savannakhet Province, three kilometers east of Route 411 and in the area of Ban Kok Nak. The C-123 pilot, First Lieutenant Thomas H. Turner, exited through the cockpit window after finding the co-pilot's seat empty and fire coming into the cockpit from the fuselage. He later reported that there had been an explosion in the aft section of the aircraft and the C-123K had gone out of control. After parachuting from the cockpit window, Lieutenant Turner noted that there was another parachute below his and he believed it might have belonged to a member of the two-man B-57E crew. Lieutenant Turner was rescued on December 13th and all other crewmen from the two aircrews were declared missing.

Returning U.S. POWs had no information on the fate of the two aircrews. After Operation Homecoming they were eventually declared killed, body not recovered, based on a presumptive finding of death.

From 1968 through 1971, the next of kin of Lieutenant Donahue tried unsuccessfully to obtain information about him from Lao communist officials. Reward notices were circulated in Thailand in the late 1970s which promised money and resettlement into the U.S. for information about Lieutenant Donahue. During 1980, information attributed to former Royal Lao Army Region II Commander, General Vang Pao, asserted that U.S. POWs had been moved from North Vietnam to Sam Neua, Laos, and then to the area of Kham Keut, Khammouane Province. These and other reports in a similar vein, eventually leading to assertions that Morgan Jefferson Donahue was still alive and simultaneously a prisoner in either Khammouane Province or Houa Phan Province, Laos and Binh Tri Thien Province, Vietnam, were determined by DIA to be fabrications.

In 1980 the DIA Director, Lieutenant General Eugene Tighe, initiated an effort which prevented the release of all POW/MIA intelligence reports received at that agency after August 1979. While due in part to a concern that the release of such reports might hazard any U.S. POWs still alive in Southeast, this policy coincided with efforts by some next of kin to have POW/MIA reports released so they could be entered into military service casualty board case reviews underway, including that of Captain Donahue. The Defense Department agreed to permit DIA to act as both initial and appellate review authority over such reports, effectively denying their release. Lieutenant Donahue was declared killed in action, body not recovered, in February 1981.

However, these earliest accounts led by 1981 to either funding by the U.S. Army's Intelligence and Security Command and National League of Families senior officials for, or involvement by senior Defense Department officials in, covert cross border forays by elements of the so-called Lao resistance operating from Thailand into Laos and may also have involved the so-called Vietnamese resistance. Such reports of live Americans in Khammouane and

elsewhere were determined by DIA by 1987 to have been the result of an active measures disinformation program by the state security apparatus of Laos and Vietnam which achieved various objectives, including manipulation of the POW/MIA issue. Such hostile intelligence efforts had directly targeted the Lao neutralist faction as a conduit for the disinformation. DIA determined it was the neutralist groups and others in Thailand who had been, and still continue to be, conduits for hostile intelligence managed disinformation which eventually reaches private POW/MIA hunters and next of kin.

In 1982, a source reported information about a wartime crash of a C-130 in the area of this loss incident. Human remains were reportedly recovered and buried during the war. In 1986 the wreckage was located and the tail number determined to be that of the C-123K (Case 1340). In March 1990, Lao officials reported that civilians had recovered human remains from a B-57/C-123 crash site located on a karst in the area of this loss incident.

Laos

Michael Bouchard  
(1345)

On December 19, 1968, Lieutenant Commander Bouchard and Lieutenant Robert W. Colyar were the crew in an A-6A launched from the U.S.S. Constellation for a night visual bombing run in Laos and under the control of a forward air controller. Their aircraft received a direct hit from anti-aircraft fire while flying at an altitude of 7000 feet. An explosion and flash of fire swept the cockpit area and the aircraft crashed, several small explosions occurring on board prior to its impact in an area approximately 600 meters west of Route 92 and 55 kilometers southeast of Tchepone, Savannakhet Province.

Flares dropped in the area disclosed one good parachute and beepers were heard. However, Lieutenant Colyar's beeper signal overrode the second probable beeper signal. The last information from Commander Bouchard was that he was injured and had second degree burns. Contact was established with Lieutenant Colyar who was all right on the ground and was later rescued but did not know if Commander Bouchard had ejected.

The suspected crash site was surveyed in May 1990 and personal artifacts and aircraft parts were located. A witness described having seen skeletal remains at the sight some years ago. In September 1990 the aircraft parts were confirmed to have come from an A-6. A July 1991 crash site survey failed to locate any remains. However witnesses were located who described the crash, the aircraft braking in half with half of it falling into a river. One body was found at the time and reportedly buried. Although the survey led to a conclusion that they had located the wreckage of an

A-6, it was not possible to determine if the crash site pertained to this incident or that of another aircraft lost in this same area.

During Operation Homecoming, a returnee, CW2 Miller, reported having learned through POW notes that Michael Boucher was a Navy Lieutenant at Hoa Lo Prison as late as March 1, 1973. This was the only such report with this name and there was no U.S. POW or MIA by that name. However, a U.S. Air Force analysis in 1978 asserted this correlated to Michael Bouchard being alive in Hoa Lo Prison on that date. A DIA review of the Air Force report concluded the Air Force incorrectly correlated the name Michael Boucher to Michael Bouchard when it correctly correlated to Lieutenant Jack M. Butcher who was at Hoa Prison from December 1972 until released in March 1973.

Laos

Charles D. King  
(1348)

Charles R. Brownlee  
(1347)

On December 24, 1968, Major Brownlee was the pilot of an F-105D, one in a flight of four on a strike mission near the Mu Gia Pass between Khammouane Province and North Vietnam. His aircraft was hit by hostile fire during a strike on a truck and Major Brownlee reported "fire and smoke in cockpit...bad..." followed by a garbled transmission. The SAR force described seeing "junk in the air" when Major Brownlee's aircraft apparently suffered an explosion at about the time he ejected from his aircraft. His parachute landed in trees within 200 meters of his aircraft's crash site in double canopy dense jungle and aircraft on the scene began receiving hostile ground fire. There was no radio contact with or beeper from Major Brownlee after his ejection.

On the morning of December 25th, rotor wash from a SAR helicopter attempting to recover Major Brownlee from the trees caused his parachute to dislodge and fall 70 feet to the ground. Paramedic Airman First Class King was lowered from a SAR helicopter and he reported back he'd found the pilot inert in the parachute. Airman King cut the pilot loose from his parachute harness and hooked his body to a cable which was intended to drag him through brush and under a fallen tree for a distance of over 20 feet to reach an open area from which to lift Major Brownlee's body from the crash site. With the body of Major Brownlee ready to be hoisted from the ground, Airman King reported receiving enemy fire, then radioed he had been hit by hostile fire and directed the SAR helicopter to pull up with enemy forces within 30 feet of him. While being hoisted up, the penetrator cable and hoist broke loose and Airman King and Major Brownlee fell ten feet to the ground below as the SAR aircraft was receiving hostile automatic weapons fire from the

ground below. There was a two second emergency beeper ten minutes later but its precise location could not be fixed. Further efforts to locate both individuals were not successful.

On December 24th a Vietnam People's Army unit radioed it had shot down an aircraft and the pilot had bailed out. Ground forces later reported seeing the pilot bailing out of a reconnaissance aircraft. In another report, a People's Army unit described a rescue attempt on December 25th in which a helicopter with someone on a ladder was also shot down and there was a report that an attempt would be made to capture the pilot with no indication if he'd been captured. These reports, associated with Khammouane Province, were placed in the MIAs files.

Both individuals were declared missing. Returning U.S. POWs were not aware of their precise fate. Several years after Operation Homecoming both were declared dead/body not recovered, based on a presumptive finding of death.

Laos

Robert F. Coady  
(1363)

Mid-morning on January 18, 1967, Captain Coady was the pilot of an A-1H, the number two aircraft in a flight of four on a combat support mission approximately five miles south-southeast of Tchepone, Savannakhet Province. His aircraft made a shallow dive on a target, was hit by hostile fire during the dive, and crashed with wings level into a wooded hillside within ten meters of the source of the ground fire, exploding on impact. He was not observed to parachute from the aircraft and no beeper was heard. A SAR effort located no evidence of him.

In 1971, Captain Coady's sister viewed a film depicting U.S. POWs in North Vietnam during Christmas 1969. She also believed she'd seen his picture in a photo album the U.S. Navy had provided her. DIA has determined that all those in the 1969 film have been positively identified and Captain Coady is not in either the film or photos prepared of individuals depicted in the movie.

Upon his early release from prison in 1969, one U.S. POW reported having heard of a POW named either Bill Cody or Cote but never saw an individual with that name and could provide no other information about the individual. In 1978 the U.S. Air Force correlated this to Robert T. Coady but there is no basis for such a correlation and no other returnee from North Vietnam ever provided such a name. In July 1974 he was declared dead/body not recovered, based on a presumptive finding of death.

In July 1992 Captain Coady's crash site was investigated by a joint U.S./Vietnamese team and the team interviewed witnesses concerning

the circumstances of the crash. One source described having recovered Coady's dog tag and other personal artifacts in 1990 while scavenging for metal at the crash site. During July 1992 personal artifacts and surface wreckage recovered permitted a tentative correlation of the site to Captain Coady's aircraft crash site. The recovered material also suggested Captain Coady did not exit his aircraft before it crashed.

Laos

Russell K. Utley  
Daniel E. Singleton  
(1366)

On January 26, 1969, Major Utley and First Lieutenant Singleton were the crew in an F-4E, the lead aircraft in a flight of four on a strike mission over Savannakhet Province. At 0017 hours, there was an explosion on the ground during a strike on ground targets and it was evident that Major Utley's aircraft had crashed. There were no parachutes or beepers, and efforts to contact the crew by radio were unsuccessful. Both airmen were declared missing.

Shortly after the crash, a People's Army of Vietnam unit reported that an aircraft had been shot down on January 26th and a pilot captured. Later, a People's Army unit became more specific when it reported that it one of its elements had hit an F-4 on the night of the 25th. They found the pilot's collar (sic), the pilot was dead, and the aircraft had burned completely. Major Utley's loss incident was the only incident on January 26th and both People's Army of Vietnam reports appeared to describe the same incident. Returning U.S. POWs did not report the missing airmen in captivity. After Operation Homecoming, they were declared dead/body not recovered.

Laos

Larry J. Stevens  
(1383)

On February 14, 1969, Lieutenant JG Stevens was the pilot of an A-4C on a night strike mission over Laos. His aircraft was hit by hostile anti-aircraft fire at an altitude of 10,000 feet. His wingman's aircraft was also damaged but he managed to fly his aircraft out over the coast, eject, and was rescued.

U.S. aircrews reported two explosions at the time Lieutenant Steven's aircraft was hit and a forwarded air controller observed his aircraft impact with no parachute observed and no beeper.

Returning U.S. POWs were unable to provide any information on the eventual fate of Lieutenant Stevens who was declared killed in action, body not recovered, based on a presumptive finding of

death.

In 1991, information was provided to next of kin through private POW/MIA activist channels asserting that Lieutenant Stevens was alive and in Cambodia. A photograph allegedly showing Lieutenant Stevens with two other American MIAs, Lundy and Robertson, was produced together with opinions of a pathologist and next of kin that the three in the photograph were indeed the missing American servicemen. The photograph was later determined by DIA to be a hoax.

North Vietnam

John M. Brucher  
(1388)

See Vessey Discrepancy Cases for case summary.

Laos

Cristos C. Bogiages, Jr.  
(1397)

On March 2, 1969, Major Bogiages was the pilot of an F-105D, one in a flight of two on a strike mission over Laos. Enroute to the target area he was diverted to work with a forward air controller on another target. After dropping his bombs on storage buildings and wooden crates outside them in Xieng Khouang Province, Major Bogiages made strafing passes on the same target. Major Bogiages made a normal recovery from his second strafing pass but then entered into a steep right hand turn and crashed on a small ridge approximately one kilometers south of the target. The burning wreckage was widely spread over a 500 meter area and the aircraft's drag chute was located 600 feet from the wreckage. Those on the scene did not believe the pilot had survived the crash. Major Bogiages was not seen to eject prior to the crash and there was no beeper. The forward air controller was hit by hostile ground fire while flying over the area.

On October 27, 1969, a ground search party entered the site and recovered a piece of material and left boot but no remains or survival gear. The material showed evidence of being subjected to high temperature based on fused portions of nylon which was also cut in several places. The boot was cut in the back, all laces were gone and the boot tongue was cut full length by a sharp object. It was believed the items were removed from a badly injured aviator. The material was initially believed to be a portion of the pilot's G-suit but was later found to be a portion of a deployment bag.

Major Bogiages name was passed to North Vietnamese officials late 1970 and U.S. officials were told through a private activist group,

COLIAFAM, that Major Bogiages had never been detained in Vietnam. He was initially listed as missing in action. After Operation Homecoming he was declared dead/body not recovered, based on a presumptive finding of death.

In November 1982 a hearsay report was received about a F-105 crash near Phone Savan in which the pilot was killed and buried nearby. In April 1986 another report was received about a June 1969 crash of an F-105. The Pathet Lao ordered local villagers to bury the badly burned body of an American who fell out of the aircraft before it crashed. In August 1988, a report was received about a May 1969 crash of an F-105, one of two bombing a target. The aircraft crashed while pulling off the target. One badly burned body was seen in the wreckage. In January 1989, additional hearsay information about a wartime crash in which two crewmen reportedly died. These reports might have pertained to one of several incidents and were placed in the files of each loss. In April 1991 a U.S. citizen faxed a list of MIA to JCRC which had been originated by a resident of Thailand. Major Bogiages name was on the list but the meaning of the list was unclear.

South Vietnam                      John T. McDonnell  
(1402)

See Vessey 135 Discrepancy Cases for case summary.

Laos                                      Carter P. Luna  
(1405)

On March 10, 1969, Lieutenant Colonel Luna and Captain Aldis P. Rutyna were in one of a flight of two F-4D aircraft on a combat mission over Laos. Their aircraft was hit by hostile ground fire while over the Route 9112/9116 road junction. The JCRC currently carries them as lost over Savannakhet Province and the Defense Intelligence Agency carries them as lost over Khammouane Province.

Both crewmen ejected and landed safely. Both were in voice contact with search and rescue aircraft and reporting enemy ground fire close to their position. Communications was lost with Lieutenant Colonel Luna one hour later. The two crewmen landed on top of enemy forces and for the next two hours, Captain Rutyna served as a forward air controller calling in airstrikes on surrounding hostile forces. Captain Rutyna was rescued at that point, three hours after his shoot down.

Lieutenant Colonel Luna was not seen alive in the northern Vietnamese prison system. He was initially declared missing and in August 1975 was declared dead/body not recovered.

Laos                                      David Dinan  
(1408)

On March 17, 1969, First Lieutenant Dinan was the pilot of an F-105, one of two aircraft in a flight on a strike mission over Xieng Khouang Province in northern Laos. On his second staffing run over the target, Lieutenant Dinan radioed he believed he was hit and his cockpit was filling with smoke. He was able to eject from his aircraft and the crewman of another aircraft on the scene reported Lieutenant Dinan had waved to him from his parachute. A forward air controller observed his parachute enter the jungle and heard a beeper but was unable to establish either voice contact or a visual sighting of him once he had landed.

Approximately one hour later his parachute was located in tall trees. A pararescue specialist was lowered and reported Lieutenant Dinan was killed; the parachute had shredded when it went into the tall trees on a hillside slope and the pilot's body had been dismembered. Lieutenant Dinan's body could not be recovered due to darkness and the hazardous location of his landing area. In March 1969 Lieutenant Dinan was declared dead/body not recovered.

In May 1983, the Joint Casualty Resolution Center received a report about the 1969 crash of a U.S. aircraft in the area where Lieutenant Dinan was lost. The pilot was reportedly captured after landing. This report was placed in Lieutenant Dinan's file due to the coincidence of time and location in the report.

Laos                                      Frederick W. Hess  
(1418)

On March 29, 1969, First Lieutenant Hess and Captain William J. Popendorf were the crew in an F-4D on an herbicidal spray mission in the Ban Laboy area of Khammouane Province. At an altitude of 200 feet and at a possible air speed of 500 knots there was an explosion in the left rear of the aircraft. Their aircraft went into a shallow climb and at 500-600 feet it began to roll to the left and then crashed in the area of Route 915. There were no chute or beepers. However, Captain Popendorf then radioed that he was alive on the ground with a broken arm and right leg. He was subsequently rescued.

Captain Popendorf reported that he heard Lieutenant Hess eject prior to his own ejection from the aircraft. Captain Popendorf's parachute was not fully deployed when he landed but had been snagged in a tree. Lieutenant Hess was declared missing in action.

In 1972 the Defense Attache Office in Vientiane, Laos, forwarded

the results of the Exploitation Team (Project 5310-03-E) interrogation of a People's Army of Vietnam soldier describing the April or May 1970 shoot down of an F-4H aircraft over the Binh Tram 31 area of operation. There was a parachute and seat and in the aircraft's wreckage. This report was placed in Lieutenant Hess' file due to the similarity in loss location.

Returning U.S. POWs had no information on Lieutenant Hess' precise fate. In May 1979 he was declared killed in action, body not recovered, based on a presumptive finding of death.

