

Tailbone 78

On the night of 22 April 1968 “Spade” Cooley and “Lucky” Palmgren flew an F-111A on a solo strike mission against a target in North Vietnam. They did not return from the mission. Thirty three years later their fate remains unknown.

David Leo “Spade” Cooley was a 33 year old US Navy Lt. Cdr. temporarily assigned to the 428th TFS at Nellis and deployed to Takli, Thailand. Spade was a former A-3 fleet pilot with VAH-2 and graduate of the Navy Test Pilot School at Patuxent River, Maryland. His assignment after TPS was to the Flight Test Division at Pax River where he tested the F-111B. Spade had a wife and an infant son.

Edwin “Luckey” Palmgren held the rank of Lt. Col. in the US Air Force and was 41 years old at the time of his loss. He was the Operations Officer of the 428th TFS and was twice a pilot with the Thunderbirds flight demonstration team. Palmgren was married with two children.

The strike was against the Long Dai highway-ferry south of Dong Hoi in route pak 1 The JTF-FA has investigated their loss since 1992 when they first sent a team to the area of their target. . Two visits to the

Mountains to the west sloped down to the river. Only 8 miles up the mountains to the west the peaks were 2000 feet, and higher beyond that. At the highway-ferry the land was 20 feet above the river and gradually flowed to the Tonkin Gulf some 10 miles to the North. This land has sandy soil in gently rolling swales with scrub vegetation and a variety of palm trees. A few fields were planted with vegetables, but it was mostly palms, low bushes and a few bomb craters that collected water.

Takeoff was at 1858 hrs local. The climb to 10,000 feet took only minutes. They checked in with "Dressy Lady" GCI and were eventually handed off to "Lion" GCI. At 1959 hrs they contacted the airborne command and control center "Alley Cat". They had just crossed the Mekong River into Laos when they began their automatic letdown to TF altitude, first a gentle nose-over, then as the radar altimeter picked up the terrain as they passed through 5,000 feet, a 12 degree plunge. By the time they reached their pre-planned turn point over Laos they were at 500 ft AGL, probably with a medium ride selected on the TFR. The land below ranged from valley floors 500 to 800 feet above sea level, to karst ridges at 1500 ft. At their turn point they swung 40 degrees to the left, now heading northwest. Alleycat cleared them into North Vietnam at 2004 hrs and handed them off to "Waterboy", a ground based radar station in Don Ha, South Vietnam. At that point they were 10 minutes from their target and traveling at 500 kts.

At their IP on the west side of the Anamite Mountains they turned 60 degrees right and headed straight to the river crossing. The final 50 miles took them over the mountains and down the east slope. At 500 ft AGL they were below the 5000 ft scattered cloud layer. The TFR took them over karst that reached straight up to 2500 ft, then began the rollercoaster ride to the bomb release point.

As they left the IP inbound, Palmgren would have had the target set up in the Bomb-Nav computer. As they crossed the last ridge 8 miles from the target at 1500 ft MSL and 500 ft AGL, Cooley would have disengaged the autopilot and began jinking. At 30 seconds and 4 miles out he would have stabilized the plane for bomb release. At 500 meters from the target they likely pickled the bombs in 'train' mode so they would impact 100 feet apart.

What happened next is conjecture. The problem could have been the failure of a weld on the stabilator actuator. Investigators later learned that the loss of the second Vark over the Mekong was due to such a failure. Another ship was lost near Nellis because of the same type of failure. Subsequent inspections of the F-111 fleet turned up over 40 defective welds. When the weld broke during the loss of the second F-111 the stabilator reportedly pitched the plane up and into a rapid roll. At 10,000 feet AGL the aircraft commander had time to recover before the cycle started again, and the crew ejected. But for Cooley and Palmgren at 500 feet, the plane would have impacted the ground before they had time to even react. A few years later during preparation for the 1972 Constant Guard V deployment a wing broke completely off an F-111 as it pulled off its practice run. Cracks were also found in many wing carry-through boxes. Or it could have been the bombs. If the folding fins don't extend on a 'retarded' bomb, it flies formation with you as it loses altitude. At 500 feet the fragmentation pattern could destroy the plane or at least put a lot of holes in it.

Mrs. Tich and others said the plane impacted on the edge of route 6. The site they identified is some 600 meters east of the combination highway-railway bridge that crosses the river today. Two and one half seconds beyond the target. Five seconds after bomb release. The Vietnamese filled the crater and

repaired the road within a few days. Two other craters, said to be where parts of the plane struck, were later joined and filled with water to form a fish pond.

Fifty meters from the impact site towards the bridge is a house and garden, though neither were there in 1968. Every time the garden is tilled some metal is found. JTF-FA crews dug up the garden in 1992. The dirt was sifted and strained as they looked for anything that could be identified. From the garden they took pieces of tubing, linkage, wiring, cannon plugs, and other metal parts, almost all with numbers and markings on them. Later they would identify most as parts that are common to a variety of US military aircraft. One local resident brought a part to the JTF-FA. It was eventually identified by the Sacramento Air Logistics Center as a bell crank from an F-111. The Logistics Center said that in the late 1960s to early 1970s this bellcrank was replaced due to an engineering change. It was replaced on all F-111s except two: 66-022, the first loss crewed by 'Mac' MacCann and Dennis Graham; and 66-024, the Cooley-Palmgren aircraft. The problem is, it isn't known where the bell crank was found, from this site or from somewhere else. The MacCann-Graham target was only 15 NM north of this garden, and a helmet identified as MacCann's was later found in the Military Museum in Vinh. Not a scratch was on it.

When the JTF-FA returned to the site in 1993 they dug again. This time they found more metal, part of a seat harness, part of a flotation bladder, a trim button from a control stick, part of a helmet liner and other mechanical items. They also found a faded oak leaf cluster rank insignia.

Based on this information, primarily the rank insignia, they concluded, and probably rightfully so, that it was the Cooley-Palmgren crash site. Other details are bothersome. Several people reported the finding of a parachute. None of the "witnesses" had the date correct. Only one, Mrs. Tich, claimed to have actually seen the crash and she had the direction of ingress wrong and her testimony was widely discredited. The others who were interviewed were in bunkers or in their homes and only heard the explosion. An engineer whose job was to repair bomb damage described the hole in route 6 as a "bomb crater", not as a "crash site".

The two reports prepared by JTF-FA are available. God bless Spade Cooley and Ed Palmgren.

Doug Loeffler
10-2001

Following are transcript of reports compiled by the DoD POW-MIA Office:

U N C L A S S I F I E D

ROUTINE

R 221206Z JUL 92 PSN 2993IIP25 Ft' CJTF-FA DET ONE BANGKCK TH TO CDR JTF-FA HONOLULU HI

INFO JCS WASHDC//OCJCS-PW-MIA/J5// SECDEF WASHDC//OASD-ISA/PW-?(,IA//

USCINCPAC HONOLULU H.I//J3// USCINCPAC LO WASHDC//
DIA WASHDC//POW-PIA/I CDRUSACILHI HICKAM AFB HI//

NSC WASHDC SECSTAIE W-ASHDC//EAP-VLC// CIA

WASHDC//CEA/SEA/IB/DDO/EA/ICOG//

UNCLAS SECTION 01 OF 18 BANGKOX TH 33655

UNCLASSIFIED 0222 JUL 92

DIA PAS S TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE

SUBJ: INVESTIGATION OF AN ALLEGED AIRCRAFT CRASH INCIDENT

IN LONG DAI HAMLET HIEN NINH VILLAGE: POSSIELY

ASSOC IATED WITH EITHER CASE 1107 OR 1139

R E F JTF-FA DET ONE 200315Z JUL 92

1. REF IS THE SUMYARY REPORT OF THE 18TH JOINT FIELD ACTIVITY CONDUCTED IN VIETNAM-FROM 19 JUN-18 JUL 92, PARAGRAPH 2A OF REF CONCERNS THE

THE AMOUNT OF WRECKAGE OBSERVED AT THE SITE, BUT GENERALLY CONFIRMED THE DISCOVERY OF A PIECE OF CAUCASIAN SCALP TISSUE, A SEVERED ARM, AND AT LEAST ONE PARACHUTE IN THE VICINITY OF THE CRASH SITE. THE DISPOSITION OF THE REMAINS RECOVERED FROM THE SITE IS UNKNOWN. ONLY ONE WITNESS, LATER DISCREDITED BY THE TEAM'S VIETNAMESE COUNTERPARTS, CLAIMED TO HAVE OBSERVED A PARACHUTE AT THE TIME OF THE INCIDENT. ON 23 JUN, THE TEAM SURVEYED THE ALLEGED CRASH SITE, RECOVERED A NUMBER OF PIECES OF WRECKAGE AND PROBABLE CREW-RELATED ITEMS, AND EXAMINED ADDITIONAL WRECKAGE ALLEGEDLY RECOVERED FROM THE AREA BY LOCAL RESIDENTS. SOME PIECES OF WRECKAGE BORE SERIALIZATION THAT WAS CONSISTENT WITH AN F-111 AIRCRAFT, RATHER THAN AN A-6, THE TYPE OF AIRCRAFT ASSOCIATED WITH CASE 1816. COMPARISON OF WITNESS' TESTIMONY CONCERNING THIS INCIDENT WITH INFORMATION AVAILABLE IN U.S. FILES ALSO REVEALED THAT IT DID NOT ACCURATELY REFLECT THE KNOWN FACTS OF CASE 1816. PRELIMINARY FIELD ANALYSIS OF THE INFORMATION OBTAINED CONCERNING THIS INCIDENT SUGGESTS THAT IT IS NOT ASSOCIATED WITH CASE 1816, BUT POSSIBLY WITH EITHER CASE 1107 OR CASE 1139.