In February 1984, the Joint Casualty Resolution Center in Thailand reported information from a private U.S. citizen in Thailand. The source asserted that the Lao "resistance" had recovered artifacts from Seno District, Savannakhet Province, including a skull and ring and associated this material with Lieutenant Hess.

South Vietnam                 William C. Pierson, III  
  (1425)

On April 13, 1969, Warrant Officer Pierson and Captain Alvie J. Ledford were crewmen on an AH-1G aircraft making an attack run on an enemy gun position in Quang Nam Province. While at an approximate altitude of 500 feet and in a 45 degree dive, an accompanying aircraft pilot saw their aircraft hit by hostile ground fire. He also described seeing the pilot's compartment separate from the aircraft and disintegrate as it fell. Both crewmen were initially reported missing in action.

Captain Ledford's remains were recovered on April 20, 1969. Warrant Officer Pierson was declared dead/body not recovered, in October 1978. U.S. POWs returned alive during Operation Homecoming were unable to provide any information on the fate of Warrant Officer Pierson.

South Vietnam                 Charles V. Newton  
  Charles F. Prevedel  
  Douglas E. Dahill  
  (1428)

See Vessey 135 Discrepancy Cases for case summary.

Cambodia                         Jerry M. Shriver  
  (1431)

On April 24, 1969, Sergeant First Class Shriver was a member of the

5th Special Forces Group Command and Control South with a 25 man Vietnamese/U.S. reconnaissance control in a covert cross border operation into Cambodia. While 23 kilometers southeast of Memot, Kampong Cham Province, the platoon engaged hostile forces. He was last seen running into woods near his platoon's helicopter landing zone. Vietnamese voices were later heard stated that one American was in the process of being captured. He was initially declared missing in action. The area of his loss was later struck by a B-52 strike.

In June 1970 a recovery team landed at the site of the platoon ambush and recovered the remains of two Vietnamese and another American platoon member. Their remains were found lying on the ground and had not been buried.

Sergeant Shriver was initially declared missing in action and after the end of hostilities was declared dead/body not recovered. Returning U.S. POWs were unable to provide any information on his fate.

Laos                                 William J. Brashear  
  Henry G. Mundt II  
  (1437)

On May 8, 1969, Major Brashear and Lieutenant Mundt departed Cam Ranh Bay, South Vietnam, in one of a flight of four F4C aircraft on a mission over Laos. Their aircraft was hit by hostile fire while over the target area near Chavane Airfield, Saravane Province. One parachute was seen to have deployed and a second floated. A search and rescue helicopter reported voice contact with one survivor but could not identify him. The survivor reported he was badly burned and had an injured leg. One member of the SAR flight identified the voice as that of Major Brashear.

Neither individual was identified alive in the northern Vietnamese prison system and neither of their remains have been repatriated. Both individuals were initially declared missing. Lieutenant Mundt was declared dead/body not recovered, in February 1979. Major Brashear was also declared dead/body not recovered.

In 1972 a People's Army of Vietnam defector reported observing a U.S. POW at the site where Major Brashear's aircraft was lost. He also reported he heard the POW was an F-105 pilot and a major.

Laos                                 Virgil G. Stewart  
  (1444)

On May 17, 1969, First Lieutenant Stewart was the pilot of an F-4D

in the area of the Mu Gia Pass, Khammouane Province, Laos, when his aircraft sustained battle damage. He ejected from his aircraft and reported to rescuers that he was on the ground with a broken arm and leg. Rescue forces had a visual sighting of him and short beepers. A hostile gun position was located south of his position and it was attacked by SAR forces. A pararescue specialist later landed in the area and found him dead. Hostile groundfire prevented recovery of his body. He was declared killed in action, body not recovered, in May 1969.

In 1978, the Defense Intelligence Agency reevaluated a December 1972 report from the Defense Attache Office, Vientiane, prepared by the Air Force member (Project 5800-09-05) of the Attache's Exploitation Team. One of the items reported by the source of the report was that an F-4H had crashed circa May 1969 and it was assumed the pilot had been rescued. This report was reevaluated to be a possible correlation to one of several losses in the area of the crash, one of which was Lieutenant Steward's loss incident.

Laos  
James W. Grace  
(1455)

On June 14, 1969, Captain Grace and First Lieutenant Wayne J. Karas were the crew in an F-4D on a bomb damage assessment mission over Savannakhet Province. Their aircraft was hit by hostile ground fire while assessing damage to a bridge and was able to fly 85 kilometers east-northeast before both crewmen were forced to eject. They parachuted safely from their aircraft and search personnel were in contact with them. The two crewmen landed approximately 100 meters apart and were soon recovered by SAR forces.

However, during their recovery, the rotor blade on the helicopter recovering Captain Grace hit a tree and this caused Captain Grace to fall from the jungle penetrator on which he was seated. He fell 300-500 feet to the ground and efforts to locate him there were unsuccessful. Friendly units searched the area during August 1969-June 1970 but found no evidence of him. Lieutenant Karas was recovered safely.

Returning U.S. POWs had no information on Captain Grace's precise fate. In June 1976, Captain Grace was declared killed in action, body not recovered.

South Vietnam  
Donald L. Sparks  
(1456)

See Vessey 135 Discrepancy Cases for case summary.

Laos  
Patrick M. Fallon  
(1463)

On July 4, 1969, Colonel Fallon was the pilot of an A-1H, lead in a flight of two aircraft which departed Nakhon Phanom Air Base, Thailand, late in the morning for an armed reconnaissance mission over Xieng Khouang Province, Laos. His aircraft was hit in the wing during his second pass over the target and Colonel Fallon bailed out. Aircrew overhead saw Colonel Fallon's parachute being dragged in and initially "guessed" Colonel Fallon was on the ground and a prisoner approximately 20 miles southeast of Muong Suoi. However, Colonel Fallon was able to report he had landed safely and was in good condition but receiving fire from nearby hostile forces. Aircraft in the area laid down air strikes within one hundred feet of his position and received hostile ground fire. They reported friendly forces were two and a half miles southwest of his location and advised him to move in that direction but Colonel Fallon was observed surrounded by hostile forces.

After being in communications with aircraft overhead for approximately thirty minutes, Colonel Fallon radioed "Put it in around me. They have zapped me. I've had it." However, radio communications continued with Colonel Fallon for approximately 15 more minutes with no evidence he'd been wounded.

Colonel Fallon's wingman observed hostile infantry on the ridge top around his position. U.S. aircraft delivered ordnance on Colonel Fallon's position. Colonel Fallon was declared missing in action.

In August 1969 the area Colonel Fallon was last seen was searched by ground forces but with negative results. On September 16, 1969, an unconfirmed report was received that a U.S. pilot had been killed by grenades while defending himself with a pistol. An attempt was being made to locate villagers who might know of the grave site.

Returning U.S. POWs had no information on Colonel Fallon's precise fate. In August 1979 he was declared dead/body not recovered, based on a presumptive finding of death.

Laos  
Peter X. Pike  
Paul L. Bannon  
(1465)

On July 12, 1969, Major Bannon and First Lieutenant Pike were the crew in an F-4D which departed Ubon Air Base, Thailand, on a visual reconnaissance mission over Laos. While over Khammouane Province, Lieutenant Pike radioed that he was trying to find a hole in the clouds because their target area was unworkable due to poor weather

conditions and he was going to move to another area. Their radio transmission suddenly stopped in mid-sentence at the same time their radar signal disappeared. The area in which the crew was flying at the time was mountainous terrain with mountain tops to 4500 feet and peaks in the area to 5830 feet. A limited aerial search of the area failed to locate any evidence of the missing crew.

In December 1970, the Swedish Government provided U.S. officials with a list of 207 names of American POWs and MIAs. Major Bannon's name was annotated that he was never captured in North Vietnam.

Returning U.S. POWs had no information on the eventual fate of the crew. Lieutenant Pike and Major Bannon were declared killed in action, body not recovered, based on a presumptive finding of death, in May 1974 and January 1979 respectively.

In late 1979, JCRC received information from an ethnic Lao resident in Thailand involved in self described Lao resistance activities. He reported that his element had captured a Pathet Lao guard from a cave prison in Khammouane Province to which 18 U.S. POWs had been transferred from Xieng Khouang Province in March 1979. The senior prisoner was described as Colonel Paul who was said to have been the pilot of a Porter aircraft shot down over the Plain of Jars in Xieng Khouang Province in 1971. In a separate letter to another individual, the source identified the senior POW as Paul W. Mercland. CIA was reportedly unable to corroborate the report, believed associated with the claimed presence of U.S. POWs in the area of Nhommarath in 1981. In June 1981, this incident was briefed by the DIA Director and his staff to the House Subcommittee on Asian and Pacific Affairs which time the DIA said that the Nhommarath report had developed into "a complex and sensitive matter."

In April 1986, the Joint Casualty Resolution Center received information about aircraft wreckage on the ground in the area of this loss incident. Other crash reports were received during December 1988-August 1989 which might correlate to this loss incident.

Laos

Roger D. Helwig  
(1488)

On September 11, 1969, Helwig and fellow F-4D crewman Roger H. Stearns departed Da Nang, South Vietnam, on a visual reconnaissance flight over Savannakhet Province, Laos. After pulling low off their target, fuel was observed to be streaming from the top and bottom of their aircraft's wings. A small flash occurred on the left wing, and their aircraft rolled to the right and was almost completely inverted when it crashed into the ground in a stream bed several hundred feet beyond the target, exploding into a fireball on impact. The time from pull out to crash was estimated to be approximately five seconds, the canopy was seen still in place on the aircraft when it crashed, and no parachutes deployed. The two crewmen were declared missing.

Reports from others on the scene described part of a parachute in a tree beside the wreckage, an apparently deflated life raft to the west of the stream bed, and other badly torn parachute parts 75 meters north of the wreckage. There was no sign of any survivors. There were intermittent beepers in the area for the next two hours, but in no apparent order to the signals, and there was no voice transmission.

Returning U.S. POWs had no information on the two missing airmen and after the start of Operation Homecoming they were declared killed in action, body not recovered, based on a presumptive finding of death.

In October 1984, the Joint Casualty Resolution Center received crash site information from a refugee in Thailand who provided the tail number of an F-4 aircraft which correlated to the F-4D's tail number involved in this incident. In March 1989 the site was surveyed by a joint team in May 1990 a data plate from the aircraft was recovered together with an identity card and human remains of Roger H. Stearns. Roger Helwig remains unaccounted for.

Laos

Gray D. Warren  
Neil S. Bynum  
(1505)

On October 25, 1969, First Lieutenant Bynum and Captain Warren were the crew in an F-4D on a forward air control mission over Khammouane Province. A bulldozer was sighted in the target area and they made two passes over the bulldozer. While on their third pass, a low angle pass on the dozer, they hit the bulldozer with a pod of high explosive rockets and then their aircraft was observed to impact on the ground and approximately 100 meters north of the bulldozer, exploding into a large fireball. The wreckage of their aircraft was spread over a 400 meter area. The area of impact was

in the area of Ban San and Route 912, approximately nine kilometers from the Laos/North Vietnam border. There were no known survivors and both airmen were declared missing in action. SAR forces encountered hostile weapons fire during a two hour visual reconnaissance of their crash site.

Returning U.S. POWs had no information on their precise fate. They were declared dead/body not recovered, on separate dates in 1973 and 1976.

South Vietnam

John G. Graf  
(1523)

On November 15, 1969, Commander Graf, a U.S. Navy intelligence officer, was accompanying U.S. Army Captain Robert White on a flight south of Saigon. Their aircraft was hit by hostile small arms fire and crashed along the coast in Vinh Binh Province. Both crewmen parachuted to safety, were captured by local guerilla forces, and held in a provincial level prison. Both crewmen were initially reported as missing and then reclassified as POWs.

Commander Graf escaped from the prison circa February 1971 and was never seen again by Captain White. Captain White survived in the Vinh Binh prison. In 1972, a captured People's Army of Vietnam document from Military Region 3 in the southern Vietnam delta identified him as the only American POW in captivity in the delta who had not been evacuated to the Region 3 Headquarters controlled prison in the U-Minh mangrove swamp in Kien Giang Province.

Captain White's name did not appear on the Provisional Revolutionary Government's list of Americans to be repatriated during Operation Homecoming. Then, at the end of March 1973, People's Army of Vietnam General Tran Van Tra advised U.S. officers with the Joint Military Commission that Captain White had been omitted from the list and was to be repatriated. He was released to U.S. officials on April 1, 1973, the last American POW released during Operation Homecoming. Upon repatriation, he stated he was led to believe during the war that Commander Graf was still alive but had been told prior to his release that Commander Graf had died.

Wartime records recovered from the Vinh Binh area included the interrogation reports of Captain White and Commander Graf. After Operation Homecoming, Commander Graf was declared killed in action, body not recovered, based on a presumptive finding of death.

U.S. investigators in Vietnam recently interviewed former staff of the provincial prison who described Commander Graf's escape. His body was recovered later and it was evident he had drowned. His

body was buried in a river bank which later eroded in flooding, washing away the area where his body had been buried.

Laos

Benjamin F. Danielson  
(1535)

On December 5, 1969, Captain Danielson was flying an F4C from Cam Ranh Bay, South Vietnam, on an interdiction mission over Laos. His aircraft was hit by hostile groundfire while in a high angle bomb delivery into an area of up through 75mm anti-aircraft fire in a heavily defended area near the North Vietnamese border. He and his co-pilot ejected and landed close together in Khammouane Province, Laos. Captain Danielson and his co-pilot were separated by a stream but were in contact with one another until December 6. On that date the co-pilot heard the sound of excited voices from a hostile search party scouring the area where Captain Danielson was located. The co-pilot then heard weapons firing, a scream from the area where Captain Danielson was hiding and then silence. There was no further radio transmission from Captain Danielson. The co-pilot was rescued the following day.

Captain Danielson was not reported alive in the northern Vietnamese prison system. He was initially declared missing and was declared dead/body not recovered in June 1976.

Laos

Bruce C. Fryar  
(1542)

On January 2, 1970, Captains Fryar and Nicholas G. Brooks were the crew of an A-6A from the U.S.S. Ranger, one in a flight of two on a late afternoon strike mission over the Mu Gia Pas in Khammouane Province. A forward air controller saw an orange flash followed by a fire on the right side of their aircraft. The forward air controller and flight leader saw two deployed parachutes and ejection seats. Two beepers were heard on guard frequency and there was a weak voice transmission which was unintelligible.

A pararescue specialist was lowered to the site of one parachute and found a lifeless body he identified later through a photograph as that of Captain Fryar. While attempting to hook his body onto a cable to remove it, the pararescue specialist reported Captain Fryar's body was limp, his head had turned 360 degrees as if his neck was broken, and his legs were bent up behind his head. Hostile ground fire forced the SAR force to withdraw and the effort was temporarily suspended. The SAR force returned on June 3, 1970 and Captain Fryar and his parachute were gone. There was an electronic beeper that morning but no pattern to its transmission. The SAR effort was continued until suspended January 7th.

On January 19, 1970, a People's Army of Vietnam unit in Laos radioed it had captured one injured pilot but was unable to get the second. The pilot was "very sick" but had been killed by ethnic minorities. The second pilot was eventually captured but later escaped.

Both crewmen were initially declared missing in action. Returning U.S. POWs were unable to describe their precise fate and after Operation Homecoming both were declared killed in action, body not recovered, based on a presumptive finding of death.

In April 1982 Captain Brooks remains were repatriated and identified.

In February 1986 the Joint Casualty Resolution Center received information that remains had been recovered from this crash site and repatriated in May 1985 but no remains correlated to Captain Fryar were identified at the Central Identification Laboratory. In May 1991, a joint U.S./Lao investigation of the crash site led to the interview of witnesses who stated the bodies of two crewmen were recovered after the incident and buried in an adjacent bomb crater. The joint team did recover remnants of two survival tests, one flight suit and other artifacts but no remains. This site excavated was believed that of this loss incident.

North Vietnam

Holly G. Bell  
Gregory L. Anderson  
William D. Pruett  
Leonard C. Leeser  
William C. Shinn  
William C. Sutton  
(1552)

On January 28, 1970, an HH-53B with six crewmen on board was in a holding pattern while engaged in a search and rescue mission over Ha Tinh Province. There was a MIG alert on the radio after which a MIG-21 aircraft fired an air to air missile which hit the HH-53B. There was a fireball explosion which turned the aircraft into hundreds of pieces. There was one two second beeper after the explosion but there were no parachutes seen by other SAR aircrews covering the SAR effort. The crew of the helicopter was declared killed in action, body not recovered, in April 1970. Returning U.S. POWs had no information on their precise fate.

In December 1988, Vietnam returned William Sutton's identity card and remains from Huong Khe District, Nghe Tinh Province it identified as those of William Sutton. The remains were determined to be of Holly G. Bell.

South Vietnam

Gary B. Scull  
(1572)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Dennis G. Pugh  
(1573)

On March 19, 1970, Captain Richard A. Rash and First Lieutenant Pugh were the crew in an F-4D on a combat mission over Khammouane Province. They were hit by hostile ground fire and ejected from their aircraft in an area approximately 15 kilometers south of the Mu Gia Pass. Airborne search and rescue forces established contact with both of them on the ground but were unable to recover them due to darkness. The next day SAR forces reestablished contact with Lieutenant Pugh who reported that hostile forces were within ten meters of his position. He requested the SAR forces place ordnance on his position and he then held down the transmit key on his radio. Then, excited Asian voices were heard followed by 15 to 20 shots being fired, followed by silence. Ordnance was placed on his position as he requested and there was no further contact with him.