3- DETAILS OF INVESTIGATION:

? A. ON 21 JUN 92, SELECTED MEMBERS OF INVESTIGATION ELEMENT I (IEL) MET WITH THEIR VIETNAMESE COUNTERPARTS TO RECEIVE THE RESULTS OF THEIR UNILATERAL INVESTIGATION EFFORTS AND TO DISCUSS THE TEAM'S WORKING PLAN FOR THE 18TH JOINT FIELD ACTIVITY (JFA). DURING THIS MEETING, THE VIETNAMESE TEAM CHIEF LTC LE KY, ANNOUNCED THAT VIETNAMESE UNILATERAL EFFORTS HAD LOCATED A NUMBER OF WITNESSES IN HIEN NINH (V) (XE7516), QUANG NINH (D) WHO POSSESSED INFORMATION BELIEVED TO RELATE TO CASE 1816.

B. ON 22 JUN 92, IEL TRAVELED TO CO HIEN (H) (XE757169), HIEN NINH (V)- THE PERSONNEL PRESENT DURING THIS INVESTIGATION INCLUDED THE FOLLOWING:

U.S. CONTINGENT:

TEAM LEADER

CPT- ASSISTANT TEAM LEADER

MSGT - ANALYST

SFC- ANALYST

SGT

SSG

? SPECIALIST

? SEARCH AND RECOVERY SPECIALIST

? SSGT LIVE SIGHTING

? INVESTIGATOR

- LINGUIST/ANALYST

SEARCH AND RECOVERY

-(2) VIETNAMESE-CONTINGENT:

? LTC LE KY (LEE KYF) - VIETNAMESE TEAM

? CHIEF AND MINISTRY OF NATIONAL DEFENSE
? (MND) REPRESENTATIVE
? DAO VU THANG (DAOF VUX THANG) - MINISTRY
OF INTERIOR (MOI) REPRESENTATIVE
LE THANH LONG (LEE THANH LONG) MINISTRY OF INTERIOR (MOI) REPRESENTATIVE
LE DUC DUONG (LEE DWCS ZWONG) MEMBER OF THE QUANG BINH PROVINCE
EXTERNAL AFFAIRS OFFICE AND CHIEF OF THE PROVINCIAL TASK TEAM
MAJ DO VAN PHAN (DOOX VAWN PHANS) REPRESENTATIVE OF THE QUANG BINH
PROVINCIAL MILITARY COMMAND
NGUYEN NGUYEN LUONG (NGUYEENX NEUYEEN LWONGJ) - REPRESENTATIVE OF
THE QUANG BINH PROVINCIAL PUBLIC SECURITY OFFICE. THE TEAM WAS
RECEIVED BY THE HIEN NINH VILLAGE PEOPLE'S COMMITTEE CHAIRMAN, LE HUU
PHUOC (LEE HWUX PHWOCS), THE PEOPLE'S COMMITTEE VICE CHAIRMAN AND THE
VILLAGE PUBLIC SECURITY CHIEF THAN DINH TAN (TRAANF DIN TANS), AND THE
VILLAGE'S ASSISTANT PUBLIC SECURITY CHIEF LE VAN THE (LEE VAWN THEEJ). MR
PHUOC WELCOMED THE TEAM AND GAVE A BRIEF PRESENTATION IN WHICH HE
INDICATED THAT ONLY ONE AIRCRAFT CRASHED IN THE HIEN NINH VILLAGE AREA
DURING THE WAR. HE THEN INTRODUCED A NUMBER OF WITNESSES TO BE
INTERVIEWED BY THE TEAM.

D. THE FIRST WITNESS PRESENTED WAS HOANG MINH DUC (HOANGF MINH ZWCJ).
DUC, A NATIVE OF THUA THIEN PROVINCE IS PRESENTLY 64 YOA AND RESIDES
IN CO HIEN HAMLET. HE JOINED THE PAVN IN 1946 AND WAS ASSIGNED TO
QUANG BINH PROVINCE IN 1958. FROM 1958-64, HE WAS THE DISTRICT FORCES
COMMANDER FOR QUANG BINH DISTRICT. IN 1965, HE TRANSFERRED TO THE
QUANG BINH PROVINCIAL MILITARY COMMAND, WHERE HE SERVED AS AN
ASSISTANT - STAFF OFFICER. HE HELD THIS POSITION UNTIL 1974, WHEN HE
BECAME THE CHIEF OF THE INSTRUCTORS OFFICE (PHONGF GIAO VIEEN) OF
THE MILITARY REGION 4 (MR4) SCHOOL. HE HELD THIS POSITION UNTIL HIS
RETIREMENT IN 1979.

(1) DUC EXPLAINED THAT DURING THE YEARS WHEN THE U.S. BOMBING WAS
HEAVIEST IN QUANG BINH PROVINCE, HE WAS ASSIGNED TO THE
PROVINCIAL MILITARY COMMAND. HE WAS RESPONSIBLE FOR RECEIVING
THE REPORTS OF AIRCRAFT SHOOT DOWN INCIDENTS FROM THE
RESPONSIBLE MILITARY UNITS OR VILLAGE MILITIA FORCES AND
RECORDING THEM IN A RECORD BOOK. DUC'S DESCRIPTION OF THIS
RECORD BOOK, WAR TIME REPORTING PROCEDURES, AND HIS
SPECULATIONS CONCERNING ITS DISPOSITION WILL BE REPORTED
SEPARATELY.

(2) BASED ON DUC'S RECOLLECTION OF THE CONTENTS OF THE RECORD
BOOK, HE STATED THAT THERE WERE 2 U.S. AIRCRAFT SHOT DOWN IN
QUANG BINH DISTRICT DURING THE WAR. HE INSISTED THAT HE DID NOT
PERSONALLY WITNESS ANY CRASH OR SHOOT DOWN INCIDENTS, NOR DID
HE EVER PARTICIPATE IN THE MANAGEMENT OF ANY CRASH SITES. WHEN
PRESSED FOR HIS KNOWLEDGE OF ANY SPECIFIC INCIDENTS, HE CLAIMED
HE ONLY RECALLED TWO.

- (3) THE FIRST INCIDENT HE DESCRIBED INVOLVED THE CRASH OF AN UNKNOWN TYPE U.S. AIRCRAFT APPROXIMATELY ONE KILOMETER NORTH OF THE LONG DAI FERRY. DUC CLAIMED HE COULD NOT RECALL THE YEAR SEASON, OR MONTH THAT THE INCIDENT OCCURRED. HE ALSO COULD NOT REMEMBER THE FATE OF THE PILOT OR ANY OTHER CREW MEMBERS. DURING REPEATED QUESTIONING, DUC ADAMANTLY DENIED RECALLING ANY OTHER DETAILS OF THIS INCIDENT. WHEN PRESSED AGAIN TO RELATE THE DETAILS OF THE CRASH, HE THEN INDICATED THAT THE AIRCRAFT WAS ONE OF A FLIGHT OF TWO F-4S, BOTH OF WHICH WERE STRUCK BY AAA FIRE FROM THE 9TH AAA-BN. HE ADDED THAT ONLY ONE OF THE TWO AIRCRAFT WAS KNOWN TO HAVE CRASHED AND THAT NO PARACHUTES WERE OBSERVED AT THE TIME OF THE INCIDENT. DUC EXPLAINED THAT HIS KNOWLEDGE WAS BASED ONLY ON THE RADIO REPORT HE RECEIVED FROM THE 9TH BNP WHICH HE DESCRIBED AS A 37MM AAA UNIT WHICH WAS RESPONSIBLE FOR THE DEFENSE OF THE LONG DAI FERRY. ACCORDING TO DUC, THE 9TH BN WAS DIRECTLY SUBORDINATE TO THE QUANG BINH PROVINCIAL MILITARY COMMAND.
- (4) REPEATED QUESTIONING FAILED TO ELICIT ANY FURTHER INFORMATION FROM DUC CONCERNING THE INCIDENT NEAR THE LONG DAI FERRY. HE INSISTED THAT HE DID NOT KNOW THE FATE OF THE CREW MEMBERS OR ANY INFORMATION CONCERNING THEIR DISPOSITION OR THE DISPOSITION OF ANY AIRCRAFT WRECKAGE OR PERSONAL EFFECTS.
- (5) DUC DESCRIBED THE SECOND INCIDENT OF WHICH HE CLAIMED KNOWLEDGE ONLY BY STATING THAT IT INVOLVED A U.S. AIRCRAFT THAT WAS FLYING IN THE DIRECTION OF GIA NINH VILLAGE (XE8416) WHEN IT WAS STRUCK BY FIRE AND IMPACTED OUT TO SEA. HE CLAIMED HE RECALLED

ORGANIZING A GROUP OF MILITIA TO SEARCH FOR THE WRECKAGE AND CREW. IF ANY CREW MEMBERS WERE ALIVE THEY WERE TO BE CAPTURED. IF THEY HAD DIED, HE WAS TO RECOVER THEIR DOG TAGS AND THE AIRCRAFT DATA PLATE AS PROOF OF THEIR DEATH. HE ORGANIZED A GROUP OF FOUR MILITIA MEMBERS (INCLUDING HIMSELF) AND CONDUCTED A SEARCH ALONG THE BANKS OF THE LONG DAI RIVER. THE SEARCH WAS UNSUCCESSFUL. TWO DAYS LATER HE HEARD FROM SEVERAL LOCAL VILLAGERS (NFI) THAT THE AIRCRAFT HAD IMPACTED ALONG ROUTE 15 IN LONG DAI HAMLET.

- (3) HE IMMEDIATELY WENT TO THE AREA DESCRIBED BY THE VILLAGERS. THERE HE FOUND A CRATER APPROXIMATELY FIVE METERS IN DIAMETER AND THREE METERS DEEP ADJACENT TO THE EAST SIDE OF THE ROAD. THE EXPLOSION THAT CREATED THE CRATER ALSO DESTROYED A PORTION OF THE ROAD. AT THE EDGE OF THE CRATER WAS A PIECE OF WRECKAGE ABOUT TWO BY FIVE FEET IN SIZE THAT APPEARED TO BE A SECTION OF AIRCRAFT WING. NO WRECKAGE WAS VISIBLE IN THE CRATER. THERE WERE ALSO NO TRACES OF THE PILOT'S REMAINS UNIFORM, PERSONAL EFFECTS, OR IDENTIFICATION MEDIA IN THE AREA OF THE CRATER.
- (4) SEVERAL DAYS LATER, TWO LOCAL VILLAGERS (NFI) DISCOVERED ADDITIONAL WRECKAGE ALONG THE BANK OF THE LONG DAI RIVER NEAR THE CRATER- HE NEVER SAW THIS WRECKAGE AND DID NOT KNOW WHAT PORTIONS OF THE AIRCRAFT WERE INCLUDED. HE INSISTED THAT HE COULD NOT RECALL THE NAMES OF THE INDIVIDUALS WHO FOUND IT, BUT COMMENTED THAT ONE OF THEM IS NOW DECEASED AND THE OTHER HAS MOVED AWAY TO THANH HOA PROVINCE.

(5) ACCORDING TO HIM, THE SECTION OF ROAD THAT WAS DESTROYED WAS REPAIRED VERY QUICKLY TO MAKE THE ROAD PASSABLE. HE NEVER HEARD OF THE DISCOVERY OF ANY REMAINS, PERSONAL EFFECTS, OR SUBSTANTIAL PIECES OF WRECKAGE DURING THIS REPAIR PROCESS.

- F. THE NEXT WITNESS INTERVIEWED WAS LE VAN HIEM (LEE VAWN HIEEMR), A RESIDENT OF LONG DAI HAMLET PRESENTLY 52 YEARS OLD. HE WAS A MEMBER OF THE LONG DAI MILITIA FROM 1965-66. IN 1966 HE WAS RECRUITED INTO THE PAVN AND SERVED IN QUAN HA (V), QUANG NINH (P). IN JUN 68, HE RETURNED TO HIEN NINH VILLAGE AND AGAIN BECAME A MEMBER OF THE VILLAGE MILITIA. HIEM CLAIMED KNOWLEDGE OF ONLY ONE INCIDENT IN THE LONG DAI AREA.
- (1) HIEM STATED THAT THE INCIDENT OCCURRED IN THE EARLY PART OF THE WINTER SEASON AROUND THE **EIGHTH OR NINTH LUNAR MONTH OF 1968**. HE WAS CONFIDENT THAT HE RECALLED THE GENERAL TIME FRAME OF THE INCIDENT ACCURATELY BECAUSE HE RELATED IT TO HIS RETURN TO THE VILLAGE SEVERAL MONTHS BEFORE. HIEM EXPLAINED THAT HE WAS IN A BUNKER IN HIS HOME IN LONG DAI HAMLET WHEN, AT ABOUT **2000 HOURS**, HE HEARD A LOUD EXPLOSION. HE LOOKED OUT OF THE BUNKER AND SAW A LARGE COLUMN OF FLAME SHOOT UPWARD IN THE DIRECTION OF ROUTE 15. BELIEVING THE EXPLOSION AND FLAME TO HAVE BEEN CAUSED BY THE CRASH

OF AN AIRCRAFT, HE IMMEDIATELY LEFT THE BUNKER AND JOINED WITH OTHER MEMBERS OF THE MILITIA TO SEARCH FOR THE WRECKAGE AND THE CREWMEMBERS OF THE AIRCRAFT.

- (2) DURING THEIR SEARCH, THE MILITIA DISCOVERED A LARGE CRATER ABOUT 600 METERS NORTH OF THE LONG DAI FERRY ON THE EASTERN SIDE OF ROUTE 15. THE EXPLOSION THAT CREATED THE CRATER HAD ALSO DESTROYED A PORTION OF THE ROAD. HIEM BELIEVED THAT THIS CRATER, WHICH WAS APPROXIMATELY FIVE METERS IN DIAMETER AND THREE METERS DEEP, WAS THE CRASH SITE OF THE AIRCRAFT. THERE WERE A NUMBER OF UNEXPLODED BOMBS LYING AROUND THE CIRCUMFERENCE OF THE CRATER AND SEVERAL SMALL FIRES BURNING IN THE AREA. THERE WERE NO LARGE PIECES OF WRECKAGE SEEN, HOWEVER.
- (3) HIEM AND THE OTHER MILITIA MEMBERS SEARCHED THE AREA SURROUNDING THE CRATER. APPROXIMATELY 50 METERS FROM THE CRATER AND 60 METERS FROM THE RIVER BANK, HE FOUND A PIECE OF FLESH ABOUT THE SIZE OF HIS HAND WHICH HE BELIEVED WAS FROM THE FOREHEAD OF THE PILOT- ONE SECTION OF THE FLESH WAS COVERED WITH **BLOND HAIR** ABOUT THREE CM-LONG WHILE THE REMAINDER WAS BARE SKIN. WHEN ASKED TO DESCRIBE THE COLOR OF THE SKIN, HE FIRST STATED THAT IT WAS WHITE, THEN CLAIMED THAT IT WAS SO COVERED WITH DIRT AND DRIED BLOOD THAT HE COULD NOT DISCERN ITS COLOR. HIEM TURNED THE PIECE OF FLESH OVER TO THE LONG DAI HAMLET MILITIA COMMANDER, NGUYEN BA (NOW DECEASED). ITS DISPOSITION THEREAFTER IS UNKNOWN. NO OTHER REMAINS, PERSONAL EFFECTS, OR IDENTIFICATION MEDIA WERE FOUND NEAR THE CRATER.
- (4) AFTER GIVING THE PIECE OF FLESH TO BA, HIEM WALKED BACK TO HIS HOME. ON THE WAY, HE NOTICED A **RED AND GRAY PARACHUTE** ON THE WEST SIDE OF ROUTE 15 ABOUT 80 METERS NORTH OF THE CRATER. A NUMBER OF MEMBERS OF A YOUTH WORK GROUP (REFERRED TO AS BOTH THE VOLUNTEER YOUTH GROUP/THANH NIEEN SUNG PHONG AND THE THREE READINESSES YOUTH GROUPS/THANH NIEEN BA SAWN;(SANGF) WERE ALSO PRESENT. THEY DECIDED TO TAKE THE RED HALF OF THE PARACHUTE AND GIVE THE GRAY HALF TO HIEM. HIEM TOOK HIS PORTION OF THE PARACHUTE AND TURNED IT IN TO NGUYEN BA AS WELL. ITS SUBSEQUENT DISPOSITION IS ALSO UNKNOWN.
- 5) HIEM STATED THAT THERE WAS **CONTINUOUS U.S AIRCRAFT ACTIVITY IN THE LONG DAI AREA AFTER THE CRASH INCIDENT**, BUT INSISTED THAT ALL THE AIRCRAFT WERE OF THE FIXED WING PROPELLER TYPE. NO FIGHTER AIRCRAFT OR HELICOPTERS WERE SEEN. HE ALSO COMMENTED THAT MEMBERS OF THE MILITIA AND THE YOUTH WORK GROUP FILLED IN THE CRATER THAT SAME EVENING TO MAKE THE ROAD PASSABLE. HIEM NEVER HEARD OF THE DISCOVERY OF ANY REMAINS OR CREW-RELATED ITEMS DURING THE REPAIR PROCESS OR AT ANY TIME AFTER THE INCIDENT. HE ALSO CLAIMED NO KNOWLEDGE OF THE RECOVERY OF ANY AIRCRAFT WRECKAGE AND DID NOT KNOW OF ANYONE WHO MIGHT STILL BE KEEPING ANY PIECES OF WRECKAGE.