Captain Rash was rescued on March 21st and reported hearing the sound of small arms fire from Lieutenant Rash's location after which he lost radio contact with him. Further efforts to locate Lieutenant Pugh were unsuccessful and he was declared missing in action.

Returning U.S. POWs had no information on the eventual fate of Lieutenant Pugh. He was later declared killed in action, body not recovered, based on a presumptive finding of death.

In 1984, U.S. intelligence received information from a source describing the shoot down of an aircraft in which one pilot was rescued and one was taken prisoner. This report was believed to possibly correlate to this loss incident although Captain Rash and the SAR pilots believed Lieutenant Pugh had died.

Laos

Richard L. Ayers  
Robert E. Rausch  
(1596)

On April 16, 1970, an RF-4C with a two man crew of Major Ayers and Captain Rausch departed Tan Son Nhut Air Base, Saigon to conduct reconnaissance along the Demilitarized Zone separating North and South Vietnam as well as the adjacent area of Savannakhet Province, Laos. They refueled in flight and advised their controller that they were heading north to another target area. The new target

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area was known to be a high threat area with 37mm and other anti-aircraft weapons. They were last reported over Savannakhet Province but did not return from their mission and were declared missing in action. There were no chutes or beepers located.

Subsequent to their disappearance, Radio Hanoi's domestic service reported its forces had shot down an RF-4C in the Vinh Linh Special Zone, the North Vietnamese side of the DMZ, on the afternoon of April 16, 1970. This report was correlated to the loss of Major Ayers' aircraft.

On April 17, 1970, a People's Army of Vietnam unit radioed a report concerning four recent U.S. aircraft shoot downs. Three of the aircraft were F-4 and the completely burned remains of one crewman were found in one F-4 crash site wreckage. The pilot of the fourth aircraft, an RF-4C, was also killed. The portion of this radio message dealing with the RF-4C was believed associated with Major Ayers' shoot down even though People's Army forces only reported (one) pilot killed.

South Vietnam

Eugene L. Wheeler  
(1598)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Charles S. Rowley  
(1600)

On April 22, 1970, Lieutenant Colonel Rowley was the navigator on an AC-130 on an armed reconnaissance mission over Saravane Province, Laos. It was hit by 37mm antiaircraft fire and crashed. One crewman was rescued alive and ten others, including LTC Rowley, were reported missing in action. No chutes or beepers were reported for the ten mission. Lieutenant Colonel Rowley's photograph was identified by returnees.

During the mid-1980s private U.S. and Lao POW hunters produced a photograph of a Caucasian reported to be LTC Rowley alive in Laos. In May 1991 U.S. intelligence received information of the recovery of identification media containing the name and social security account number of LTC Charlie B. Davis, the aircraft's navigator.

Cambodia

Dale W. Richardson  
Rodney D. Price, Jr.  
Bunyan D. Price  
Robert M. Young  
(1610)

On May 2, 1970, eight U.S. Army personnel were flying in a UH-1H in northern Tay Ninh Province, South Vietnam. They crossed into Cambodia and were shot down by hostile ground fire, crashing southwest of Memot City. One Army Private evaded capture and was rescued. Four were captured. Two of those captured, Warrant Officer Maslowski and Specialist Crowson, were released in February 1973 during Operation Homecoming. Warrant Officer Varnado was wounded in the right side and left leg. He was taken to a hospital after captured and was never seen by U.S. POWs as alive after that time. A wartime report was received describing an American POW who died at Hospital K-21 on 26 August 1970, wounded in the left thigh during a helicopter crash in June 1970. The unit which shot down the helicopter was 226 Company, 75th Artillery Group.

In January 1973, the Provisional Revolutionary Government acknowledged the death in captivity of Captain Young and Warrant Officer Michael B. Varnado. Varnado's returns were repatriated on April 27, 1989. The death of Captain Young was witnessed by nine U.S. POWs who were repatriated during Operation Homecoming. In February 1975, a Viet Cong defector who had served as a guard at prison camp TB.22 described Captain Young's death and located his burial site.

In April 1970, a Viet Cong defector reported having seen an American in Kampong Cham Province in April 1970. This report was believed associated with Specialist Price. In 1981 three South Vietnamese Army escapees from prison B-7 in Kratie Province reported an American POW there in 1971 who had reportedly been there for one year. During their only one hour interview they identified one of two photographs of Price as similar to the individual imprisoned at their camp. This identification led to a reclassification of Price from missing in action to POW.

Specialist Griffin and Captain Richardson were last seen alive after their crash and prior to the capture of Captain Young and the three others. Although those surviving into captivity were kept together and joined other U.S. POWs then in custody inside Cambodia, returning U.S. POWs never saw Richardson, Price or Griffin alive in captivity. A classified document last believed in the possession of Captain Richardson was shown to Captain Young. Captain Richardson was last seen alive and firing his pistol at enemy forces and was then hit by hostile fire while running.

After the end of hostilities, all unaccounted for crewmen were eventually declared dead/body not recovered.

South Vietnam

Larry G. Kier  
Refugio T. Terran  
(1613)

On May 6, 1970, Private First Class Kier and Private First Class Terran were at a fire support base in Quang Tri Province. Their position came under an enemy attack and a nearby ammunition dump 20 meters from their bunker was hit by a rocket propelled grenade. Napalm from the ammunition dump leaked into their position which caught fire and burned. After the attack Terran could not be located, and Kier, at a separate location, could not be located either. Both individuals were declared killed in action, body not recovered in the late 1970s.

In August 1991, a Vietnam resident turned over the partially melted identity card belonging to Kier together with two bone fragments. The bones were reportedly recovered during 1987 and were turned over to a U.S. representative in Hanoi. The fragments are currently undergoing analysis.

South Vietnam

Alan R. Trent  
Eric Huberth  
(1619)

On May 13, 1970, First Lieutenant Huberth and Captain Trent were the crew in an F-4D, one in a flight of two F-4 which took off from Phu Cat Air Base against a target approximately 105 miles northwest inside Cambodia. There was .30 and .50 calibre ground fire against their aircraft while in the target area. Their aircraft was observed to crash into a ridge line during a dive. A forward air controller saw no one eject, no parachutes and heard no beepers. Another F-4 on the scene and with a clear view of the crash reported the aircraft exploded on impact with a full load of munitions on board and the resultant wreckage was spread over a 500 meter area. There was a search and rescue effort on May 14th and 15th, to include a ground team on the 14th, but there was no evidence that anyone had survived the incident.

Both airmen were initially reported missing in action. Returning U.S. POWs had no information on their precise fate. In November 1973 both were declared dead/body not recovered, based on a presumptive finding of death.

South Vietnam

James M. Rozo  
Robert P. Phillips  
Joe P. Pederson  
(1639)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Donald B. Bloodworth  
James W. Reed  
(1650)

On the evening of July 24, 1970, Captain Reed and First Lieutenant Bloodworth departed Udorn Air Base, Thailand, in an F-4D, one in a flight of three aircraft on a night escort mission over Laos. They refueled in flight and preceded to the Plain of Jars area of Xieng Khouang Province to provide escort to an AC-119 gunship. The gunship located a truck on Route 7 and fired on it. After expending its ammunition, Captain Reed's aircraft also attacked the truck. They were unsuccessful on their first pass and were approved for a second pass over the target but there were no further communications with the crew. Shortly thereafter, there was a large explosion on the ground near the target. There were no chutes or beepers and a ground search was not possible to extremely heavy hostile activity in the crash site area.

On July 25, 1970, a hostile unit in Laos radioed that its forces had shot down one F-4 on July 25th with anti-aircraft fire and the pilots had been captured. This report was initially believed correlated to this loss incident but was later determined to probably correlate with another incident in South Laos, which occurred on July 25th, and not this incident, which occurred in North Laos on July 24th.

Both crewmen were declared missing in action. Returning U.S. POWs had no information on the precise fate of the two missing crewmen. After Operation Homecoming they were declared dead/body not recovered, based on a presumptive finding of death.

In July 1973, the Defense Attache Office Exploitation Team (Project 5310-03-E) forwarded information from a prisoner who described the crash of one of three jets bombing on the eastern rim of the Plain of Jars circa April 1968. One aircraft reportedly dove on a ground target but didn't recover from its dive and crashed. The next day the source heard from a Pathet Lao medical technician that two crewmen were killed in the crash.

DIA believed this report might be associated with this loss incident. In 1973 the Exploitation Team forwarded information from a former Pathet Lao describing an aircraft crash said to have occurred in 1969 near Nong Tang cave. While it was initially



missing and their status changed to killed in action, body not recovered, prior to Operation Homecoming. Returning U.S. POWs did not report them alive with other U.S. POWs in the northern Vietnamese prison system.

Laos

Owen G. Skinner  
Thomas Allen Duckett  
(1683)

On December 12, 1970, Skinner and Duckett departed Thailand in an O-2 to provide forward air control support to a B-57 aircraft engaged in an air strike on trucks in an area nine kilometers southeast of Tchepone in Savannakhet Province, Laos. The aircraft did not return from its mission and its wreckage was located in the target area and approximately 500 meters south of Route 9. Both airmen were declared missing.

The crew of the B-57G was also downed during this mission but the crewmen were rescued. The crew of the B-57G reported it had sustained a mid-air collision with an O-2. An Air Force inquiry found case 1683 to have been a hostile loss due to it being a high threat area and nothing substantive in the B-57G crew statements to confirm that a mid-air collision had occurred even though the B-57G crash site was near the O-2 crash site.

A search and rescue aircraft located the O-2 wreckage on December 13 and observed a parachute hanging from a tree near the crash site. An emergency beeper was also heard in the area on December 14. The area was characterized as full of hostile ground forces. The rescue aircraft made radio contact with someone but was unable to determine who or where.

Returning U.S. POWs were unable to confirm the crew survived into captivity. After Operation Homecoming, they were declared dead/body not recovered.

In September 1989 the area of the O-2 crash site was surveyed by the Joint Casualty Resolution Center and there was no evidence of the wreckage of the aircraft. The area was described as a well established farming community.

Laos

Albro L. Lundy, Jr.  
(1685)

On December 24, 1970, Major Lundy was the lead A-1E aircraft in a flight of two escorting a flight of three medical evacuation helicopters. The medevac Air America helicopters had made a pick up from the Ban Ban Valley in eastern Xieng Khouang Province.

During the flight over Xieng Khouang Province, Major Lundy reported his engine was running rough, then reported his engine backfiring and he was ejecting. His seat rocket was seen to fire and there was an apparently normal parachute deployment. One Air America pilot reported someone was in the parachute when it first opened but that could not be confirmed by others. However, at an altitude of 1000 feet the parachute harness was found to be empty and the leg straps dangling with no one in the harness. A helicopter followed the parachute to the ground and confirmed it to be empty.

Major Lundy's aircraft exploded on impact and burned with its ordnance detonating. There was no radio, beeper, or beacon from him. Ground forces attempted to enter the crash site that day but were driven off by hostile fire in the area. Major Lundy was declared killed in action, body not recovered, in December 1970.

Over the past two years there have been over 20 reports asserting Major Lundy was alive and held at various locations in different countries to include Laos, Cambodia, Vietnam and with no location specified. No hard evidence has surfaced that Major Lundy survived his downing and was alive after that point. A photograph allegedly depicting Major Lundy with two other purported POWs alive in Cambodia in 1990 was determined by DIA to be a hoax.

Laos

Park G. Bunker  
(1686)

On December 30, 1970, Captain Bunker was the pilot of an O-1 aircraft on a visual reconnaissance mission over Xieng Khouang Province. His aircraft was hit by hostile ground fire and crashed. Captain Bunker contacted his forward air controller and advised he was on the ground approximately five kilometers west of a lake and did not know the location of his observer. His last radio transmission was "I'm hit at least five times, for all practical purposes I am dead." Beeper signals continued for approximately three minutes after his last transmission before going silent.

Airborne search and rescue forces arrived and located a body face down approximately 10 meters from Captain Bunker's aircraft. It appeared to be the body of Captain Bunker and had suffered a head wound with the body riddled with wounds from the waist up. Heavy hostile ground fire drove off the SAR force. In December 1970 Captain Bunker was declared killed in action, body not recovered.

In 1972, the Army Attache Office's Exploitation Team (Project 5310-03-E) reported information from a source about a December 1971 crash site in Xieng Khouang Province. The source reported a charred body and arm were at the crash site. This report was placed in Captain Bunker's file due to the proximity of his crash site to the crash site reported by the source. In 1975, the

Exploitation Team forwarded information from a source describing wreckage and two skeletons in this same area. Another source described having been told by the Pathet Lao that one American and one Thai were killed. The remains were still lying on the ground in July 1974.

In 1982, the Joint Casualty Resolution Center forward information from sources about the crash of U.S. aircraft in Xieng Khouang Province during either 1968 or 1969. These reports were also placed in Captain Bunker's file due to the coincidence in crash site. The last report received in 1988 offered hearsay information about a shoot down in 1968 or 1969 in which an American and a Hmong had died and were buried nearby.

Over water

Donald M. Cramer  
(1689)

On January 5, 1971, Chief Warrant Officer Cramer and Specialist Fourth Class Ronnie V. Rogers departed from the Hue/Phu Bai Air Field to conduct a test of CWO Cramer's AH-1G Cobra helicopter aircraft armament system. He had been cleared to test his weapons in a free fire zone south southeast of Fire Support Base Normandy. He was last reported in a coastal area of Thua Thien Province approximately 20 kilometers east of the air field. Flying weather at the time was judged to be poor and there was no radio communications with him after takeoff. He did not return from the weapon's system test and both crewmen were declared missing.

On January 8, 1971, the body of Specialist Rogers were located on the beach in the general area where the AH-1G was last known to be operating. An autopsy determined the cause of his death was due to drowning.

Returning U.S. POWs had no information about the fate of CW2 Cramer. In June 1973 he was declared dead/body not recovered, based on a presumptive finding of death.

South Vietnam

John T. Strawn  
Rodney D. Osborne  
Harold L. Algaard  
Richard J. Hentz  
Michael W. Marker  
(1715)

On March 4, 1971, a JU-21A with a crew of five departed South Vietnam on an intelligence gathering mission in the area of the Demilitarized Zone separating North and South Vietnam. Contact was lost with the aircraft, it did not return from its mission, and the

crew was initially declared missing. A search effort to locate the missing aircraft and crew failed to locate them along its known flight path and the aircrew was declared missing.

On March 4, 1971, a People's Army of Vietnam unit in the area of the Demilitarized Zone radioed it had launched one of its surface to air missiles and had shot down an unidentified aircraft it had been tracking. It also reported that the aircraft had crashed and the five crewmen on board were dead. U.S. intelligence analysis of the North Vietnamese reports about the aircraft's flight path and crash location indicated the aircraft crashed approximately two miles inside the DMZ in Quang Tri Province. Further analysis indicated the aircraft was shot down after the JU-21A's last radio transmission. Based on the flight path and circumstances of the North Vietnamese report, it was correlated to the loss of this air crew and its aircraft.

Following the loss, the Vietnam News Agency reported that a U.S. aircraft had been downed in Quang Binh Province killing many of the men on board. This report was believed also associated with this air loss. In addition, U.S. intelligence obtained a wire photo disseminated by the Vietnam News Agency showing aircraft wreckage in Quang Tri Province on March 4, 1971. U.S. analysis in conjunction with the aircraft's manufacturer determined the wreckage was of a U-21 and probably related to the wreckage of the missing flight. Unidentified notes in the files indicate this photograph may not have been provided to the next of kin because it wasn't asked for and because of indecision about how to declassify a 21 year old wirephoto. After the Vietnamese reports of their shoot down of an aircraft and the death of its crew, the U.S. Army declared the crew had been killed in action, body not recovered.

In late June and early July 1992, a joint U.S./Vietnamese team visited the area of the reported JU-21A crash site in Gio Linh District. Witnesses were interviewed who claimed to have visited the crash site during the war and reported seeing 4-5 remains at the site. The remains were reportedly placed in a nearby bomb crater and covered. Aircraft wreckage was located at the crash site as well as items of personal equipment. There were differences in first hand and hearsay accounts of the locations of the bodies but the sum of the information was that the individuals had died and their remains buried in the area. Joint Task Force Full Accounting has recommended the site for excavation.

Laos

Randolph J. Ard  
Sheldon J. Burnett  
(1719)

On March 7, 1971, Warrant Officer Ard and Lieutenant Colonel Burnett were with two other U.S. soldiers on an H-58 ostensibly on

a transport mission over South Vietnam. The aircraft was hit by hostile machine gun fire while at an altitude of 250-300 feet and crashed three kilometers from Ban Houay San Airfield, Savannakhet Province, Laos. After action reports indicate the aircraft was attempting to recover U.S. wounded in Laos when it was hit by groundfire.

The two Army crew members who escaped the crash site reported that prior to leaving the site, Warrant Officer Ard had both legs broken, several bullet wounds and possibly a crushed hip. Lieutenant Colonel Burnett was bleeding from the head, neck, arms and was speaking incoherently. The site was taking incoming 155mm artillery fire, shrapnel from exploding rounds was hitting the aircraft after it crash landed, there was incoming rocket fire onto their position and People's Army of Vietnam forces were approaching their crashed aircraft.

On March 18, 1971, South Vietnamese Army forces recaptured the area and were unable to locate any sign of the two U.S. officers. They reported the entire area showed clear evidence of the extremely heavy fighting which had taken place in the area which was within the Operation Lamson 719 area of tactical operations. North Vietnamese prisoners later interviewed in South Vietnam reported sightings of U.S. POWs being escorted north along the Ho Chi Minh Trail but none could be correlated to these two missing officers.

Neither officer was ever reported alive in the northern Vietnamese prison system. Both individuals were reported missing and in May 1979 were declared dead/body not recovered.

South Vietnam                      Clive G. Jeffs  
(1723)

See Vessey 135 Discrepancy Cases for case summary.

Laos                                      Barton S. Creed  
(1724)

On March 13, 1971, Lieutenant Creed was leading a flight of A-7E aircraft on a strike mission in Tchepone District of southern Savannakhet Province, Laos, along road segment 99B. Pulling out of a strafing run on a truck his aircraft was hit in the mid-section by hostile ground fire and Lieutenant Creed ejected. A forward air controller saw a parachute deploy and soon established radio contact with Lieutenant Creed on the ground from whom he learned Creed had a broken arm, broken leg and was losing consciousness. Creed last reported that "they are here" and his radio beeper went silent twenty seconds later. The FAC, receiving

small arms fire from the ground, heard no further transmission from Lieutenant Creed. Four SAR attempts were unsuccessful and SAR personnel observed someone had moved Lieutenant Creed's parachute to a new location. U.S. forces were aware this was a common practice by hostile forces attempting to lure search and rescue forces into a trap.

Lieutenant Creed was initially reported missing and later declared dead/body not recovered. He was not seen alive in the northern Vietnamese prison system. One returning POW reported being shown the identity card of someone with a one syllable name which had "EE" in the name and which may have been the ID card of Lieutenant Creed.

Laos                                      John M. Sparks  
   Richard M. Garcia  
   Frederick L. Cristman  
   (1730)

On March 19, 1971, Chief Warrant Officer Cristman and his crew were in an armed helicopter on a mission to provide fire support during the pick up of South Vietnamese airborne troops at Fire Support Base Alpha in Savannakhet Province, Laos. Their helicopter was hit by heavy automatic weapons fire and was forced to make an emergency landing. One of the crewmen, Specialist 4th Class Langenour, was pushed out of the aircraft by Sp5 Garcia and he was able to reach a group of nearby South Vietnamese troops. He was told by one of the troops that the other crewmen had exited the aircraft and headed away from the front of it into the path of advancing North Vietnamese forces. Specialist Langenour later walked out of Laos with the South Vietnamese soldiers. U.S. aircrews flying overhead after the crash landing did not see the three missing airmen escape from the aircraft.

In September 1973 a People's Army of Vietnam defector reported his battalion engaged South Vietnamese Army forces in Laos conducting Operation Lamson 719. They captured an injured helicopter pilot who was taken to nearby field hospital B-7 where he later died. Other crewmen from the downed helicopter were found dead and buried. The defector identified a photograph of CW2 Christmas as resembling the individual captured alive by his battalion.

In March 1987 a private American POW hunter reported a live American in Laos. The background of the purported American correlates to a crewman from this incident.

None of the three crewmen from this incident were reported alive in the northern Vietnamese prison system. All were initially reported missing in action and in October 1978 were declared dead/body not recovered.

South Vietnam

Manuel R. Puentes  
R D McDonnell  
Richard J. Rossano  
(1736)

On March 25, 1971, Private First Class Puentes, Staff Sergeant McDonnell, and Private First Class Rossano were members of a twelve man patrol from the 23rd Infantry Division operating in Quang Tri Province. They had gone to check an area of hostile bunkers when they were ambushed. PFC Rossano was reportedly the first hit by an exploding grenade and he fell to the ground covered with blood. PFC Puentes was also wounded and when last seen was attempting to seek cover. Sergeant McDonnell was apparently killed instantly when a grenade exploded in his hand.

Following the ambush the three men were not located and they were initially declared missing in action. In June 1971, Sergeant McDonnell and PFC Rossano were declared killed in action, body not recovered. In August 1978, PFC Puentes was declared killed in action, body not recovered, based on a presumptive finding of death. Returning U.S. POWs had no information on their precise fate.

South Vietnam

Isaako F. Malo  
James A. Champion  
(1742)

On April 23, 1971, a six man radio relay team was inserted into a landing zone in the area of the village of A Luoi in western Thua Thien Province. The team came under intense hostile ground fire and efforts were made to extract the team. Two helicopters were shot down by hostile ground fire during the extraction attempt. The helicopter crewmen and radio relay team members all came under extremely heavy hostile ground fire and became widely dispersed. On board one of the helicopters were members of L Company, 75th Ranger Battalion, 101st Airborne Division, including PFC Malo and PFC Champion.

PFC Malo was last seen by survivors on April 24th and was wounded that day after a close-in air strike by a U.S. Cobra helicopter which apparently wounded two of the survivors. PFC Champion was last seen on the morning of April 25th when he left to look for water. One of the survivors later heard small arms fire from the area where PFC Champion had first gone. A ground search of the area during April 25-30, 1971, failed to locate either of the missing soldiers. This included a psychological warfare operations aircraft which conducted broadcasts over the early during April 25-28, calling on PFC's Malo and Champion to go to the landing zone

for pick-up. Neither soldier came to the landing zone.

PFC Malo was captured by Vietnam People's Army forces and taken to North Vietnam. He was repatriated during Operation Homecoming in March 1973. During his debriefing he stated he never saw PFC Champion in captivity.

PFC Champion was declared missing in action at the time of his loss incident. In 1978 he was declared killed in action, body not recovered, based on a presumptive finding of death.

Laos

Walter H. Sigafos, III  
Jeffrey C. Lemon  
(1743)

On April 25, 1971, Captain Lemon and First Lieutenant Sigafos were the crew in an F-4D on an operational mission over Saravan Province, Laos. Their escort marked a truck target for them and their aircraft went in to attack the target. Crew in another aircraft on the scene observed a large explosion of their apparent crash but due to darkness were unable to observe any parachutes. They flew over the area of the crash which was a large fire and several smaller ones with flames shooting several hundred feet into the sky and smoking reaching 8500 feet. A search of a 15 mile radius of their crash site failed to disclose any evidence of either beepers or survivors. Both airmen were declared missing in action.

After this loss incident, a North Vietnamese unit reported two aircraft may have been shot down, an OV-10 and an F-4. These shoot downs were believed to pertain to the Ban Karai Pass area in Khammouane Province which is well to the north of this loss incident. A pilot was reportedly captured. A report from a North Vietnamese Army unit on May 8, 1972, reported that 37mm anti-aircraft guns had fired on an F-4, the pilot had been shot at while coming down on a white parachute, and the pilot was dead. The F-4 portion of these two reports were placed in the intelligence files of those associated with this loss incident.

Early in 1972, a North Vietnamese Army soldier assigned to a People's Army of Vietnam logistical element in Saravan Province reported to a U.S. Army Attache Exploitation Team in Vientiane, Laos that a U.S. jet had been shot down near the village of Ban Bac in 1971. Two pilots on board the aircraft had been reportedly killed and People's Army of Vietnam soldiers said they recovered the watches from the two bodies. This report was believed to possibly correlate to this loss incident. U.S. POWs who returned during Operation Homecoming were unable to provide any information on the precise fate of this air crew. After Operation Homecoming the two crewmen were declared dead/body not recovered, based on a

presumptive finding of death.

In December 1982, the Defense Intelligence Agency received information from an American citizen claiming to know about live U.S. POWs in Vietnam. The individual was interviewed by the U.S. Air Force Office of Special Investigations. The individual stated he knew of 19 American POWs alive in Vietnam. He provided the names of seven of the 19, one of whom was Captain Jeffrey C. Lemon, and described a recent visit to Vietnam. U.S. investigators noted that the seven names provided were the last seven U.S. servicemen declared dead in 1982 and believed the names he provided was taken from publicly available information for reasons which were unclear. The source provided no other POW/MIA information.

South Vietnam  
Lewis C. Walton  
Klaus Y. Bingham  
James M. Luttrell  
(1745)

On May 3, 1971, Team Asp, a long range reconnaissance patrol from the 5th Special Forces Group, was landed in Quang Nam Province, South Vietnam. The team included three American Staff Sergeants and five Vietnamese from the U.S. Army Vietnam Training Advisory Group. Fifteen minutes after landing the team keyed its transmitter once but, in keeping with established procedures, did not establish voice contact with friendly forces.

On May 5, 1971, two pilots saw mirror and panel signals and later observed two individuals in green fatigue uniforms move the panels. Efforts to enter the area on May 7th were met by hostile fire and the search team found enemy bunkers just off the team's landing zone. Another rescue team landed in the area on May 14th but was unable to locate a members of the team.

One American POW returned alive during Operation Homecoming reported intercepting a radio broadcast that "Walton and Entrican" were captured. This comment was equated to a possible reference to Sergeant Walton. No returning POWs were able to provide any information about the presence of either individual in the northern Vietnamese prisons.

The three servicemen were initially declared missing and in the late 1970s were declared dead/body not recovered.

In August 1991 Joint Task Force Full Accounting team members interviewed witnesses in Vietnam in an attempt to learn the fate of this team. The Team was told about a firefight in the area of the team's last known location on approximately July 7, 1971 during which six "enemy" were reported killed. The Task Force included this information in the casualty files of those involved in this incident.

South Vietnam  
David P. Soyland  
(1747)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam  
Danny D. Entrican  
(1748)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam  
Madison A. Strohlein  
(1756)

See Vessey 135 Discrepancy Cases for case summary.

Laos  
Daniel W. Thomas  
Donald G. Carr  
(1758)

On July 6, 1971, First Lieutenant Thomas was the pilot of an OV-10 on a forward air control mission over Attopeu Province. On board with him was Captain Carr, deputy commander of the Military Assistance Command Studies and Observation Group element at Nakhon Phanom, Thailand, a passenger on the OV-10 for an orientation flight. They did not make radio contact at 1700 hours, did not return from their mission, and were declared missing.

Their flight coincided with an area of ground operations of Team Hoang Loi, a Vietnamese led cross-border operations team from MACSOG's base at Kontum, South Vietnam, which had been inserted into the J-9 target area in Laos and in the vicinity of enemy Base Area 613. The team was extracted from its operating area and returned safely at approximately 1630 hours. Upon its return it reported hearing an explosion or impact northeast of their location at about 1600 hours. This coincided with the time and general area where the OV-10 was last believed to be located. A search of the area failed to disclose any evidence of the aircraft or its crew.

Returning U.S. POWs were unable to provide any information on either Captain Carr or Lieutenant Thomas. After Operation Homecoming they were declared dead/body not recovered, based on a presumptive finding of death.

During 1991, photographs of a German national were correlated by

various individuals to be Captain Donald Carr. Defense Department analysis of the information led to a conclusion that the photograph and report that Captain Carr was alive was a hoax.

South Vietnam

John W. Kennedy  
(1768)

On August 16, 1971, Second Lieutenant Kennedy was the pilot of an O-2 light observation aircraft which took off from Chu Lai Air Base for a visual reconnaissance over Tien Phuoc District, Quang Tin Province. He never returned from his mission and was declared missing. A search and rescue effort failed to locate either him or his aircraft. The area over which Lieutenant Kennedy was flying was an area of known heavy enemy presence.

U.S. POWs who returned during Operation Homecoming had no information on his precise fate.

In July 1974, a U.S. Army officer formerly assigned to Advisory Team 16 in the area of Lieutenant Kennedy's disappearance wrote after the fact to report having received an intelligence report about the existence of a U.S. POW in Tien Phuoc District at the time Lieutenant Kennedy disappeared. He also recalled that the People's Army of Vietnam 31st Regiment was operating in the area where, and at the time, Lieutenant Kennedy was lost. In July 1978, Lieutenant Kennedy was declared dead/body not recovered, based on a presumptive finding of death.

In December 1989, U.S. intelligence received a report about an American POW named "Jack Kennedy" and "Bunkquee." The name "Bunkquee" appeared to be a corruption for the name "Bunkqueer," the name of a non-existent individual associated with fraudulent dog tag reporting emanating from Vietnam. This report was placed in Lieutenant Kennedy's file due to the last name correlation to the name "Jack Kennedy."

In April 1992, a joint U.S./Vietnamese team traveled to the area of a reported crash site in Tien Phuoc District where a light observation aircraft had reportedly landed in 1970 or 1971. The pilot reportedly died in the incident and his remains were buried nearby but had been dug up by private persons in November 1991. The team surveyed the crash site and a purported original burial site. The team was later told the remains had disappeared from the individual who possessed the recovered remains.

In September 1992, another joint team revisited the area and received hearsay information about a crash site in the area of Lieutenant Kennedy's loss. The aircraft pilot had reportedly died in the crash and his body had been recovered and buried.

Laos

Leroy J. Cornwell  
Andrew Ivan, Jr.  
(1771)

On September 10, 1971, Captains Cornwell and Ivan were the crew of an F-4D which crashed in Xieng Khouang Province while on an operational mission in the Barrel Roll operating area. One parachute and probable F-4 aircraft wreckage was located in an area approximately 29 kilometers northeast of Phone Savan and four kilometers east of Route 7. Their wingman established communications with Captain Cornwell but neither crewman was recovered and both were declared missing in action.

Color photography of the crash site suggested the wreckage was burning over a widely spread area. A 37mm anti-aircraft gun position was within 300 meters of the crash site and weapons three positions fired on SAR forces.

Returning U.S. POWs had no information on the precise fate of the two crewmen. After Operation Homecoming both were declared killed in action, body not recovered, based on a presumptive finding of death.

Laos

Scott W. McIntire  
(1782)

On December 10, 1971, Lieutenant Colonel McIntire and his aircraft commander, Major Robert E. Belli, were in one of two F-105G aircraft on a mission over the Mu Gia Pass in support of a B-52 strike. They expended two AGM-45 missiles against enemy Fan Song radar which had acquired their aircraft. Their aircraft was then hit by a surface to air missile, the explosion coming to the rear of LTC McIntire and of sufficient force that it rendered Major Belli, in front of LTC McIntire, initially unconscious. Major Belli ejected both himself and LTC McIntire. Major Belli was rescued by search and rescue aircraft but LTC McIntire could not be located. Major Belli's rescue, because of the extreme difficulty in rescuing someone from this high threat area, became a feature article in the Stars & Stripes military newspaper.

On December 11, 1971, a search and rescue helicopter located LTC McIntire hanging limp in his parachute in a tall tree. A flight surgeon on the aircraft stated LTC McIntire appeared lifeless and stated his professional view that the conditions of weather and the position of the body after hanging suspended for 20 hours indicated LTC McIntire would have died of hypothermia within six hours and was probably dead on December 11th. Heavy groundfire drove off the SAR aircraft before LTC McIntire could be recovered.

LTC McIntire was not reported alive in the northern Vietnamese prison system and his remains have not been recovered. He was initially declared missing and in May 1972 was declared dead/body not recovered.

North Vietnam

Lawrence G. Stolz  
Dale F. Koons  
(1789)

On December 26, 1971, Captain Stolz and First Lieutenant Koons departed Ubon Air Base, Thailand, the number three F-4D in a flight of four on a strike mission against the Thanh Hoa storage complex in the area of Thanh Hoa City, Thanh Hoa Province. The flight became separated in the target area and Captain Stolz aircraft was last seen pulling up into the overcast approximately 1-2 miles from their target. They did not rejoin the flight. An aerial search for the aircraft and its crew failed to locate them and the crew was declared missing.

On December 27, 1971, the Vietnam News Agency reported that an F-4 had been shot down over Thanh Hoa on December 27th. The article implied that both crewmen had become casualties and both their names and pictures of their burned identity cards. In November 1972, photographs of their identity cards appeared in the North Vietnamese published English language "Vietnam" magazine.

During the Operation Homecoming debriefing of repatriated POWs, two returnees described having seen their burned identity cards in a North Vietnamese magazine and read that Captain Stolz was dead. Several returnees also reported hearing the name "Koons" and saw the name "Koons, Dale" scratched into the wall at their POW camp. DIA investigation determined the source of this was an American civilian, Bobby Joe Keese, for reasons which were unclear.

After Operation Homecoming they were declared killed in action, body not recovered, based on a presumptive finding of death.

In March 1973, a former member of the People's Army of Vietnam described two graves he'd seen in February 1972 in Thanh Hoa Province. The pilots were reportedly shot down and died in December 1971. The graves were in the general area of this loss incident.

The remains of Dale F. Koons were repatriated by Vietnam in April 1988.