G. THE TEAM NEXT INTERVIEWED NGUYEN VAN TUC (NGUYEENX VAWN TUCJ), THE FORMER ENGINEER FOR HIEN NINH VILLAGE. TUC IS

PRESENTLY 60 YOA AND RESIDES IN LONG DAI HAMLET. HE ALSO CLAIMED KNOWLEDGE OF ONLY ONE INCIDENT IN THE LONG DAI AREA.

- (1) TUC EXPLAINED THAT AT AROUND 2000 HOURS ON AN UNRECALLED DAY IN 1968, HE WAS IN A BUNKER NEAR HIS HOME IN LONG DAI HAMLET WHEN HE HEARD A LOUD EXPLOSION. HE DID NOT GO OUT TO INVESTIGATE THE EXPLOSION BECAUSE OTHER AIRCRAFT COULD STILL BE HEARD AND REMAINED IN THE BUNKER THE REST OF THE NIGHT. THE FOLLOWING MORNING HE LEFT THE BUNKER TO TRY TO DETERMINE THE CAUSE OF THE EXPLOSION, AND TO DO A DAMAGE ASSESSMENT OF THE VILLAGE AND ROUTE 15. DURING HIS INSPECTION OF ROUTE 15, HE NOTED A SINGLE NEW BOMB CRATER ABOUT 500-600 METERS NORTH OF THE LONG DAI FERRY. TUC EXPLAINED THAT, SINCE THE REPAIR OF THE SECTION OF ROUTE 15 THAT PASSED THROUGH HIEN NINH VILLAGE WAS ONE OF HIS PRIMARY RESPONSIBILITIES, HE WAS INTIMATELY FAMILIAR WITH ITS CONDITION. HE COULD THEREFORE IMMEDIATELY DISTINGUISH NEW BOMB CRATERS FROM THOSE THAT PREVIOUSLY EXISTED. THIS CRATER WAS PARTICULARLY EVIDENT BECAUSE IT EXTENDED APPROXIMATELY 1.5 METERS INTO THE ROAD SURFACE, DESTROYING A SIGNIFICANT PORTION OF THE ROAD.
- (2) TUC DESCRIBED THE CRATER AS APPROXIMATELY FIVE METERS IN DIAMETER AND THREE METERS DEEP. THERE WAS SMOKE RISING FROM THE BOTTOM OF THE CRATER AS IF SOMETHING WERE SMOLDERING, BUT NO WRECKAGE WAS VISIBLE. WITH THE EXCEPTION OF THE SMOKE, IT DID NOT DIFFER SIGNIFICANTLY FROM A NORMAL BOMB CRATER. TUC DID NOT NOTICE ANY TRACES OF REMAINS, CLOTHING, PERSONAL EFFECTS IDENTIFICATION MEDIA, OR WRECKAGE IN THE VICINITY OF THE CRATER.
- (3) AFTER EVALUATING THE DAMAGE TO THE ROAD, TUC RETURNED TO THE VILLAGE AND REPORTED HIS ASSESSMENT TO THE DISTRICT. SHORTLY THEREAFTER, MEMBERS OF THE VILLAGE MILITIA AND THE THREE READINESSES YOUTH GROUP FILLED IN THE CRATER TO MAKE THE ROAD PASSABLE. TUC WAS NOT PRESENT DURING THESE REPAIRS,, BUT DID NOT HEAR OF ANY REMAINS, WRECKAGE, OR CREW-RELATED ITEMS BEING DISCOVERED DURING THE PROCESS. TUC COMMENTED THAT THERE WAS NO AIRCRAFT ACTIVITY IN THE LONG DAI AREA FOR THE ENTIRE DAY FOLLOWING THE CRASH. NORMAL AIRCRAFT ACTIVITY DID RESUME THE DAY AFTER THAT, HOWEVER-
- (4) WHEN PRESSED FOR FURTHER INFORMATION CONCERNING ANY WRECKAGE FOUND IN THE AREA OF THE CRATER, TUC'S IMMEDIATE RESPONSE WAS THAT HE NEVER HEARD OF ANY WRECKAGE BEING DISCOVERED THERE. HE WAS THEN PROMPTED BY THE HIEN NINH VILLAGE CHAIRMAN TO MENTION THAT SEVERAL DAYS AFTER THE INCIDENT, A NUMBER OF LOCAL VILLAGERS FOUND A NUMBER OF PIECES OF WRECKAGE ALONG THE RIVER BANK IN THE AREA OF THE CRATER. TUC IDENTIFIED ONE OF THE VILLAGERS AS (LNU) LO (LOO), A RESIDENT OF LONG DAI HAMLET- LO ALLEGEDLY SHOWED TUC ONE OF THE PIECES OF WRECKAGE HE HAD FOUND, WHICH TUC DESCRIBED AS A PIECE OF ROUND

STAINLESS STEEL ABOUT ONE FOOT IN DIAMETER WITH A SERIES OF RIVETS AROUND ITS CIRCUMFERENCE. TUC DID NOT KNOW IF LO STILL HAD THIS PIECE, BUT WAS CONFIDENT THAT HE STILL RETAINED SOME SMALL PIECES OF WRECKAGE.

- (5) AT THE CONCLUSION OF THE INTERVIEW, TUC WAS ASKED AGAIN TO CONFIRM THE YEAR THAT THE INCIDENT HE DESCRIBED TOOK PLACE. HE MAINTAINED THAT **IT WAS 1968**.

DO DUC DUONG, THE SENIOR MEMEER OF THE QUANG BINH PROVINCIAL TASK TEAM, THEN INTERJECTED AND ASKED TUC TO RECALL THE YEARS DURING WHICH SIGNIFICANT EVENTS OF THE WAR OCCURRED. TUC WAS UNABLE TO RECALL ANY OF THEM CORRECTLY. TUC WAS FINALLY QUERIED CONCERNING ANY OTHER INFORMATION HE MIGHT POSSESS THAT MIGHT PERTAIN TO WAR TIME LOSS INCIDENTS. HE CLAIMED HE HAD NO FURTHER IN FORMATION.

- H. ON 23 JUN 92, THE MEMBERS OF IEL TRAVELED TO LONG DAI (H), HIEN NINH (V) TO SURVEY THE AREA WHERE WITNESSES HAD SEEN THE-ALLEGED IMPACT CRATER. NGUYEN VAN TUC AND LE VAN HIEM WERE ASKED SEPARATELY TO IDENTIFY THE AREA WHERE THE CRATER HAD BEEN. THEY BOTH IDENTIFIED AN SECTION OF ROUTE 15 APPROXIMATELY 500 METERS NORTH OF THE PRESENT LONG DAI BRIDGE AT GRID COORDINATES XE73481635 (COORDINATE DETERMINED BY GPS). THE AREA NOW LIES BENEATH THE ASPHALT PAVEMENT OF THE ROAD. HIEM EXPLAINED THAT ROUTE 15 WAS PREVIOUSLY A DIRT ROAD ABOUT THREE METERS WIDE. IT WAS WIDENED TO ABOUT FIVE-METERS WHEN IT WAS PAVED AFTER THE WAR. AT THE TIME OF THE INCIDENT, THERE WERE NO HOUSES IN THE IMMEDIATE AREA; HOWEVER WITHIN THE PAST 2-3 YEARS, SEVERAL HOMES HAVE BEEN BUILD ALONG THAT SECTION OF THE ROAD.
- I. HIEM WAS THEN ASKED TO POINT OUT THE AREA WHERE HE HAD DISCOVERED THE PIECE OF FLESH. HE IDENTIFIED AN AREA APPROXIMATELY 50 METERS FROM WHERE THE CRATER HAD BEEN AND APPROXIMATELY SIX METERS FROM THE RIVER BANK. WHEN REMINDED OF HIS ASSERTION THE PREVIOUS DAY THAT HE HAD FOUND THE PIECE OF FLESH ABOUT 60 METERS FROM THE RIVER, HE CORRECTED HIMSELF EXPLAINING THAT HE HAD MEAN TO SAY SIX RATHER THAN 60. THE AREA HIEM IDENTIFIED WAS SUBSEQUENTLY HIT BY TWO BOMBS. THE SOIL BETWEEN THE CRATERS WAS THEN DUG OUT AND LEVELED TO CONNECT THEM. IT IS NOW THE SITE OF A RECESSED VEGETABLE GARDEN.
- J. WHILE EXAMINING THE SITES IDENTIFIED BY THE WITNESSES, LTC KY, THE VIETNAMESE TEAM CHIEF, INFORMED THE TEAM THAT THE RESIDENTS OF THE HOUSE NEAREST THE SITE .HAD DISCOVERED SOME WRECKAGE. THE TEAM WAS THEN INVITED INTO THE HOUSE TO INTERVIEW THEM. BEFORE ANY WITNESSES WERE PRESENTED, DO DUC DUONG, THE CHIEF OF THE PROVINCIAL TASK TEAM, PRODUCED A SMALL TAPE RECORDER AND PLAYED A .RECORDED INTERVIEW OF A WITNESS HE IDENTIFIED AS (LNU) VI. IN THIS INTERVIEW, VI PROVIDED HIS ACCOUNT OF THE INCIDENT THAT ALLEGEDLY CCCURRED IN LONG DAI. HE ALSO INDICATED THAT A FEMALE MILITIA MEMBER NAMED (LNU) KICH (KICHJ) RECCVERED A PORTION OF FLESH BELIEVED TO BE