Over water

Frederick L. Holmes  
(1793)

On December 30, 1971, Lieutenant Commander Holmes and his co-pilot, Lieutenant Burton, were the lead A-6 aircraft in a strike mission over North Vietnam. Their aircraft was observed to take a direct hit from a surface to air missile. Lieutenant Burton was wounded, blown clear of the aircraft and his parachute deployed successfully. Another aircraft on the scene reported seeing two good chutes deploy, but this report was later viewed as not confirmed. A search and rescue aircraft then reported both pilots in sight and in the water off Hon Nieu Island. Lieutenant Burton was rescued by U.S. forces. SAR forces located a pilot's ejection seat and life raft possibly belonging to Lieutenant Commander Holmes but were unable to locate either him or his chute in an area with a large number of North Vietnamese sampans.

A Radio Hanoi broadcast referenced this incident, one of several U.S. aircraft losses on the same date in the southern part of North Vietnam. While some pilots were reported captured alive, Lieutenant Commander Holmes' name was not identified among those captured. One returning POW recognized Lieutenant Commander Holmes' name but no returning POWs ever reported him alive in the northern Vietnamese prison system.

In April 1975 Lieutenant Commander Holmes case was submitted for a casualty review at the request of his next of kin. He was declared dead/body not recovered.

South Vietnam

James F. Worth  
(1810)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Wayne L. Bolte  
Anthony R. Giannangeli  
Charles A. Lewis  
Henry M. Serex  
Robin F. Gatwood  
(1811)

On April 2, 1972, an EB-66 from Korat Air Base, Thailand, was on an electronic countermeasure mission over North Vietnam. At approximately 0850 hours an F-105 pilot in the area observed a surface to air missile fired from the vicinity of the Demilitarized Zone separating North and South Vietnam which hit the EB-66, code name Bat 21. The EB-66 was then seen to be trailing flames from both wings and crash into Quang Tri Province, South Vietnam. No

one was seen to eject from the aircraft but a single beeper was heard.

Later, voice contact was established with Lieutenant Colonel Iceal E. Hambleton, the lone survivor, and he was rescued 12 days later. He had no information that any other crewmen had survived. He described how the surface to air missile struck below and behind the navigator in the area of the aircraft's forward compartment. He saw Major Bolte after the hit but did not know if he was able to eject. All other crewmen were declared missing in action.

After the loss of the RB-66, a Vietnam People's Army unit reported three missiles had been fired and "struck" a target. Orange parachutes were reported. On April 2, 1972, Vietnamese radio reported that the People's Army had fired missiles and hit a B-52 in the Vinh Linh Special Zone area and other aircraft had fled. Another report from Hanoi in English on April 5th reported the aircraft had burst into flames and exploded.

Returning U.S. POWs had no information on the precise fate of the missing crewmen. After Operation Homecoming they were declared killed in action, body not recovered, based on a presumptive finding of death.

South Vietnam

Ronald P. Paschall  
Byron K. Kulland  
John W. Frink  
(1812)

On April 2, 1972, a UH-1H helicopter from the 1st Signal Brigade with four men on-board was on a direct combat support mission near Quang Tri City, Quang Tri Province. While searching for the crew of a downed U.S. Air Force aircraft, the helicopter was hit by hostile small arms fire and crashed. An airborne SAR mission failed to locate any survivors and the crew was declared missing in action.

In April 1972, a former People's Army of Vietnam sergeant reported the downing of a helicopter on April 1, 1972, which crashed near an anti-aircraft gun position in the vicinity of this loss incident. The crew was believed to have been killed in the crash. In another report, a former People's Army soldier reported sighting an American POW in April 1972 who was being escorted by nurses near the Ben Hai River in Quang Tri Province. The American was captured from an aircraft shot down by People's Army forces.

In March 1973, surviving crewman Jose M. Astorga was repatriated alive during Operation Homecoming. He reported that hostile fire hit their helicopter's fuel cell which exploded, engulfing their helicopter in flames. He believed all other crewmen died in the

ensuing fire and crash, and neither he nor any other returning POWs had any knowledge that any other crewmen survived into captivity. After Operation Homecoming, the other crewmen were declared killed in action, body not recovered based on a presumptive finding of death.

South Vietnam

Douglas L. Neil  
Allen D. Christiansen  
Edward W. Williams  
Larry A. Zich  
(1814)

On April 3, 1972, CW2 Zich and three other servicemen were on board a UH1H helicopter on an in-country flight in the area of Quang Tri City, Quang Tri Province, South Vietnam. The aircraft never returned from its mission and there were no initial reports of the aircraft's possible crash site. They were initially declared missing in action.

In July 1974 U.S. intelligence received hearsay information on a helicopter crash site and dead crew which might have correlated to this incident; however, this incident was approximately 20 kilometers from the suspect area of loss. In January 1980 another report was received about the explosion of a helicopter and the location of remains associated with its crew but it could not be specifically correlated to this loss incident.

There were no reports from returning U.S. POWs that CW2 Zich or other crewmen had been seen alive in captivity. After the end of hostilities all were declared dead/body not recovered.

North Vietnam

Thomas E. Dunlop  
(1816)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Howard B. Lull  
Richard S. Schott  
(1819)

On April 7, 1972, Sergeant First Class Lull was one of seven Americans from Advisory Team 47 and one French national present at An Loc City, Binh Long Province, when forces of the South Vietnamese Army's 9th Regiment, 5th Infantry Division, were attacked and overrun by tank led forces of the Vietnam People's

Army. Both Sergeant Lull and Colonel Schott were initially reported missing in action. The French national with the Americans was released shortly after capture. He was able to confirm captivity of those Americans with him but was unable to establish the fate of Sergeant Lull and Lt. Colonel Schott.

Returning U.S. POWs repatriated in February 1973 reported that Lieutenant Colonel Schott was last seen on April 7th and in circumstances where he appeared to be dead. Sergeant First Class Lull was believed captured on April 8th.

In February 1973, a member of the South Vietnamese Army captured on April 9th and repatriated in February 1973 reported that Sergeant Lull evaded capture and reached a South Vietnamese Army post approximately 13 kilometers to the south of where his team was overrun. There he was reportedly killed in a Viet Cong ambush. The former commander of the South Vietnamese Army's 9th Infantry Regiment stated that both Colonel Schott and Sergeant Lull died in their bunker.

In December 1988, U.S. intelligence personnel interviewed two former South Vietnamese Army personnel who participated in the lifting of the siege of An Loc. They described having been present when An Loc was retaken and the bodies of those killed were collected and buried in a mass grave. They stated that the bodies included the partially decomposed bodies of two Americans, a Lieutenant Colonel and a non-commissioned officer, possibly a Sergeant First Class.

During the post hostilities review of the cases of those carried as missing in action, Sergeant Lull and Colonel Schott were declared dead/body not recovered. Neither individual was seen alive in captivity by other U.S. POWs captured at An Loc.

South Vietnam  
Bruce C. Walker  
Larry W. Potts  
(1820)

See Vessey 135 Discrepancy Cases for case summary.

Laos  
Scott D. Ketchie  
(1824)

On the evening of April 9, 1972, First Lieutenant Ketchie was the Navigator in an A-6A which took off from the U.S.S. Coral Sea for a strike mission over lines and communications and supply points in the area of Tchepone, Savannakhet Province. After his second run against a target of five trucks, he departed the target area and

was at an altitude of 12,000 feet when his aircraft was hit in its aft section by hostile anti-aircraft fire. His aircraft caught on fire and began to spin. The pilot directed Lieutenant Ketchie to eject. The pilot ejected but neither saw nor had contact with Lieutenant Ketchie from the time of the eject order and up to the time the aircraft crashed. The crash site was in the Steel Tiger east operational area east-northeast of Tchepone and near Vietnam's Demilitarized Zone.

The pilot, Major Smith, landed approximately 40 yards from the crash site of their aircraft and remained in place for four days until rescued. He never was able to establish any contact with Lieutenant Ketchie. One U.S. search aircraft overhead in contact with the surviving pilot "thought" he saw two parachutes on the ground but this was not confirmed by any other source. Maj. Smith was able to hear the sound of people in the area and coordinated air strikes on them. On one occasion, a BLU-52 canister of gas was dropped on the area by search and rescue forces and Major Smith was himself gassed. Search and rescue forces searched the area for Lieutenant Ketchie but were unable to locate any evidence of him through the time the pilot was rescued.

On April 9, 1972, a Vietnam People's Army unit reported having hit an aircraft, the pilot had parachuted out, and search teams had been sent to capture the pilot. On April 10, 1972, a unit reported it had downed an aircraft and the pilot had been killed. A second aircraft was also reported shot down and the unit said it heard an aircraft was shot down on March 30th. Another report on April 10th stated a pilot had been captured. These reports were believed to possibly be associated with Lieutenant Ketchie's loss incident and were placed in his file.

Lieutenant Ketchie was initially reported missing in action. Returning U.S. POWs had no information on his precise fate. After Operation Homecoming he was declared dead/body not recovered, based on a presumptive finding of death.

South Vietnam  
Robert W. Brownlee, Jr.  
(1834)

On April 24, 1972, Lieutenant Colonel Brownlee was with Advisory Team 22 together with the South Vietnamese Army's 47th Regiment at a base designated Dak To II in Kontum Province. The position came under heavy hostile attack and Colonel Brownlee withdrew from Dak To II together with Captain Charles W. Creen and a South Vietnamese Army interpreter, Sergeant Cao Ky Chi. Forging the nearby Poko River, both Captain Creen and Sergeant Chi were swept downstream and temporarily separated from Colonel Brownlee who reached the south bank of the Poko River and began climbing a hill.

After successfully evading, Sergeant Chi related that he had reached the south bank of the Poko River and heard People's Army of Vietnam troops call out in Vietnamese to halt. He observed South Vietnamese Army soldier approximately 100 meters away raise their hands but had no personal knowledge of the fate of Colonel Brownlee.

South Vietnamese personnel repatriated during Operation Homecoming provided several hearsay accounts during 1973-1974 in an effort by the Defense Attache Office, Saigon, to learn Colonel Brownlee's fate. These accounts, all attributed to different South Vietnamese Army prisoner sources, stated that Colonel Brownlee had committed suicide prior to capture. None of these accounts could be verified.

One returning U.S. POW, Captain Reeder, knew Colonel Brownlee had been at Dak To II and knew him to be the senior district advisor but had no knowledge of his fate. Captain Reeder had also heard an account traced to a 42nd Regiment doctor that Colonel Brownlee was dead, but Captain Reeder did not find the source to be reliable.

No returning U.S. POW was able to provide any information on Colonel Brownlee's precise fate. In November 1978 he was declared dead/body not recovered, based on a presumptive finding of death.

In May 1985, the Joint Casualty Resolution Center received a report that a worker in the Dak To area had found human remains there. This report was replaced in Colonel Brownlee's file.

North Vietnam                      Joseph W. McDonald  
(1842)

On May 3, 1972, Lieutenant McDonald and Captain David Williams were the crewmen in the second A-6A aircraft in a flight of two on a mission over Dong Hoi, Quang Binh Province. Their last transmission was that they expected to be over water in two minutes. This was after they had already finished attacking their target. Their IFF beacon transponder was located well out to sea after an extensive search. The search was terminated on May 5, 1972. There was no sighting of either the aircraft or crew. Both individuals were initially declared missing. Both were declared dead/body not recovered, after Operation Homecoming.

In June 1989 Vietnam repatriated the remains which were approved as those of David Williams.

A U.S. team in Vietnam located archival documents reporting the shoot down of a U.S. aircraft on May 3, 1972 in which the "air pirates were torn apart." This incident is the only aircraft loss in the area on that date.

North Vietnam

Dennis E. Wilkinson  
Jeffrey L. Harris  
(1848)

On May 10, 1972, Harris and Wilkinson were the crewmen of an F-4E en route to Yen Bai Airfield. They were engaged by hostile MIG aircraft. Eye witnesses reported their aircraft wing and left fuel tank was hit by cannon fire, and they did not acknowledge radio transmissions to them. After being hit their aircraft made no evasive maneuver, went into a steep dive and twenty seconds later impacted in an area of rolling hills.

They were initially reported missing in action and both were declared dead/body not recovered, in May 1973. Neither was reported by U.S. returning POWs to have been alive in the northern Vietnamese prison system. Wilkinson's remains were repatriated in August 1978.

North Vietnam

William W. Bancroft, Jr.  
(1675)

On November 13, 1970, Lieutenant Bancroft and his pilot, Major David I. Wright, were on an aerial reconnaissance mission over Ha Tinh Province, North Vietnam. Their wingman reported antiaircraft fire in the area as Lieutenant Bancroft's aircraft made a low level pass. His aircraft suddenly exploded while approximately 500 feet above the ground. His aircraft crashed tail first and then there was an all consuming explosion. There were no chutes or beepers.

Lieutenant Bancroft was initially reported missing and his status was changed to killed in action, body not recovered, on November 21, 1970. Returning U.S. POWs did not report him alive with other U.S. POWs in the northern Vietnamese prison system.

South Vietnam

Rodney L. Strowbridge  
Robert J. Williams  
(1855)

On May 11, 1972, Captains Strowbridge and Williams were the crew in an AH-1G helicopter, one in a flight of three providing air operations support to South Vietnamese Army forces heavily engaged by hostile units in the siege of An Loc town, Binh Long Province, now renamed Song Be Province. Their helicopter was hit in the tail boom and the boom was immediately severed, possibly by a surface to air missile. Their helicopter went into a flat spin and crashed but no one saw the actual crash. Heavy anti-aircraft fire





an explosion at an altitude of 11,000 feet. There was no further trace of either crewman or their aircraft.

Returning U.S. POWs had no information on their precise fate. After Operation Homecoming they were declared killed in action, body not recovered, based on a presumptive finding of death.

During 1983 the Joint Casualty Resolution Center received reports about the wartime crash of an aircraft in the area where Captain Pitzen and Lieutenant Pender were lost. In December 1991, a joint U.S./Vietnamese team in Vietnam visited the crash site area. Witnesses stated that the site was associated with a 1972 shoot down of a U.S. aircraft by a surface to air missile. Human remains and one skeleton were found after the crash. The remains were turned over to a local team but were later stolen.

North Vietnam

Harry S. Mossman  
Roderick B. Lester  
(1912)

On August 20, 1972, Lieutenant Mossman and Lieutenant Lester were the crew on board an A-6A on a night low level armed reconnaissance mission in the area of Route 183 and near the coastal town of Cam Pha, east-northeast of the major port of Hai Phong. Their last radio transmission was "Let's get the hell out of here." This message was believed to refer to the crew aborting its flight plan because of heavy hostile fire and did not indicate they were ejecting from their aircraft at that time. Another aircrew in the vicinity later reported observing a flash under the thunderstorms and overcast in the vicinity of the A-6A's flight path. The aircrew was soon determined to be missing, and a search mission discovered an oil slick approximately 12 miles from the last plot and below ceiling flash. The crew's last radar fix was over the Gulf of Tonkin after exiting over the North Vietnam coast and in an area east of Hai Phong. Electronic search failed to locate any evidence of the missing crew.

During Operation Homecoming, a returning POW reporting observing a heavily bandaged and seriously injured person brought into Hoa Lo prison after the loss incident of this aircrew. There was evidence of the individual at Hoa Lo from September 1972 onward and it was speculated that the wounded individual might be one of the missing airmen from this incident. Available records fail to disclose the identity of the wounded person.

In the late 1970s the two missing airmen were declared dead/body not recovered, based on a presumptive finding of death. Other U.S. POWs who returned from North Vietnam were unable to provide any information on the precise fate of the two airmen.

In late 1989, a photograph was provided the Defense Intelligence Agency by the parents of Lieutenant Lester who were told the wounded individual in the photograph was a possible candidate for Lieutenant Lester. DIA confirmed the individual in the photograph was Major Lawrence R. Bailey, lost in Laos in 1961 and repatriated alive in August 1962.

South Vietnam

William J. Crockett  
Lee M. Tigner  
(1913)

On August 22, 1972, Major Tigner and First Lieutenant Crockett were the crew in an F-4H, one in a flight of four on a combat mission over Quang Tri Province, South Vietnam. Their aircraft was hit by hostile ground fire in the right wing and the wing separated from the aircraft. It rolled and within two to five seconds after being hit had crashed into the ground at a speed of 450 knots, skipped, and came to rest in the river at Quang Tri City, Quang Tri Province. No one was seen to eject from the aircraft before it crashed and there were no electronic beepers heard. Both crewmen were declared killed in action, body not recovered.

Returning U.S. POWs had no information on their precise fate. After Operation Homecoming they were declared dead/body not recovered, based on a presumptive finding of death.

In July 1974 the U.S. Army's 500th Military Intelligence Group forwarded information from the South Vietnamese Army reporting information that a U.S. jet aircraft had crashed during the war approximately two kilometers west of Quang Tri City. Remains of an American, clothing and boots were observed in the wreckage. This report was believed to possibly correlate to this loss incident. The site was searched on July 26, 1974, and human remains were recovered. The area was revisited on November 6, 1974, and more artifacts, human teeth, and aircraft parts were recovered.

Laos

Richard W. Herold  
(1917)  
William C. Wood, Jr.  
Robert R. Greenwood  
(1918)

On September 2, 1972, Captain Herold and a Lao forward observer departed Vientiane, Laos, in an O-1F to conduct visual reconnaissance and provide forward air control in support of two F-4E aircraft striking hostile artillery positions in Xieng Khouang Province. In one of the F-4 aircraft was Captain Wood and Major Greenwood.

While in the target area, an F-4 crew lost sight of Captain Herold's aircraft but later observed a large fireball in the area where Captain Wood's aircraft was last seen and aircraft wreckage appeared to be falling to the ground in pieces. One fully deployed parachute was also seen and a second unidentified object was also observed falling at the same rate of speed. The parachute and second object were not observed all the way to the ground. Other debris was seen in the air and possibly two ejection seats associated with the F-4 crew. After the incident, there was no contact with Captain Herold. His aircraft's wreckage was located on the ground but there was no evidence of any survivors but two parachutes were located approximately one mile apart.

Those on the scene concluded that Captain Herold's aircraft had collided with the F-4. The F-4's wreckage was located approximately four kilometers from the O-1 wreckage and there were fresh trails leading to a nearby parachute. Both F-4 crewmen were declared missing. One initial report of one blond haired American alive on the ground was found to be incorrect when the "blond haired" individual turned out to be an Lao wearing a light colored hat.

On September 26, 1972, the Pathet Lao's news service reported that an F-4 had been shot down on September 1st over the Plain of Jars and it was believed by U.S. intelligence analysts that this referred to the loss of Captain Wood's aircraft.

Captain Herold was declared missing in action. Returning U.S. POWs had no information on the three airmen involved in these two related incidents. In January 1973 Captain Herold was declared killed in action, body not recovered, based on a presumptive finding of death. Captain Wood was also declared killed in action, body not recovered, in August 1979.

In 1987 U.S. investigators located wreckage of the crash sites and a propeller possibly associated with Captain Herold's aircraft. Other wreckage appeared correlated to an F-4.

Over water                      Donald L. Gerstel  
(1920)

On September 8, 1972, Lieutenant Commander Gerstel was the pilot of an A-7B and flight leader of a flight of two aircraft from the U.S.S. Midway on a night surveillance mission against merchant shipping in the area of the island of Hon Nieu of the coast of central Vietnam. Commander Gerstel's IFF identification equipment was not functioning and his wingman's IFF marker was being used to monitor the flight as it was being vectored toward a North Vietnamese boat anchorage at Hon Hieu.

Commander Gerstel descended into the target area through severe turbulence and lighting in order to determine the cloud base. During this maneuver his aircraft was struck by lighting and he radioed that he was "Ok" and there was "just a lot of sparks." This was the last contact with him in an area between the islands of Hon Nieu and Hon Mat, approximately ten kilometers of the coast of Vietnam along the boundary of Nghe An and Ha Tinh Provinces.

Commander Gerstel was declared missing. An extensive search of the ocean and island failed to disclose any sign of either him or his aircraft. Returning U.S. POWs had no information on his precise fate. In November 1978 he was declared killed in action, body not recovered, based on a presumptive finding of death.

Over water                      Verne G. Donnelly  
   Kenneth R. Buell  
(1924)

On September 17, 1972, Commander Donnelly and Lieutenant Commander Buell were the crew in an A-6A on a planned air strike in northern North Vietnam. The last contact with them was at 0150 hours local time. Seven minutes later, other airmen in the area observed an explosion along Commander Donnelly's aircraft's flight path in Hai Hung Province, south of the port city of Hai Phong, Hai Phong Province. The two crewmen were declared missing in action.

On September 17, 1972, Radio Hanoi reported that its forces in Hai Hung downed an A-6 aircraft. In a separate report, a North Vietnamese unit radioed to Hai Phong that it had captured one pilot on the morning of September 17, 1972. In a third report, North Vietnam reported its forces in Hai Phong and other areas had shot down hostile aircraft during the period 15-17 September. Due to the similarity in date of loss and loss location, these reports were believed to possibly correlate to those involved in this loss incident.

Returning U.S. POWs had no information on the precise fate of this aircrew. After Operation Homecoming they were declared dead/body not recovered, based on a presumptive finding of death.

Laos                                      Roger W. Carroll  
   Dwight D. Cook  
(1926)

On September 21, 1972, Carroll and Cook were the crew on-board an F-4D on a combat operation over the Plain of Jars area of Xieng Khouang Province, Laos. A forward air controller operating with them observed them crash, apparently after being hit by hostile



an attempt to establish contact with them at 0400 hours was unsuccessful. A search effort was launched and continued until November 20th without locating any evidence of the crew or the aircraft.

On November 8, 1972, the Vietnam News Agency reported that according to the Reuters News Service, an F-111 was downed in Nghe An Province and two airmen were missing. Another report on that date stated this was the third F-111 lost over North Vietnam and the F-111 was downed over Nghe An at 0400 hours.

On November 9, 1972, a People's Army of Vietnam unit reported the shoot down of an F-111 which was said to have been downed in Nghe An Province but actually had crashed in Quang Binh Province. Another report transmitting information about the reported downing of an F-4 on November 7th stated the pilot had been captured and they were to "conceal the accomplishment." This F-4 related report was placed in the files of these two missing airmen. A further report on November 14th stated a special team was being sent to recover the F-111A in Quang Binh and oversee movement of its hulk.

Both airmen were initially reported missing. Returning U.S. POWs had no information on their precise fate. After Operation Homecoming they were declared dead/body not recovered, based on a presumptive finding of death. Major Brown's name was recently the subject of a dog tag type report which reached DIA.

In January 1992 U.S. investigators in Vietnam reviewed a People's Army report of air defense operations in Military Region 4. One item dated November 7, 1972, listed the shoot down of a low flying F-111 downed by the 359th Company, Quang Binh forces, with two (crewmen) killed. In July 1992 U.S. investigators in Le Thuy District, Quang Binh located an F-111 strut used as a fence post, part of one ton of aircraft wreckage in the possession of a local resident near the crash site associated with this incident. The suspected crash site was near a mountain peak on a 45 degree slope. A photo of Major Brown's identity card was located in the Quang Binh Provincial museum together with an F-111A data plate. The material referred to a "Major Robert" as "dead" in an F-111A shoot down over Quang Binh Province.

In October 1992 Major Brown's son visited Moscow and was told by Russian officials of KGB officials who apparently had knowledge of an F-111 transfer to the USSR in November 1972.

Laos  
Donald C. Breuer  
(1947)

On November 20, 1972, Captain Breuer and Captain Anderson were the

crew on-board an F-4J, one in a flight of two aircraft on a combat operation over Savannakhet Province, Laos. Their aircraft was hit by anti-aircraft fire and crashed 35 kilometers southeast of Tchepone and 300 meters from Route 90. This is in an area southwest of the Demilitarized Zone separating North and South Vietnam. Captain Anderson parachuted safely from the aircraft, was located by search and rescue forces, and was recovered. He stated he didn't see Captain Breuer parachute from their damaged aircraft and did not hear a beeper from him. Captain Breuer was declared missing in action.

After the crash, a North Vietnamese Army unit reported on November 20th that a pilot had landed but there was no mention of the specific type of aircraft involved and the pilot's nationality was not given. The report was associated with an incident occurring in the general area of the Demilitarized Zone separating North and South Vietnam. An intelligence comment on this report indicated a tentative correlation of the report to this loss incident based on it being the only reported aircraft loss at this point in time.

On April 28, 1972, Pathet Lao radio news service reported three U.S. aircraft were hit in Saravane Province on November 18th and 19th. Pilots were killed in two F-4 and one T-28 air incident. This report was placed in the files of these individuals because of the country of loss and date of incident.

Returning U.S. POWs during Operation Homecoming early in 1973 had no information on Captain Breuer's fate. After Operation Homecoming Captain Breuer was declared killed in action, body not recovered, based on a presumptive finding of death.

In April 1973, a North Vietnamese soldier from Binh Tram 41, 473rd Transportation Division, Group 559, reported having seen an American F-4 hit by anti-aircraft fire and crash near the village of Ban Dong, Savannakhet Province, east of the border with Thua Thien Province, South Vietnam and in the area in which his division was operating. This is in an area west of the DMZ and in the general area of Highway 9. He reported seeing two parachutes. One airman landed and was rescued. Later, he observed a body of an American airman which had been stripped nude and was told the other airman had died. The area of the sighting was correlated to this loss incident.

This loss incident crash site was visited by a joint U.S./Lao team in Muong Nong District, Savannakhet Province, during 28 October-1 November 1992. The team recovered artifacts said to have belonged to the pilot who was rescued. There was no specific information on the fate of the second crewman.

South Vietnam

Bobby M. Jones  
Jack R. Harvey  
(1949)

On November 28, 1972, Captain Jones and First Lieutenant Harvey departed Udorn Air Base, Thailand, to ferry an F-4D to Da Nang Air Base, South Vietnam. The last contact with the crew was when they were approximately 32 kilometers northwest of Da Nang and the aircraft then disappeared from the radar screen. They did not arrive at Da Nang and were declared missing. Search and rescue aircraft in the area heard three "Mayday" calls and beeper signals but could not associate them with this missing crew. Subsequent to their disappearance, aircraft wreckage was located on Bach Ma Mountain in Phu Loc District, Thua Thien Province and believed associated with their crash site.

Returning U.S. POWs were unable to provide any information on the eventual fate of the two missing airmen. In 1978 they were declared killed in action, body not recovered, based on a presumptive finding of death.

North Vietnam

James R. McElvain  
(1952)

On December 18, 1972, Major McElvain and Colonel Ronald Ward departed Takhli Air Base, Thailand, in an F-111A for a single ship strike mission over North Vietnam. At 2100 hours they radioed the Joint Rescue Control Center that they'd attacked their assigned target. At this point they were plotted to be approximately 26 miles east-southeast of the town of Nam Dinh and at the mouth of a river along the Thai Binh/Nam Ha Province boundary and advised they had passed over the coastline. There was no further transmission from them and their intended course was to be out over the Gulf of Tonkin. At 2129 hours they did not make a communications check. An extensive search along their intended flight path failed to disclose any evidence of either the aircraft or its crew and the crew was declared missing in action.

On December 19, 1972, the People's Army reported it had shot down a B-52 the previous night and captured seven airmen. In another report, the seven captured were described as coming two B-52 and another aircraft not further identified, from which they'd captured a Lieutenant Colonel and a Major from a two man aircrew. On the same day another unit radioed that three of those captured were from a downed B-52 crew. No names of any Americans were in these reports. These reports were placed in the files of the these missing airmen.

One returnee stated he might have heard McElvain's name on a radio broadcast. No other returnees heard the name and no regular

monitoring service reported his name on any domestic or foreign broadcasts. A next of kin of one of the crewmen received a rumor their aircraft had been shot down by a U.S. Navy aircraft.

Returning U.S. POWs had no information on the fate of the two crewmen. After Operation homecoming they were declared killed in action, body not recovered.

North Vietnam

Arthur V. McLaughlin  
John F. Stewart  
Randolph A. Perry  
Irwin S. Lerner  
(1955)

On December 20, 1972, a B-52 with a six man crew departed Utapao Air Base, Thailand, one in a cell of three B-52s who were part of a larger bombing force on a nighttime ARC LIGHT bombing mission over North Vietnam. At 2030 hours and prior to reaching their target, the B-52 was hit by a surface to air missile. Attempts to contact the crew were unsuccessful and darkness prevented the sighting of any parachutes. Beepers were heard but could not be correlated to any specific crewmen from this aircraft due to multiple aircraft losses and beepers from other downed crewmen.

After the shoot down, the Democratic Republic of Vietnam (DRV) announced the capture of one crewman, Captain Paul L. Granger and a second crewman, Captain Thomas J. Klomann, was listed as a POW to be repatriated on the DRV list provided the U.S. in Paris on January 27, 1973.

After his release from captivity, Captain Granger stated that his aircraft was attacked by a MIG aircraft when they were approximately 70 kilometers from Hanoi. Then, surface to air missiles were launched; one struck the right wing of their aircraft and a second SAM exploded in front of the B-52's cockpit. There was a noticeable thump which was either another exploding SAM or the navigator, Captain Klomann, ejecting. Captain Granger ejected at an altitude of 28,000 feet when ordered to do so by Major Stuart, the aircraft commander. Neither Captain Granger nor Captain Klomann had any information on the eventual fate of other crewmen. The remaining crewmen, all declared missing in action, at the time, were declared killed in action, body not recovered, by 1982.

Laos

Frank A. Gould  
(1959)

On December 20, 1972, a B-52D on a mission over North Vietnam was hit by a surface to air missile while over Hanoi. The pilot

followed his exit route from the area and headed for Laos. The aircraft started losing power 25 minutes later and there were control problems with the aircraft. The crew initiated bailout procedures that night while at an altitude of 19,000 feet and over mountainous jungle terrain just over the border of North Vietnam and over Laos.

Major Gould suffered injuries to his right arm and leg from the surface to air missile explosion but had been able to apply bandages to the bleeding which had nearly stopped by the time other crewmen successfully ejected from the B-52. The aircraft's co-pilot heard Major Gould's ejection seat firing sequence but did not observe him eject from the aircraft. The aircraft crashed in Houa Phan Province approximately 40 kilometers northeast of the Ban Ban Valley in eastern Xieng Khouang Province. Search and rescue forces recovered five crewmen on December 21st but there was no parachute or beeper from Major Gould and he was declared missing in action.

On the late afternoon of December 21, SAR forces saw possible mirror flashes from an area where the five survivors were rescued but nightfall prevented identification of the source of the possible mirror flashes. The SAR effort continued the next day in the area but without locating any evidence of Major Gould.

One returning U.S. POW had knowledge of Major Gould, but what he learned about Major Gould was received prior to his own mission. He heard that Major Gould was alive on the ground and awaiting rescue but no information in such a context has ever surfaced. Major Gould's name did not appear in POW communications channels. After Operation Homecoming Major Gould was declared killed in action, body not recovered, based on a presumptive finding of death.

In February 1991, U.S. intelligence received a report with identity card information associated with Major Gould and traced to a resident of Xieng Khouang Province. In March 1991, a report came from a Lao resident in Thailand claiming that remains and artifacts had been recovered from northeast Laos near the border of North Vietnam. The report was believed possibly correlated to this incident. In December 1991, a source turned over information associated with a B-52 data plate and identity card information of Frank A. Gould. The source provided hearsay information that Major Gould was alive and living in Oudomsai Province, Laos, with a Lao wife and four children in an area approximately 6-7 kilometers east of the town of Ban Houay Sai near the border with Thailand.

Laos

Paul V. Jackson, III  
(1967)

On December 24, 1972, Captain Jackson was the pilot of an O-1 serving as a forward air controller for a flight of four A-7D

aircraft on combat operations over the southern portion of the Plain of Jars, Xieng Khouang Province. Captain Jackson's aircraft collided with an A-7D in an area approximately four kilometers west of Route 5. The other aircraft's pilot, Captain Charles F. Reiss, parachuted from his aircraft, was captured by People's Army of Vietnam forces, and was transported to North Vietnam. The two aircraft crashed 1500 yards apart and Captain Jackson's aircraft exploded and burned on impact.

One good parachute was seen at the time and this was identified as Captain Reiss who established voice contact from the ground, reporting a leg injury. He was declared missing in action and reclassified as a POW after his name appeared on the Pathet Lao list released on February 1, 1973. He was released on March 28, 1973, during Operation Homecoming.

Returning U.S. POWs had no information on Captain Jackson. Captain Jackson was declared killed in action, body not recovered, in January 1973.

Laos

John R. Wallerstedt  
Steven B. Johnson  
(1977)

On January 4, 1973, Captains Wallerstedt and Johnson were the crew in an F-4D on an operational mission over Savannakhet Province. Their aircraft was apparently struck by hostile groundfire and went out of control while recovering from a bombing run. The aircraft crashed approximately 30 kilometers southwest of Tchepone and five kilometers north of Route 9. Both crewmen parachuted from the aircraft and landed approximately 30 meters apart. The crewmen had radio contact with one another while coming down in the parachute. Search and rescue forces were later able to establish radio contact with Captain Wallerstedt but did not establish contact with Captain Johnson.

Captain Wallerstedt located Captain Johnson on the ground, pinned under a tree limb too heavy for him to lift. It appeared that Captain Johnson's parachute landing into trees had broken off a limb which fell on him. Captain Johnson was unconscious, bleeding profusely from the mouth and nose, and was gasping for breath.

After 15 minutes in that state Captain Wallerstedt could detect no pulse. Due to approaching hostile ground forces, Captain Wallerstedt left Captain Johnson, showing no signs of life, and evaded. He was later rescued.

Captain Johnson was declared killed in action, body not recovered, in January 1973. Returning U.S. POWs had no information on his fate.

South Vietnam

Richard A. Knutson  
Mickey A. Wilson  
William A. Stinson  
Manuel A. Lauterio  
Elbert W. Bush  
William L. Dean  
(1978)

On January 8, 1973, a UH-1H helicopter from the 62nd Aviation Company with a crew of four and three passengers from the Military Assistance Command Army Advisory Group departed Landing Zone Sally in Quang Tri Province en route to Quang Tri City. It was later reported to have flown across the Thach Han River into hostile territory and circled twice with its guns firing at an unknown ground target. It was then fired on by the People's Army of Vietnam using SA-7 ground to air missiles. The first missile missed and the second hit the helicopter's boom. A third hit the helicopter proper prior to its crash in the area of the South Vietnamese Army's Ai Tu Combat Base. Multiple SA-7 launches drove off SAR forces in the area of the helicopter shoot down. The seven servicemen were declared missing in action.