FROM THE SCALP OF THE AIRCRAFT'S PILOT. MR. DUONG STOPPED THE TAPE AT THIS POINT AND EXPLAINED THAT THIS ASSERTION WAS UNTRUE AND THAT THE SCALP HAD BEEN FOUND BY ANOTHER INDIVIDUAL. HE THEN ASKED THAT THE TAPED INTERVIEW BE INCLUDED IN THE INFORMATION COLLECTED BY THE TEAM. THE U.S. TEAM CHIEF REFUSED, HOWEVER, INSISTING THAT THE TEAM BE ALLOWED TO PERSONALLY INTERVIEW MR. VI.

- K. NGUYEN THI PHUONG (NGU'EENX THIJ PHWONG) WAS THE FIRST WITNESS PRESENTED. SHE IS PRESENTLY 28 YOA AND CURRENTLY RESIDES IN A HOME NEAR THE ALLEGED CRASH SITE. PRIOR TO 1988, SHE LIVED IN A DIFFERENT HOUSE IN LONG DA HAMLET ABOUT ONE KM NORTH OF THE SITE. SHE EXPLAINED THAT, AFTER HER FAMILY BUILT THEIR PRESENT HOUSE AND BEGAN TO FARM THE AREA AROUND IT, THEY DISCOVERED A NUMBER OF PIECES OF AIRCRAFT WRECKAGE. THE WRECKAGE WAS FOUND IN HER GARDEN, WHICH WAS APPROXIMATELY 30 METERS FROM WHERE THE CRATER HAD BEEN AND IN AN ADJACENT AREA WHERE THERE HAD BEEN TWO BOMB CRATERS. THE LATTER AREA WAS DUG WITH A BULLDOZER IN JUN 91 TO JOIN THE TWO CRATERS AND CREATE A FISH POND. PHUONG CLAIMED TO HAVE RECOVERED A TOTAL OF ABOUT 2-3 KILOGRAMS OF SHEET METAL FROM THE TWO AREAS AND SHOWED THE TEAM SEVERAL PIECES OF THIS WRECKAGE. THE WRECKAGE WAS EXAMINED, PHOTOGRAPHED, AND RECORDED AND RETURNED TO HER. WITH HER PERMISSION, TEAM MEMBERS ALSO USED METAL DETECTORS TO CONDUCT A SEARCH FOR ADDITIONAL WRECKAGE IN THE AREAS SHE IDENTIFIED. PHUONG INSISTED THAT SHE HAD NO KNOWLEDGE OF ANY CRASH INCIDENT THAT OCCURRED, IN LONG DAI DURING THE WAR, CLAIMING SHE WAS TOO YOUNG THEN TO HAVE ANY RECOLLECTION. SHE ALSO CLAIMED SHE DID NOT KNOW OF ANYONE ELSE WHO RECOVERED WRECKAGE OR REMAINS FROM THE AREA OR THE NEARBY RIVER.
- L. THE SECOND WITNESS PRESENTED WAS NGUYEN HUU VI (NGUYEENX HWUX VI), THE SUBJECT OF THE TAPED INTERVIEW PLAYED EARLIER BY MR- DUONG. VI IS 49 YOA AND IS A RESIDENT OF LONG DAI HAMLET. FROM 1968-73, HE WAS THE ASSISTANT MILITIA COMMANDER FOR LONG DAI HAMLET. HE ALSO CLAIMED THAT ONLY ONE INCIDENT OCCURRED IN THE HAMLET DURING THE WAR.

- (1) VI STATED THAT THE INCIDENT OCCURRED AT **APPROXIMATELY 1930 HOURS ON 8 APR 68**. HE RECALLED THIS DATE ACCURATELY BECAUSE MEMBERS OF HIS FAMILY WERE ALLEGEDLY KILLED BY AMERICAN BOMBING THE FOLLOWING DAY. HE WAS IN HIS HOME IN LONG DAI HAMLET WHEN HE HEARD A LOUD EXPLOSION. SHORTLY THEREAFTER, HE AND OTHER MEMBER OF THE LOCAL MILITIA (NFI) WENT OUT TO INVESTIGATE. THEY FOUND A NEW CRATER ALONG WHICH HAD DESTROYED A PORTION OF THE EASTERN EDGE OF ROUTE 15 ABOUT 500 METERS NORTH OF THE LONG DAI FERRY. IN THE BOTTOM OF THIS CRATER, WAS A NUMBER OF PROTRUDING ELECTRICAL WIRES THAT WERE RED AND YELLOW IN COLOR. AROUND THE CIRCUMFERENCE OF THE CRATER THEY ALSO SAW A NUMBER OF

UNEXPLODED BOMBS. BASED ON THIS, HE SPECULATED THAT THE CRATER HAD BEEN CREATED BY THE CRASH OF AN AIRCRAFT.

- (2) VI AND THE OTHER MILITIA MEMBERS SEARCHED THE AREA AROUND THE CRATER FOR WRECKAGE OF THE AIRCRAFT OR ANY TRACES OF THE PILOT- ACCORDING TO VI, LE VAN HIEM, A FELLOW MILITIA MEMBER, FOUND A PIECE OF WHAT APPEARED TO BE THE PILOT'S SCALP NEAR THE SITE. VI DESCRIBED THIS PIECE AS REDDISH IN COLOR AND COVERED WITH DIRT. ONE PORTION OF THE PIECE HAD BLOND HAIR STILL ATTACHED. THE PIECE WAS NOT BURNED.
- (3) VI CLAIMED THAT, UPON DISCOVERING THE PIECE OF FLESH, HIEM TURNED IT OVER TO NGUYEN BA (NGUYEENX BA), THE LONG DAI HAMLET MILITIA COMMANDER AT THE TIME (NOW DECEASED). BA SUPPOSEDLY ORDERED HIEM TO BURY THE PIECE, BUT VI DID NOT KNOW IF HIEM EVER DID.
- 4) WHEN QUESTIONED CONCERNING ANY OTHER ITEM FOUND IN THE AREA OF THE SUSPECTED CRASH SITE, VI REPLIED **THAT A LARGE PARACHUTE WAS FOUND**, NEAR THE ROAD ACROSS FROM THE SITE. IT WAS TAKEN BY THE PASSENGERS OF A VEHICLE (NFI) THAT DROVE PAST THE SITE. **A DRAG CHUTE (ZUF GIAMR TOOCS DOOJ) WAS ALSO FOUND NEAR THE SITE** BY MEMBERS OF THE THREE READINESSES YOUTH GROUP FROM NGHE AN PROVINCE. **THIS WAS A MULTI-COLORED CHUTE** (COLORS NOT RECALLED) AND WAS TAKEN BY THE YOUTHS. VI DID NOT KNOW OF ANY OTHER ITEMS RECOVERED FROM THE SITE AT THE TIME OF THE INCIDENT. HE COMMENTED THAT THE CRATER WHICH HAD DAMAGED THE ROAD WAS FILLED IN WITHIN ABOUT THREE DAYS BY MEMBERS OF THE MILITIA AND THE YOUTH GROUP. HE ALSO NEVER HEARD OF ANY AIRCRAFT OR PILOT-RELATED ITEMS BEING DISCOVERED DURING THE REPAIR OF THE ROAD.
- (5) VI INDICATED THAT THERE WAS AT LEAST ONE INSTANCE IN WHICH AIRCRAFT WRECKAGE WAS RECOVERED FROM THE AREA OF THIS SITE AFTER THE WAR. IN 1990 NGUYEN VA NHAT (NGUYEENX VAWN NHAATS) A RESIDENT OF LONG DAI, **DISCOVERED THE NOSE PORTION OF AN AIRCRAFT** WHILE FISHING IN THE LONG DAI RIVER. VI NEVER SAW THIS WRECKAGE BUT HEARD FROM NHAT THAT IT WAS SO LARGE THAT IT HAD TO BE CARRIED ON A POLE BETWEEN TWO PEOPLE. THE WRECKAGE WAS REPORTEDLY FOUND IN THE SECTION OF THE RIVER BETWEEN THE ALLEGED CRASH SITE AND THE LONG DAI BRIDGE. VI DID NOT KNOW IF NHAT STILL KEPT ANY PORTION OF THIS WRECKAGE. NHAT IS PRESENTLY 37 YOA AND A RESIDENT OF TEAM 1, LONG DAI HAMLET.