Subsequent to their loss, CIA forwarded hearsay information from a Vietnamese source reporting a helicopter had been shot down on January 8, 1973, in the area of this loss incident. Four U.S. pilots were reportedly captured and the fate of two other crewmen was unknown. DIA later determined that CIA had terminated the source due to possible fabrication of information.

DIA In August 1973, DIA received a hearsay report of a helicopter crash site in the area of this loss incident. Two remains were reportedly in the crash site area in Trieu Phong District, Quang Tri Province.

Returning U.S. POWs had no information on the precise fate of the missing servicemen. After Operation Homecoming, all were declared dead/body not recovered, based on a presumptive finding of death.

South Vietnam

Mark A. Peterson  
George W. Morris, Jr.  
(1981)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Arthur D. Bollinger  
Dale Brandenburg

Peter R. Cressman  
Joseph A. Matejov  
Todd M. Melton  
Severo J. Primm, III  
George R. Spitz  
(1983)

On February 5, 1973, an EC-47Q disappeared over Saravan Province while on an electronic intelligence mission. An airborne search effort later located the wreckage of the aircraft. A ground search team located three or four charred bodies and was able to recover one of them, the remains of Robert E. Bernhardt. In providing his own analytical comments concerning the meaning of a Vietnam People's Army radio message intercepted shortly after the loss of the EC-47Q, Baron 52, an U.S. Air Force communications analyst concluded the substance of the message indicated that several of the Baron 52 had been captured alive and were being moved to North Vietnam. However, based on the condition of the crash site and the evidence found there, the commander of the unit concluded that those on the aircraft had all perished. In February 1973 the crew was declared killed in action, body not recovered based on a presumptive finding of death.

In June 1989, a private U.S. POW/MIA hunter in Thailand reported information from a self declared Lao resistance leader that six of the Baron 52 crew were alive and he believed they were being held in Saravan Province. In June 1990, a DIA field element in Thailand, the Stony Beach Team, received information from a source asserting that five of the crew were alive and living with ethnic Lao Theung in Laos (Bollinger, Brandenburg, Spitz, Primm, Cressman.) A Lao resistance group asserted it would take action. DIA concluded this was a similar to the earlier and fabricated report.

In the fall of 1992, the Senate Select Committee received sworn testimony from DIA's senior POW/MIA analyst, Robert DeStatte. Mr. DeStatte provided detailed information on what was known about the disappearance of Baron 52 and the intercepted North Vietnamese communications, noting that the report that so excited the U.S. Air Force analyst actually related to the movement of four airmen to the area of the port city of Vinh in the panhandle of North Vietnam and hundreds of kilometers from the site of Baron 52's disappearance. With such a message received only minutes after the loss of Baron 52 in South Laos, DIA concluded the report correlated to airmen other than those in Baron 52.

In October 1992 the Chairman of the Senate Select Committee on POW/MIA Affairs forwarded his strong recommendation to the Lao Government that the planned crash site investigation of Baron 52 take place as scheduled. On November 2, 1992, a joint U.S./Lao team traveled to Sekong Province and to the crash site of Baron 52. The team found the wreckage still there. Two witnesses were

interviewed who described the crash of the aircraft and the resultant fire. One witness described visiting the site the next morning and finding a burned corpse which was recovered by SAR aircraft. Three North Vietnamese advisors arrived several days later to inspect the site.

The joint team recovered one of Joseph A. Matejov's dog tags from the site as well as personal and military artifacts, including pieces of two flight suits. The team's recovery of unopened parachute canopy releases indicated some of the missing crewmen were undoubtedly still on board the aircraft at the time of impact.

South Vietnam

Joseph G. Greenleaf  
Clemie McKinney  
(2044)

On April 14, 1972, Lieutenants Greenleaf and McKinney were the crew in an F-4J, one in a flight of three over an area approximately 25 kilometers northwest of Quang Tri City, Quang Tri Province. A forward air controller observed five rounds of antiaircraft fire hit the cockpit area of their aircraft midway through a bombing run and crash just south of the Demilitarized Zone separating North and South Vietnam. It was observed throughout the dive and impact by a forward air controller who reported the aircraft crashed with canopies in place and there were no ejections. Both crewmen were declared missing in action.

Returning U.S. POWs had no information on their precise fate. After Operation Homecoming they were declared killed in action, body not recovered, based on a presumptive finding of death.

On August 14, 1985, Vietnamese officials repatriated remains identified as Lieutenant McKinney. U.S. officials were told that Lieutenant Greenleaf had died at Cua Viet, Quang Tri Province, in November 1972. In August 1991, U.S. investigators in Vietnam uncovered records of the 280th Air Defense Regiment referencing the downing of an Aircraft on April 14, 1972 and possibly associated with this loss incident. One shovel on display at the unit museum was reportedly recovered by the 103th Battalion from the aircraft's crash site.

Laos

Melvin A. Holland  
Herbert A. Kirk  
Patrick L. Shannon  
Henry G. Gish  
Willis R. Hall  
Clarence F. Blanton  
James H. Calfee  
James W. Davis  
Dave S. Price  
Donald K. Springsteadah  
Don F. Worley  
(2052)

On March 11, 1968, a group of U.S. Air Force military technicians with personal documentation as civilian members of Lockheed Aircraft Service were based on Phou Pha Thi Mountain at Site 85 in Houa Phan Province. This was a covert operation in Laos known by the code name Project HEAVY GREEN. In the early morning pre-dawn hours of March 11th, the site was assaulted and overrun by a force of People's Army of Vietnam Bartels sappers. Eight technicians escaped and were evacuated, one of whom died later while en route to Ubon, Thailand. Eleven others at the TACAN site were declared missing. All were later reinstated to their U.S. Air Force service status and rank.

In March 1970 the families were brought to Washington and briefed on the circumstances of loss of these servicemen. Returning U.S. POWs had no information on their precise fate. In 1982 the Secretary of the Air Force declassified the project for the first time and the 11 U.S. Air Force servicemen who became missing at Lima Site 85 on Phou Pha Thi Mountain were entered onto the Defense Department's official casualty roles as killed in action, body not recovered.

In 1972, an officer of the People's Army of Vietnam, described to the Army Attache's Exploitation Team (Project 5310-03-E) senior Interrogation Officer how his unit was preceded up the karst by a hand picked small sapper force which overcame U.S. personnel at the TACAN site. He heard some were thrown off the cliff. The People's Army forces seized sensitive equipment and documents before the TACAN site was bombed by U.S. aircraft. The officer was not aware of any American who was taken prisoner or survived the sapper assault and is the only People's Army source who assaulted Site 85 and came into U.S. hands during the war.

One report from the same Exploitation Team in 1972 from a former Pathet Lao described a male caucasian being escorted to the Pathet Lao Headquarters early in 1968 but this sighting could not be correlated to those at Lima Site 85. In late 1990 a former Pathet Lao stated that three U.S. had indeed survived and had been taken away from Site 85. This report followed a January 1989 report from a private U.S. citizen and POW/MIA hunter offering information on

275 U.S. POWs in Southeast Asia at 17 different locations, 3 of whom correlated to names of those missing at Site 85.

Over water

Harry E. Mitchell  
Michael J. Kustigian  
(2053)

On the morning of May 6, 1968, Seamen Mitchell and Kustigian did not report for an assigned worked detail on board the U.S.S. Long Beach. The Long Beach was at the time an estimated 40 miles off the coast of Central Vietnam in the South China Sea and heading into the Gulf of Tonkin. An on-board investigation failed to disclose any cogent reason for the disappearance of the two seamen and they were reported missing. Both had been confirmed on board the ship the previous evening when the ship was well at to sea. However, a later U.S. Navy review board classified the two men as deserters and they were not listed as Southeast Asia casualties due to the Defense Department's policy of excluding deserters from casualty reports.

In 1979 the U.S. Navy reviewed its previous findings in the case of Mitchell and Kustigian. Upon review, both seamen were declared missing non-hostile and then declared dead/body not recovered, based on a presumptive finding of death.

After their initial disappearance, a Stars and Stripes article erroneously reported them as having been located. Another report offered information that Harry Mitchell was seen later in the United States but this was never confirmed and neither seaman has ever been confirmed alive since the night of May 5th/6th, 1968 and the precise circumstances of their disappearance and fate have never been definitely established.

DIA ANALYSIS OF THE 324-NAME LIST  
PREPARED BY THE OFFICE OF SENATOR BOB SMITH

On 1 December 1992, the office of Senator Bob Smith released a document entitled "U.S. POW/MIAs Who May Have Survived in Captivity." This document included a list of 324 names of individuals who are alleged to be candidates for survival but in fact include mainly persons who died during wartime.

The 324-name list consists of a mix of cases that include individuals whose remains have been repatriated and identified, persons known to have died during wartime or in captivity, persons for whom there is no analytic basis to indicate survival, and still others who can be considered potential candidates for having survived the loss incident, capture and/or captivity. The individuals among the last group--those who can be considered potential candidates for live prisoners--make up less than 50% of those on the 324-list. All of these persons have previously been identified by the Department of Defense as priority discrepancy cases.

As noted in the cover sheet included with the 324-name list, the office of Senator Bob Smith based its list on several factors, some of which are indeed valid indicators of possible survival of the incident, capture, and captivity. Others, however, are based on incomplete, out-of date, or inaccurate information or on data taken out of context. Over 50% of the individuals were placed on this list on the basis of this type of flawed data.

DIA has conducted a detailed and comprehensive all-source analysis of the totality of information available on all individuals on the 324-name list. This information comprises wartime and postwar reporting and data collected during joint in-country investigations and from archival research. DIA has also drawn from information acquired after all returned POWs had been thoroughly debriefed and their reporting had been cross checked and analyzed.

Based on this thorough review of the entire range of all-source intelligence available today, DIA has determined the following regarding the 324-name list:

The remains of five of the individuals named on the list have been returned to their families.

In over 50% of the listed cases, the individuals either died in their incidents or there exists no analytic basis to indicate survival.

Less than 50% of the listed cases are among the priority discrepancy cases in which there exists an analytic basis to suggest the individuals might reasonably be considered potential candidates for survival of the loss incident, capture, and/or captivity. Many of the priority discrepancy cases are not identified on the 324-name list.

DIA has reviewed the cases of all individuals unaccounted for in Indochina to determine which persons could potentially have survived their incidents and become captives. These have been identified as priority discrepancy cases and are the focus of joint investigations carried out by the CINPAC Joint Task Force - Full Accounting.

DIA ANALYSIS OF THE 324-NAME LIST  
PREPARED BY THE OFFICE OF SENATOR BOB SMITH

On 1 December 1992, the office of Senator Bob Smith released a document entitled "U.S. POW/MIAs Who May Have Survived in Captivity." This document included a list of 324 names of individuals who are alleged to be candidates for survival but in fact include mainly persons who died during wartime. (See Tab A.)

The 324-name list consists of a mix of cases that include individuals whose remains have been repatriated and identified, persons known to have died during wartime or in captivity, persons for whom there is no analytic basis to indicate survival, and still others who can be considered potential candidates for having survived the loss incident, capture and/or captivity. The individuals among the last group--those who can be considered potential candidates for live prisoners--make up less than 50% of those on the 324-list. All of these persons have previously been identified by the Department of Defense as priority discrepancy cases.

As noted in the cover sheet included with the 324-name list, the office of Senator Bob Smith based its list on several factors, some of which are indeed valid indicators of possible survival of the incident, capture, and captivity. Others, however, are based on incomplete, out-of date, or inaccurate information or on data taken out of context. Over 50% of the individuals were placed on this list on the basis of this type of flawed data.

DIA has conducted a detailed and comprehensive all-source analysis of the totality of information available on all individuals on the 324-name list. This information comprises wartime and postwar reporting and data collected during joint in-country investigations and from archival research. DIA has also drawn from information acquired after all returned POWs had been thoroughly debriefed and their reporting had been cross checked and analyzed.

Based on this thorough review of the entire range of all-source intelligence available today, DIA has determined the following regarding the 324-name list:

The remains of five of the individuals named on the list have been returned to their families. (See Tab B.)

In over 50% of the listed cases, the individuals either died in their incidents or there exists no analytic basis to indicate survival. (See Tab C.)

Less than 50% of the listed cases are among the priority discrepancy cases in which there exists an analytic basis to suggest the individuals might reasonably be considered potential candidates for survival of the loss incident, capture, and/or captivity. (See Tab D.) Many of the priority discrepancy cases are not identified on the 324-name list.

DIA has reviewed the cases of all individuals unaccounted for in Indochina to determine which persons could potentially have survived their incidents and become captives. These have been identified as priority discrepancy cases and are the focus of joint investigations carried out by the CINPAC Joint Task Force - Full Accounting.

TAB B

NAMES OF PERSONS WHOSE REMAINS HAVE BEEN REPATRIATED  
BUT WHO APPEAR ON THE 324-NAME LIST  
PRODUCED BY THE OFFICE OF SENATOR BOB SMITH

ANDREWS, WILLIAM R. REMAINS REPATRIATED SEPTEMBER 1990.

JOHNS, VERNON Z. REMAINS REPATRIATED APRIL 1989.

KOONS, DALE F. REMAINS REPATRIATED APRIL 1988.

MAMIYA, JOHN M. REMAINS REPATRIATED MARCH 1988.

MCLEARY, GEORGE C. REMAINS REPATRIATED JULY 1988.

TAB C

NAMES OF PERSONS WHO DID NOT SURVIVE BUT  
APPEAR ON THE 324-NAME LIST  
PRODUCED BY THE OFFICE OF SENATOR BOB SMITH

ADAM, JOHN (1187): AIRCRAFT DISAPPEARED SUDDENLY WHILE ON A NIGHTTIME FLARE DROP MISSION. ANOTHER AIRCRAFT SPOTTED A LARGE GROUND FIRE IN THE AREA BUT COULD NOT CONFIRM IT WAS THE MISSING AIRCRAFT. DAYLIGHT FOLLOW-UP WAS ALSO UNSUCCESSFUL. NO INDICATION OF SURVIVAL OF ANY OF THE NINE CREWMEN. CITED INTERCEPT REPORTS THAT A SOVIET CORRESPONDENT MENTIONED THE NAME OF JOHN ADAM AS BEING DOWNED IN LAOS; NO MENTION WAS MADE OF ANY OF OTHER EIGHT CREW MEMBERS, NOR WAS THERE ANY INDICATION OF SURVIVAL OF ANY OF THE CREW.

ADAMS, LEE (0307): AIRCRAFT CRASHED INTO GROUND WHILE DIVING TO STRAFE TRUCK TRAFFIC. NO CHUTE SEEN, NO BEEPER HEARD. SRV REGION IV SHOOTDOWN LOG CONTAINS CORRELATING ENTRY WHICH INDICATES SHOOTDOWN AND DEATH OF PILOT. POOR CANDIDATE FOR SURVIVAL. HEARSAY MENTION OF NAME BY FELLOW F105 PILOT WHO WAS DOWNED AFTER ADAMS; NOT SEEN IN CAPTIVITY BY ANY RETURNEES.

ALGAARD, HAROLD (1715): AIRCRAFT WITH FIVE CREWMEMBERS DISAPPEARED WHILE ON A RECONNAISSANCE MISSION OVER THE DMZ. INTERCEPTS OF COMMUNIST RADIO TRANSMISSIONS INDICATE ALL CREWMEMBERS IN THIS INCIDENT WERE KILLED. FIVE CREWMEMBERS ON NIGHTTIME MISSION OVER NORTH VIETNAM. RELIABLE SOURCE REPORTED EXPLOSION IN MIDAIR. NO SIGN OF CRASHSITE OR CREW EVER DISCOVERED. TOW OF THREE MESSAGES INDICATE ALL CREWMEMBERS KILLED. THIRD MESSAGE DOES NOT CORRELATE TO THIS INCIDENT. MR4 SHOOTDOWN RECORD INDICATES ALL FIVE CREWMEMBERS KILLED.

ALLARD, RICHARD (0811): HELICOPTER CRASHED INTO DEEP FAST-RUNNING WATER. OF NINE PERSONS ABOARD, 4 WERE RESCUED SHORTLY AFTER INCIDENT. ONE SEEN BEING SWEEPED AWAY. FOUR OTHERS, INCLUDING ALLARD, NOT SEEN BY SURVIVORS TO HAVE EXITED THE HELICOPTER. RIVER SEARCHED EXTENSIVELY, ONE BODY FOUND THE FOLLOWING MONTH. NO ANALYTICAL BASIS TO CONCLUDE ALLARD SURVIVED.

ALLINSON, DAVID (0425): WINGMAN OBSERVED EJECTION AND SAW PARACHUTE LAND, BUT SAR WAS UNSUCCESSFUL. ALLINSON'S NAME WAS KNOWN BY PILOTS SUBSEQUENTLY SHOT DOWN WHICH IS HOW IT PROBABLY WAS CIRCULATED IN RISON SYSTEM. ALLISON NEVER APPEARED IN PW SYSTEM. THERE IS NO FIRM INDICATION ALLISON SURVIVED THE LOSS INCIDENT.