M. NGUYEN HIEP (NGUYEENX I-HIEEPJ) WAS THE NEXT WITNESS INTERVIEWED. HIEP IS PRESENTLY 67 YOA AND WAS EMPLOYED AS A FORESTRY WORKER IN THE CO TRANG (COOR. TRANG) AREA OF TRUONG SON VILLAGE DURING THE WAR. THIS AREA IS LOCATED ABOUT 15 KM FROM LONG DAI IN THE VICINITY OF XE5310. ALTHOUGH HIEP SPENT MOST OF THE WAR YEARS IN CO TRANG, HE WAS PRESENT IN LONGI DAI AT THE TIME AN AIRCRAFT CRASHED THERE.

- (1) HIEP EXPLAINED THAT, **IN EARLY APR 68**, HE RECEIVED WORD FROM HIS RELATIVES THAT HIS WIFE HAD BEEN KILLED IN A U.S. BOMBING RAID. HE IMMEDIATELY RETURNED TO LONG DAI AND MADE ARRANGEMENTS FOR HER FUNERAL AND BURIAL. THE NIGHT BEFORE HE RETURNED TO CO TRANG, HE WAS IN A BUNKER TAKING SHELTER FROM AN AMERICAN BOMBING RAID WHEN HE HEARD THE BUZZING SOUND OF A DISABLED AIRCRAFT FOLLOWED BY A BRIGHT FLASH AND AN EXPLOSION. BASED ON HIS RECOLLECTION OF THE DATE OF HIS WIFE'S FUNERAL, HE CALCULATED THE **DATE OF THIS INCIDENT AS 9 APR 68**.
 - (2) HIEP NEVER WENT TO THE AREA WHERE HE HAD SEEN THE FLASH TO CONFIRM IT AS AN AIRCRAFT CRASH SITE OR TO LOOK FOR ANY WRECKAGE. THE FOLLOWING MORNING, HE SIMPLY RETURNED TO THE CO TRANG FORESTRY SITE. HE NEVER HEARD ANY INFORMATION CONCERNING THE CRASH INCIDENT THE DISCOVERY OF ANY WRECKAGE, THE FATE OF THE PILOT, OR THE DISPOSITION OF ANY REMAINS.
 - (3) HIEP WAS ASKED TO CONFIRM THE YEAR DURING WHICH THIS INCIDENT OCCURRED BY RELATING IT TO THE AGES OF HIS CHILDREN. HE STATED THAT, ACCORDING TO THE VIETNAMESE ASTROLOGICAL SYSTEM, HIS YOUNGEST CHILD WAS BORN IN THE YEAR OF "TY" (TYJ) , OR THE YEAR OF THE SNAKE (1965). AT THE TIME OF THE INCIDENT, THIS CHILD WAS ALREADY TWO YEARS OLD.
- N. AS MEMBERS OF THE TEAM WERE SEARCHING MS. PHUONG'S GARDEN FOR ANY TRACES OF WRECKAGE, THEY WERE APPROACHED BY A LOCAL RESIDENT WHO CLAIMED TO HAVE RECOVERED A LONG SLEEVE UNDERSHIRT FROM THE AREA OF THE ALLEGED CRASH SITE. HE WAS LED TO THE U.S. TEAM LEADER FOR INTERVIEW. THIS WITNESS, THAN NGOC MINH (TRAANE NGOCJ 'IINH), IS PRESENTLY 33 YOA.AND RESIDES IN LONG DAI HAMLET. HE EXPLAINED THAT THE SHIRT HE PROVIDED WAS FOUND BY HIS UNCLE, PHAN DAO (PHAN DAOS) , WHO WAS THE OWNER OF THE HOUSE IN WHICH THE TEAM WAS CONDUCTING ITS INTERVIEWS. MINH CONFIRMED THAT HE DID NOT HAVE DETAILED KNOWLEDGE OF THE RECOVERY 'OF THE SHIRT AND *MADE A BRIEF SPEECH* EMPHASIZING THE HUMANITARIAN NATURE OF HIS INTEREST IN THE PW/MIA ISSUE. HE WAS QUERIED CONCERNING ANY OTHER KNOWLEDGE HE MIGHT POSSESS THAT MIGHT RELATE TO THE SUBJECT OF MISSING AMERICANS BUT CLAIMED NONE. THE TEAM THANKED HIM FOR HIS COOPERATION AND PROCEEDED TO INTERVIEW MR. DAO.
- O. DAO EXPLAINED THAT HE FOUND THE SHIRT ABOUT 20 DAYS PRIOR TO THE DATE OF THE INTERVIEW WHILE DIGGING DIRT TO USE ELSEWHERE IN HIS FIELDS. IT WAS FOUND IN AN AREA APPROXIMATELY 50 CM FROM THE EDGE OF ROUTE 15 AND ABOUT 10 METERS FROM THE AREA WHERE THE CRATER HAD ALLEGEDLY BEEN. DAO DID NOT RECALL AT WHAT DEPTH HE FOUND THE

SHIRT, BUT INSISTED THAT IT WAS NOT BURIED DEEPLY. HE FOUND NO TRACES OF REMAINS, IDENTIFICATION MEDIA, OR OTHER PERSONAL EFFECTS WITH THE SHIRT. WHEN ASKED IF HE HAD EVER FOUND ANY SUCH ITEMS IN THE AREA, DAO MENTIONED A BLUE PLASTIC WALLET WITH UNKNOWN LETTERING PRINTED ON IT. HE CLAIMED THAT HE FOUND IT IN THE GARDEN (THE SAME GARDEN IDENTIFIED BY MS. PHUONG) SEVERAL YEARS AGO, BUT BECAUSE IT WAS EMPTY AND THE LETTERING ON IT WAS BADLY FADED, HE DISCARDED IT. DAO CONFIRMED THAT SEVERAL KILOGRAMS OF SHEET METAL HAD BEEN FOUND IN THE AREA NEAR HIS HOUSE, BUT INSISTED THAT HE KEPT ONLY ONE PIECE, A SMALL COUPLING, WHICH HE BELIEVED WAS MADE OF GOLD. HE COMMENTED, HOWEVER, THAT MS. (LNU) KICH (KICHJ) A FORMER MEMBER OF A FEMALE MILITIA UNIT IN THE AREA THAT WAS RESPONSIBLE FOR THE SHOOT DOWN OF A U.S. AIRCRAFT RETURNED TO THE LONG DAI AREA AFTER THE WAR AND RECOVERED SOME OF THE WRECKAGE OF THAT AIRCRAFT FROM THE RIVER.

P. DURING THE SEARCH OF THE GARDEN AND ADJACENT AREA IDENTIFIED BY MS. PHUONG, THE TEAM RECOVERED A NUMBER OF PIECES OF AIRCRAFT WRECKAGE AND CREW-RELATED EQUIPMENT. LTC KY, WHEN APPRISED OF THIS, INSISTED THAT THE TEAM TURN THE ITEMS OVER TO THE VNOSP SO THEY COULD BE FORMALLY REPATRIATED. MR. M POLITELY REFUSED, EXPLAINING THAT THERE WAS NO PRECEDENT FOR THIS AND THAT IT WAS THE TEAM'S DESIRE TO GET THESE ITEMS TO JTF-FA LIFE SUPPORT ANALYSTS AS QUICKLY AS POSSIBLE. LTC KY REPLIED THAT THE DISPOSITION OF SUCH ARTIFACTS WOULD HAVE TO BE DECIDED BY AN AGREEMENT BETWEEN THE VNOSP AND JTF-FA LEADERSHIP. COMPLETE DESCRIPTIONS OF THE ITEMS RECOVERED AND ALL WRECKAGE EXAMINED BY THE TEAM APPEAR IN PARAGRAPH 4.

Q. ON 23 JUN 92 IEL RETURNED TO THE HIEN NINH VILLAGE PEOPLE'S COMMITTEE HOUSE IN CO HIEN HAMLET TO CONTINUE INTERVIEWING ALLEGED WITNESSES-TO CASE 1816. THE FIRST WITNESS PRESENTED WAS THAN NGOC THANG (TRAAF NGCCJ THANGJ), A 51 YOA LIFE-LONG RESIDENT OF LONG DAI HAMLET. THANG NEVER SERVED IN THE PAVN OR THE MILITIA, BUT WAS A HOST FOR AND WORKED CLOSELY WITH THE THREE READINESSES YOUTH GROUPS RESPONSIBLE FOR LOGISTICS SUPPORT TO THE PAVN AND FOR REPAIRING ROUTE 15. THANG STATED THAT ONLY ONE AIRCRAFT CRASH INCIDENT OCCURRED IN LONG DAI HAMLET DURING THE WAR.