ANDERSON, GREGORY (1552): THE RESCUE HELICOPTER WAS SHOT DOWN BY A MIG WHILE IN A HOLDING PATTERN AWAITING CLEARANCE TO INITIATE THE RESCUE. THE HELICOPTER EXPLODED IN THE AIR BEFORE PLUMMETING TO THE GROUND. NO CHUTES WERE SEEN, BUT A BEEPER SIGNAL WAS HEARD FOR ABOUT TWO SECONDS. ALL SIX PERSONS ABOARD ARE POOR CANDIDATES FOR SURVIVAL.

ARMSTRONG, JOHN (0833): CREWMATE SIJAN, WHO EVENTUALLY DIED IN CAPTIVITY IN VIETNAM, REPORTED TO RETURNEES PRIOR TO HIS DEATH THAT ONE OF THEIR BOMBS HAD DETONATED IMMEDIATELY UPON RELEASE, AND HE BELIEVED THAT PILOT ARMSTRONG HAD BEEN IMMEDIATELY KILLED AT THAT TIME. THE CITED INTERCEPT REPORTS THAT A SOVIET CORRESPONDENT LISTED ARMSTRONG AS HAVING BEEN SHOT DOWN; IT SAYS NOTHING WHICH INDICATES ARMSTRONG AS HAVING BEEN SHOT DOWN. IT SAYS NOTHING WHICH INDICATES ARMSTRONG SURVIVED, LET ALONE THAT HE HAD BEEN INTERVIEWED.

AVERY, ROBERT (1156): DISAPPEARED FROM RADAR VIEW WHILE ON BOMBING MISSION. A CORRELATING ENTRY IS FOUND ON SRV MILITARY REGION IV SHOOTDOWN LOG INDICATING SHOOTDOWN AND DEATH OF TWO CREWMEN. EARLY RETURNEE NORRIS CHARLES, BASED ON A LIST MEMORIZED WHILE CAPTIVE, IDENTIFIED AN AIR FORCE MAJOR AVERY AS BEING A POW. HE RECALLED LAST NAME ONLY, AND INITIALLY THIS WAS THOUGHT TO RELATE TO ROBERT D. AVERY. RANK AND SERVICE ARE WRONG, HOWEVER, AND NO CORROBORATING INFO WAS OBTAINED FROM ANY OTHER RETURNEE. CHARLES, WHILE A CAPTIVE, WAS CHARGED WITH KEEPING A "MEMORY LIST" OF FELLOW PRISONERS. MOST OF HIS NAMES WERE VALIDATED; A FEW, INCLUDING THIS ONE, WERE NOT.

AYERS, RICHARD (1596): AIRCRAFT DISAPPEARED WHILE ON RECONNAISSANCE MISSION NEAR DMZ ON LAO/VN BORDER AREA. RADIO HANOI ANNOUNCED CORRELATING SHOOTDOWN, BUT DID NOT INDICATE FATE OF CREW. RETURNEE HYATT RELATED HEARSAY THAT "AYERS" WAS A PRISONER AT CU LOC (THE ZOO) IN 1972; THIS WAS NOT CORROBORATED BY ANY OTHER RETURNEE.

AYRES, GERALD (1879): C-130 AIRCRAFT HIT BY MISSILE DURING A NIGHTTIME RECONNAISSANCE MISSION. PILOT ORDERED BAILOUT, AS SECOND EXPLOSION SEPARATED RIGHT WING FROM AIRCRAFT. A LARGER EXPLOSION THEN BLEW THREE CREWMEN FROM THE AIRCRAFT AS IT FELL TO THE GROUND, EXPLODED, AND BURNED. AYRES, THE ILLUMINATOR OPERATOR, IS NOT A STRONG CANDIDATE FOR SURVIVAL. THOUGH THOUGHT BY ONE RETURNEE TO HAVE BEEN HELD CAPTIVE IN HOA LO PRISON, THIS WAS NOT CORROBORATED BY ANY OTHER RETURNEE.

BALCOM, RALPH (0340): AIRCRAFT DISAPPEARED WHILE CLIMBING UP THROUGH CLOUD LAYER. SHORT BEEPER SIGNAL HEARD BY ONE WINGMAN, BUT SAR FORCES WERE UNABLE TO HEAR OR LOCATE. THREE WEEKS LATER PATHET LAO RADIO ANNOUNCED SHOOTDOWN OF AIRCRAFT WHICH CORRELATES TO BALCOM. LITTLE ELSE KNOWN OF THIS CASE; NO EVIDENCE OF SURVIVAL.

BANCROFT, WILLIAM (1675): AIRCRAFT WAS HIT WHILE ON A LOW-LEVEL RECONNAISSANCE MISSION. WINGMAN SAW INITIAL EXPLOSION IN THE AIR AND THEN AN "ALL-CONSUMING EXPLOSION ON THE GROUND." HE SAW NO CHUTES AND HEARD NO BEEPERS. BASED ON WINGMAN'S REPORT, BOTH CREWMEN DECLARED KIA/BNR. THE SIGINT REPORT REFERRED TO DOES NOT RELATE TO THIS CASE, BUT TO AN RLAF T-28 DOWN THE SAME DAY.

BANNON, PAUL (1465): AIRCRAFT WAS ON VISUAL RECONNAISSANCE MISSION OVER LAOS. WHILE CONVERSING WITH NAKHON PHANOM AIR BASE CONTROLLER, TRANSMISSION ABRUPTLY STOPPED AND AIRCRAFT DISAPPEARED FROM CONTROLLER'S RADAR. CONSISTENT WITH THE MISSING-IN-ACTION STATUS ASSIGNED TO THIS CREW, THERE IS NO FIRM INDICATION AS TO WHETHER OR NOT THEY SURVIVED THE CRASH OF THEIR AIRCRAFT. THE MENTION OF MAJOR PAUL W. BANNON'S NAME DURING CLOSED-DOOR TESTIMONY IN 1981 RESULTED FROM THE OBSERVATION OF SIMILARITY TO A REFUGEE'S MENTION OF A "LT COLONEL PAUL W. MERKLAND" ALLEGED TO BE IN DETENTION. THIS CORRELATION APPEARS TO BE HIGHLY SPECULATIVE, AND HAS NEVER BEEN CORROBORATED BY ANY OTHER EVIDENCE.

BARDEN, HOWARD (0587): OBSERVERS OF THIS HELICOPTER INCIDENT INDICATED THAT NO ONE COULD HAVE SURVIVED. NO EVIDENCE, THEN OR SINCE, HAS EVER BEEN ACQUIRED TO CONTRADICT THE FINDING THAT ALL CREWMEN WERE KIA/BNR.

BEENE, JAMES (0483): WHILE ON NIGHTTIME RECONNAISSANCE MISSION, BEENE EXPERIENCED PROBLEMS WITH VERTICAL GYRO INDICATOR, WHICH FORCED HIM TO RELINQUISH LEAD POSITION FOR AWHILE. LATER, AFTER RESUMING LEAD, HE TRANSITIONED TO INSTRUMENT FLIGHT, PENETRATED A LAYER OF CUMULUS CLOUDS, AND DISAPPEARED. AT SUNRISE, AN OIL SLICK WAS SIGHTED NEAR BEENE'S LAST KNOWN POSITION. CONSISTENT WITH HIS MISSING-IN-ACTION STATUS, THERE IS NO INDICATION BEENE SURVIVED. ONE RETURNEE REPORTED HEARSAY MENTION OF BEENE'S NAME IN DETENTION; THERE WAS NO MENTION BY ANY OTHER RETURNEES.

BEGLEY, BURRISS (0542): AIRCRAFT SHOT DOWN BY MIG. BEGLEY BROADCAST THAT HE WAS EJECTING, BUT NO WINGMAN OBSERVED ANY EJECTION. NO CHUTE WAS OBSERVED OR BEEPERS HEARD. NAME "BEGLEY" WAS SEEN SCRATCHED ON FLOOR OF A HOA LO PRISON QUIZ ROOM IN MID 1967. NO OTHER RETURNEE HAD KNOWLEDGE OF BEGLEY. CONSISTENT WITH MISSING-IN-ACTION STATUS ASSIGNED, THERE IS NO INDICATION WHETHER BEGLEY SURVIVED HIS INCIDENT.

BENNETT, WILLIAM (0825): AIRCRAFT STARTED PULL-UP AFTER STRAFING RUN ON TARGET, BUT CRASHED INTO THE GROUND AND EXPLODED ON IMPACT. WINGMEN MADE REPEATED PASSES OVER AREA BUT SAW NO CHUTE AND HEARD NO BEEPER. FOLLOW-ON SEARCH CONDUCTED WITHOUT SUCCESS. NOT A GOOD CANDIDATE FOR SURVIVAL. NAME HEARD BROADCAST ON HANOI RADIO BY A SINGLE RETURNEE; BENNETT NOT REPORTED ON BY ANY OTHER RETURNEE. RADIO BROADCAST PROBABLY RELATED TO HAROLD BENNETT, DIED IN CAPTIVITY.

BOGIAGES, CHRISTOS (1397): AIRCRAFT ENTERED AN UNUSUAL STEEP TURN FOLLOWING A STRAFING PASS AND CRASHED INTO A HILL ONE KILOMETER BEYOND THE TARGET. NO CHUTE SEEN AND NO BEEPER HEARD. LATER, FRIENDLY LAO PERSONNEL SEARCHED THE SITE, FOUND NO REMAINS OR SURVIVAL GEAR. PORTION OF G-SUIT AND A BOOT FOUND, SHOWING INDICATIONS OF HAVING BEEN CUT FROM THE PILOT. CONSISTENT WITH HIS MIA STATUS, THERE IS NO INDICATION THE PILOT SURVIVED THE INCIDENT.

BOUCHARD, MICHAEL (1345): WHILE ON NIGHTTIME BOMBING RUN, AIRCRAFT HIT BY AAA AND EXPLODED. ONE CREWMAN ABLE TO EJECT AND LATER RESCUED, BUT HE DID NOT KNOW IF BOUCHARD ABLE TO EJECT. SINGLE RETURNEE REPORTED HEARING NAME OF "BOUCHER" ALLEGEDLY IN DETENTION AT HOA LO IN MARCH 73. NO OTHER REPORT BY RETURNEE. (NOTE: RETURNEE BUTCHER WAS AT HAO LO IN MARCH 73.)

BRANDENBERG, DALE (1983): THE PHYSICAL EVIDENCE ANALYZED BY THE SAR TEAM AT THE CRASHSITE INDICATES THAT THE AIRCRAFT SUFFERED A MASSIVE AND SUDDEN CATASTROPHIC FAILURE IN FLIGHT, CRASHED TO THE GROUND IMMEDIATELY, BOUNCE ONCE AND LANDED UPSIDE DOWN. THE SAR TEAM ALSO WITNESSED AT LEAST 3 BODIES AT THE SITE. A RECENT VISIT TO THE SITE INDICATES THAT THE FATE OF ADDITIONAL CREWMEN MAY SOON BE DETERMINED. GIVEN THE ABSENCE OF POSITIVE INDICATIONS OF CREW SURVIVAL, AND THE PHYSICAL DATA COLLECTED AT THE CRASH SITE, THERE IS LITTLE REASON TO BELIEVE THAT ANY OF THE CREW SURVIVED THE LOSS INCIDENT. RADIO INTERCEPTS, MISTAKENLY THOUGHT BY SOME TO REFER TO THE BARON 52 INCIDENT, DO NOT PERTAIN.

BREUER, DONALD (1947): AIRCRAFT HIT BY AAA FOLLOWING BOMB RUN. ONE CREWMAN EJECTED, WAS RESCUED BY SAR HELICOPTER. NO EVIDENCE BREUER SURVIVED. ACCORDING TO INTERCEPT OF PATHET LAO RADIO, PL FORCES WERE BEING DIRECTED TO ATTEMPT CAPTURE OF AIRCRAFT CREW. INTERCEPT DID NOT REPORT RESULTS OF EFFORT.

BROWN, ROBERT (1945): AIRCRAFT DISAPPEARED EN ROUTE TO A NIGHTTIME BOMBING TARGET. VISUAL AND ELECTRONIC SEARCH WERE UNSUCCESSFUL. SRV MILITARY REGION IV SHOOTDOWN LOG CONTAINS ENTRY WHICH CORRELATES TO THIS INCIDENT AND INDICATES CREWMEN KILLED. ON-SITE INVESTIGATION BY JOINT TEAM HAS DEDUCED THAT CREW CAPSULE DID NOT SEPARATE FROM AIRCRAFT PRIOR TO THE CRASH. SIGNAL INTERCEPTS ALLEGING CAPTURE DO NOT CORRELATE TO THIS INCIDENT. BROWN IS A POOR CANDIDATE FOR SURVIVAL.

BROWNLEE, ROBERT (1834): BROWNLEE AND TWO OTHERS WITHDREW FROM THEIR BUNKER UNDER HEAVY FIRE FROM ADVANCING ENEMY FORCES. AS THEY WERE ADVANCING UP A HILL, BROWNLEE BECAME SEPARATED. THE OTHERS CONTINUED THEIR EVASION AND NEVER SAW BROWNLEE AGAIN. ANOTHER ARVN WHO WAS CAPTURED REPORTED LATER THAT BROWNLEE HAD KILLED HIMSELF. CONSISTENT WITH HIS MISSING-IN-ACTION STATUS, THERE IS NO INDICATION BROWNLEE SURVIVED THIS INCIDENT.

BUELL, KENNETH (1924): A-6 AIRCRAFT DISAPPEARED WHILE ON A NIGHT RECONNAISSANCE MISSION. LAST RADIO CONTACT WAS APPROXIMATELY 60 KILOMETERS SOUTH OF HAIPHONG, THAI BINH PROVINCE. APPROXIMATELY SEVEN MINUTES LATER, CREW MEMBERS OF ANOTHER AIRCRAFT IN THE AREA SAW A LARGE AERIAL EXPLOSION ALONG THE A-6 FLIGHT PATH. NO CHUTES WERE SIGHTED NOR BEEPERS HEARD. RADIO HANOI REPORTED SHOOT DOWN. USUALLY RELIABLE SOURCE REPORTING MAY CORRELATE TO THIS CASE. NEITHER CREWMEMBER SHOWED UP IN PRISON SYSTEM. NO OTHER INTELLIGENCE HAS EVER SURFACED ON CASE. THE OTHER CREWMEMBER'S REMAINS WERE RETURNED.

BUNKER, PARK (1686): AIRCRAFT CRASH LANDED AFTER BEING SHOT DOWN ON RECON MISSION. PILOT SURVIVED THE INCIDENT BUT RADIOED TO FAC THAT HE WAS UNDER SMALL ARMS FIRE AND SAID "FOR ALL PRACTICAL PURPOSES, I AM DEAD." SEARCH AIRCRAFT LATER REPORTED SEEING LIFELESS BODY LYING NEAR DOWNED AIRCRAFT. BUNKER DECLARED KIA PRIOR TO HOMECOMING.

BYNUM, NEIL (1505): AIRCRAFT MADE A STRAFING PASS AGAINST A GROUND TARGET, FAILED TO PULL UP, AND WAS OBSERVED BY A FAC TO IMPACT THE GROUND APPROXIMATELY 100 METERS BEYOND THE TARGET. NO CHUTES OBSERVED BY FAC, NO BEEPER HEARD. TWO-HOUR VISUAL AND ELECTRONIC SEARCH CONDUCTED WITHOUT SUCCESS. NOT A GOOD CANDIDATE FOR SURVIVAL. INTERCEPT DOES MENTION STATUS OF PILOT.

CARR, DONALD (1758): AIRCRAFT FAILED TO REPORT AT EXPECTED TIME WHILE FLYING RECONNAISSANCE MISSION IN MARGINAL WEATHER. FOUR-DAY VISUAL AND ELECTRONIC SEARCH WAS UNSUCCESSFUL. A 1975 INTEL REPORT OF A 1971 SIGHTING OF AN ALLEGED U.S. POW WAS DEEMED TO POSSIBLY CORRELATE TO ANOTHER POW. CONSISTENT WITH THE MISSING-IN-ACTION STATUS ASSIGNED, THERE IS NO INDICATION EITHER CREWMAN SURVIVED THIS INCIDENT. JOINT U.S./LAO ATTEMPTS TO INVESTIGATE THE CRASH AREA IN SEPTEMBER 1991 WERE FOILED BY BAD WEATHER AND FLOODING. LAO OFFICIALS HAVE AGREED TO CONDUCT UNILATERAL INVESTIGATIONS.

CARROLL, JOHN (1944): AIRCRAFT SHOT DOWN AND CRASH-LANDED ON A RIDGE. CARROLL SURVIVED THE CRASH, REPORTED HE WAS UNDER FIRE BY THE ENEMY, BUT INTENDED TO STAY WITH THE AIRCRAFT. HELICOPTERS ATTEMPTING RECOVERY REPORTED SIGHTING CARROLL'S BODY, WITH APPARENT HEAD WOUND, UNDER THE AIRCRAFT WING. BASED ON DETAILED DESCRIPTION OF BODY, JUDGEMENT WAS MADE THAT HE WAS FATALLY WOUNDED. DECLARED KIA PRIOR TO HOMECOMING.