(1) THANG RECALLED THAT THE INCIDENT OCCURRED DURING THE SIXTH LUNAR MONTH OF 1972. HE BASED HIS RECOLLECTION ON THE SEASON OF THE YEAR, WHICH HE CONFIDENTLY STATED AS THE LATE DRY SEASON. AT APPROXIMATELY 2000 HOURS ON AN UN-RECALLED DAY, HE WAS IN HIS HOME IN LONG DAI HAMLET WHEN HE OBSERVED A SINGLE U.S. JET AIRCRAFT FLY OVER FROM NORTH TO SOUTH AT A LOW ALTITUDE. WHEN IT WAS APPROXIMATELY ONE KM SOUTH OF HIS POSITION, IT EXPLODED. IN

THE LIGHT FROM THE BURNING AIRCRAFT THANG SAW A SINGLE, FULLY-DEPLOYED RED PARACHUTE DESCEND TOWARDS THE CRASH SITES, WHICH WAS ABOUT 1.5 KM SOUTH OF HIS HOME. AT THIS POINT THANG JUMPED AHEAD IN HIS ACCOUNT AND STATED THAT THE MORNING AFTER THE INCIDENT, HE OBSERVED LE VAN HIEP (SEE PARAGRAPH AND ASSOCIATED SUBPARAGRAPHS) ON ROUTE 15 NEAR THE CRASH SITE CARRYING A PIECE OF WHAT APPEARED TO BE SCALP TISSUE AND A SEVERED ARM.

- (2) AT THIS POINT IN THE INTERVIEW, LTC KY, THE VIETNAMESE TEAM CHIEF, SUDDENLY INTERJECTED. HE EXPLAINED THAT THE INTERVIEW OF MR. THANG WOULD HAVE TO BE INTERRUPTED BECAUSE ANOTHER WITNESS WAS ABOUT TO LEAVE THE VILLAGE TO ATTEND AN IMPORTANT MEETING AND WOULD NOT BE AVAILABLE FOR INTERVIEW. THE U.S. TEAM CHIEF URGED LTC KY TO HAVE THE WITNESS WAIT OR TO RESCHEDULE HIS INTERVIEW FOR ANOTHER TIME. LTC KY WAS INSISTENT, HOWEVER, AND MR. M RELUCTANTLY AGREED. BECAUSE OF THE CURIOUS TIMING OF LTC KY'S INTERJECTION, MR. M. INSISTED ON CONFIRMING THE STATEMENTS TWANG HAD MADE UP TO THAT POINT IN THE INTERVIEW, ESPECIALLY HIS CLAIM OF OBSERVING A PARACHUTE AFTER THE AIRCRAFT EXPLODED. MR. AG@@ SUMMARIZED THANG'S STATEMENTS AND ASKED HIM TO CONFIRM THEIR ACCURACY. HE DID SO WITHOUT MAKING ANY MODIFICATIONS. THANG WAS THEN RELEASED TEMPORARILY TO ALLOW THE TEAM TO INTERVIEW THE NEW WITNESS. HE WAS LED AWAY BY PROVINCIAL TASK TEAM PUBLIC SECURITY REPRESENTATIVE NGUYEN NGUYEN LLIONG TO AN AREA OUTSIDE THE PEOPLE'S COMMITTEE HOUSE. SEEING THIS, MR. [REDACTED] INSTRUCTED SGT [REDACTED], TEAM ANALYST AND NATIVE VIETNAMESE LINGUIST, TO OBSERVE THE TREATMENT OF MR. THANG. SGT [REDACTED] NOTED THAT, WHILE THE OTHER MEMBERS OF THE TEAM WERE INTERVIEWING THE NEW WITNESS, THE MR. LUONG WAS SPEAKING VERY STERNLY TO THANG. SGT [REDACTED] WAS ABLE TO OVERHEAR A PORTION OF THIS CONVERSATION, IN WHICH LUONG INSTRUCTED THANG TO ONLY CONFIRM THE LOCATION OF THE AIRCRAFT CRASH IN LONG DAI HAMLET, BUT NOT TO PROVIDE ANY OTHER INFORMATION OF SUBSTANCE.
- (3) AFTER INTERVIEWING THE OTHER WITNESS, NGUYEN VAN BOT (SEE PARAGRAPH R FOR THE DETAILS OF THIS INTERVIEW), THANG RETURNED TO CONTINUE HIS INTERVIEW. FROM THE MOMENT OF HIS RETURN, IT WAS OBVIOUS THAT HIS Demeanor HAD CHANGED DRASTICALLY FROM THAT DISPLAYED DURING THE INITIAL PORTION OF THE INTERVIEW. HE WAS NO LONGER CONFIDENT OF ANY OF HIS RESPONSES AND REPEATEDLY LOOKED AT LTC KY AND THE OTHER VIETNAMESE TEAM MEMBERS AS IF SEEKING APPROVAL FOR HIS ANSWERS. THE REMAINDER OF HIS TESTIMONY WAS FRAUGHT WITH INCONSISTENCIES AND HE SEEMED UNABLE, OR UNWILLING, TO RECALL ANY DETAILS OF THE TYPE HE INITIALLY OFFERED. THE INFORMATION HE PROVIDED IS NEVERTHELESS CONTINUED IN THE FOLLOWING PARAGRAPHS.

- (4) THANG WAS ASKED BY LTC KY TO CONFIRM THE YEAR DURING WHICH THE INCIDENT OCCURRED. **CONTRARY TO HIS PREVIOUS TESTIMONY, HE INDICATED THAT IT OCCURRED IN 1968.** HE THEN EXPLAINED THAT THE YOUTH GROUPS WHOM HE HOSTED INCLUDED THREE DISTINCT GROUPS, EACH IDENTIFIED BY THE NAME OF THE PROVINCE FROM, WHICH THEY HAILED. THEY WERE IN CHRONOLOGICAL ORDER, FROM THANH HOA, THAI BINH, AND NNGHE AN PROVINCES. THANG INDICATED THAT THIS INCIDENT OCCURRED DURING THE TIME IN WHICH THE THANH HOA YOUTH GROUP WAS STAYING WITH HIM. FURTHER EFFORTS TO CONFIRM THE DATE OF THE INCIDENT BY RELATING IT TO THE YEARS OF BIRTH OF THANG'S EIGHT CHILDREN WERE UNSUCCESSFUL, RESULTING IN HALF-HEARTED CLAIMS THAT HE DID NOT RECALL WHEN HIS CHILDREN WERE BORN.
- (5) THANG AVOIDED RECONFIRMING HIS INITIAL STATEMENTS, SO HE WAS PRESSED FOR INFORMATION CONCERNING THE EVENTS SUBSEQUENT TO THE INCIDENT- HE EXPLAINED THAT APPROXIMATELY 0700-0800 THE MORNING AFTER THE CRASH, HE WENT TO SEE THE CRASH SITE. HE CONFIRMED THAT HE SAW LE VAN HIEM ON ROUTE 15 AS HE WAS WALKING TO THE SITE AND THAT HIEM WAS CARRYING A PIECE OF SCALP TISSUE AND A SEVERED ARM. IN RESPONSE TO THE REACTIONS OF THE VIETNAMESE TEAM LEADERS (SPECIFICALLY LTC KY AND DO DUC DUONG) TO THIS STATEMENT, THANG CLAIMED HE WAS UNABLE TO DESCRIBE THE PIECES OF REMAINS AND EVENTUALLY CONTRADICTED HIMSELF AND DENIED HAVING SEEN THEM ALTOGETHER.
- (6) AFTER MEETING HIEM ON THE ROAD, THANG SUPPOSEDLY DECIDED NOT TO VISIT THE CRASH SITE AND RETURNED HOME. ON THE WAY, HE SAW SEVERAL MEMBERS OF THE YOUTH GROUP CARRYING A **RED PARACHUTE** HE BELIEVED WAS THE ONE HE HAD SEEN DESCENDING AT THE TIME OF THE CRASH. THANG EXPLAINED THAT **THE PARACHUTE STILL HAD LINES ATTACHED TO IT, BUT NO HARNESS OR PACK WAS VISIBLE.** THE YOUTHS CARRYING THE PARACHUTE (NIFI) REPORTEDLY COMMENTED TO THANG THAT THEY HAD FOUND IT NEAR THE CRASH SITE *AND* THAT THE PILOT TO WHOM IT BELONGED HAD BEEN TORN APART IN THE CRASH INCIDENT. WHEN PRESSED FOR MORE SPECIFIC DETAILS CONCERNING THE PARACHUTE, ITS DISPOSITION, AND ANY OTHER HEARSAY CONCERNING THE FATE OF THE PILOT AND THE DISPOSITION OF HIS REMAINS. THANG WAS VISIBLY ANXIOUS. HE ULTIMATELY CLAIMED THAT HE COULD RECALL NO FURTHER INFORMATION CONCERNING THE INCIDENT AND AVOIDED RESPONDING TO ANY FURTHER QUESTIONS-

R. THE WITNESS WHO INTERRUPTED THE INTERVIEW OF MR. THANG WAS NGUYEN VAN BOT (NGUYEI-:NX VAWN EOWTS), A 38 YOA LONG DAI HAMLET CADRE. BOT IS LIFE-LONG RESIDENT OF LONG-DAI AND CLAIMED THAT ONLY ONE AIRCRAFT CRASH INCIDENT OCCURRED THERE DURING THE WAR-

- (1) BOT STATED THAT THE INCIDENT OCCURRED ON AN UN-RECALLED DAY IN **JUNE OR JULY 1972.** HIS RECOLLECTION OF THIS TIME PERIOD WAS BASED

ON THE REFERENCE POINT OF 9 MAR 72, THE DATE ON WHICH BOT BECAME A MEMBER OF THE COMMUNIST PARTY AND, CONCURRENTLY, A MEMBER OF THE LONG DAI HAMLET MILITIA. BOT WAS CONFIDENT THAT THE INCIDENT OCCURRED SEVERAL MONTHS AFTER THIS DATE. HE EXPLAINED THAT AT ABOUT 0000-0100 HOURS, HE WAS IN HIS HOME IN LONG DAI HAMLET WHEN HE HEARD A LOUD EXPLOSION WHICH HE BELIEVED WAS CAUSED BY THE CRASH OF AN AIRCRAFT. HE DID NOT GO OUT TO CONFIRM THIS, AND REMAINED IN HIS HOME THE REMAINDER OF THE NIGHT.

- (2) THE FOLLOWING MORNING, BOT AND OTHER MEMBERS OF THE LONG DAI MILITIA WENT OUT TO INVESTIGATE THE CAUSE OF THE EXPLOSION. WHILE SEARCHING IN THE AREA OF ROUTE 15, THEY NOTED 4-5 NEW BOMB CRATERS ALONG THE ROAD, INCLUDING ONE CRATER APPROXIMATELY 5-7 METERS IN DIAMETER THAT HAD DESTROYED A PORTION OF THE ROAD BED. THE LOCATION GIVEN BY BOT FOR THIS CRATER WAS CONSISTENT WITH THAT PROVIDED BY PREVIOUS WITNESSES. IN THE CRATER AND AROUND ITS CIRCUMFERENCE, HE SAW A NUMBER OF UNEXPLODED BOMBS AND SMALL PIECES OF AIRCRAFT WRECKAGE, THE LARGEST OF WHICH WERE NO BIGGER THAN HIS HAND. BOT RECALLED THAT PREVIOUSLY, THERE HAD BEEN A WATER-FILLED BOMB CRATER ADJACENT TO THE ROAD AT THIS POINT AND OPINE THAT THE AIRCRAFT HAD IMPACTED INTO THIS EXISTING CRATER
- (3) BOT SAW NO TRACES OF REMAINS, OR ANY CREW-RELATED ITEMS OR PERSONAL EFFECTS IN THE AREA OF THE CRATER. HE LATER HEARD, HOWEVER, THAT LE VAN HIEM HAD DISCOVERED A PIECE OF SCALP TISSUE FROM THE CRASH AREA AND SURMISED THAT THE PILOT HAD DIED IN THE INCIDENT. BOT CLAIMED HE NEVER HEARD ANY OTHER INFORMATION CONCERNING THE DISCOVERY OF REMAINS PERSONAL EFFECTS, OR IDENTIFICATION MEDIA AROUND THE CRASH SITE. HE ALSO DENIED ANY KNOWLEDGE OF THE RECOVERY OF WRECKAGE FROM THE AREA AND WAS UNABLE TO IDENTIFY ANY VILLAGERS WHO MIGHT STILL POSSESS WRECKAGE.
- (4) BOT WAS ALSO QUERIED CONCERNING ANY OTHER INFORMATION HE MIGHT POSSESS THAT MIGHT RELATE TO INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS. HE STATED THAT HE HEARD OF ONE OTHER AIRCRAFT CRASH INCIDENT WHICH OCCURRED IN 1968 IN THE RAU TRU AREA OF TRUONC- XUAN VILLAGE. HE INSISTED THAT HE DID NOT KNOW ANY DETAILS OF THIS INCIDENT, HOWEVER.

S. ON 26 JUN 92, IEL AGAIN VISITED CO HIEN HAMLET TO INTERVIEW TWO INDIVIDUALS IDENTIFIED DURING INTERVIEWS OF PREVIOUS WITNESSES. THE TEAM ALSO REQUESTED TO REINTERVIEW THAN NGOC THANG WITH THE HOPE THAT AN UNINTERRUPTED INTERVIEW WOULD YIELD BETTER RESULTS. THE FIRST PRESENTED WAS NGUYEN THI TICH (NGUYEENX THIJ TICH)P WHO, ACCORDING TO VIETNAMESE TEAM MEMBERS, WAS MISTAKENLY IDENTIFIED BY OTHER WITNESSES AS "KICH" RATHER THAN TICH. MS. TICH IS PRESENTLY 50 YOA AND A RESIDENT OF LOC LONG (H), XUAN NINH (V), QUANG

NINH (D). DURING THE PERIOD 1962-70, SHE WAS THE ASSISTANT MILITIA COMMANDER OF HIEN NINH VILLAGE IN CHARGE OF THEIR FEMALE UNIT. FROM 1970-80, SHE WAS THE SECRETARY OF THE VILLAGE'S FEMALE COMMUNIST PARTY ELEMENT. TICH CLAIMED THAT HER UNIT WAS RESPONSIBLE FOR SHOOTING DOWN TWO AIRCRAFT DURING THE WAR AND PROVIDED DETAILED ACCOUNTS OF EACH INCIDENT. SHE CLAIMED THAT SHE WAS ABLE TO RECALL SPECIFIC DETAILS OF THE INCIDENTS ACCURATELY BECAUSE SHE HAD RECORDED THEM IN A DIARY, WHICH SHE STILL KEPT. THE FIRST INCIDENT SHE DESCRIBED HAS NOT YET BEEN CORRELATED TO ANY SPECIFIC CASE AND WILL BE REPORTED SEPARATELY. HER ACCOUNT OF THE SECOND INCIDENT COMPARES FAVORABLY WITH PREVIOUS WITNESS TESTIMONY CONCERNING THE INCIDENT NEAR THE-LONG DAI FERRY AND IS REPORTED BELOW.

- 1) MS. TICH STATED THAT THE INCIDENT OCCURRED AT APPROXIMATELY 1400 HOURS ON 6 APR 68. WHEN ASKED TO CONFIRM THIS DATE, SHE PRODUCED A PIECE OF PAPER FROM HER POCKET AND CONSULTED IT BEFORE ANSWERING. SHE REFUSED TO ALLOW THE MEMBERS OF THE JOINT TEAM TO SEE THE PAPER, WHICH SHE CLAIMED TO HAVE PREPARED FROM MEMORY THE DAY BEFORE THE INTERVIEW. WHEN THE U.S. TEAM CHIEF SUGGESTED THAT THE INFORMATION ON THE PAPER MAY HAVE BEEN EXTRACTED FROM HER PERSONAL DIARY, SHE INSISTED THAT IT HAD NOT. SHE THEN CONTRADICTED HER PREVIOUS STATEMENT, INDICATING THAT HER DIARY NO LONGER EXISTED, HAVING BEEN DESTROYED BY AMERICAN BOMBING. MS. TICH THEN CONTINUED HER ACCOUNT, STATING THAT ON THE DATE INDICATED SHE OBSERVED A LONE U.S. JET AIRCRAFT OF UNKNOWN TYPE APPROACH THE VILLAGE FROM THE DIRECTION OF DONG HOI (NORTHEAST). HER 12.7 MM HMG UNIT, ALONG WITH OTHER UNITS IN THE AREA FIRED ON THE AIRCRAFT. IT WAS STRUCK BY FIRE AND EXPLODED IN THE AIR. FROM HER VANTAGE POINT SHE REPORTEDLY CLEARLY SAW THE WRECKAGE OF THE BURNING AIRCRAFT IMPACT INTO THE MIDDLE OF THE LONG DAI RIVER IN THE VICINITY OF THE LONG DAI FERRY. SHE DID NOT OBSERVE ANY PARACHUTES.
- (2) MS. TICH DID NOT GO TO THE AREA OF THE CRASH AFTER THE INCIDENT AND REMAINED WITH HER UNIT TO DEFEND AGAINST FURTHER AIRCRAFT ATTACKS. FOLLOWING THE CRASH, SHE DID NOT OBSERVE ANY SAR EFFORTS TO RECOVER OR DETERMINE THE FATE OF THE AIRCRAFT'S PILOT. SHE ALSO DENIED EVER HAVING HEARD ANY INFORMATION CONCERNING THE FATE OF THE PILOT, THE DISPOSITION OF ANY ASSOCIATED REMAINS, OR THE RECOVERY OF ANY WRECKAGE OR PERSONAL EFFECTS FROM THE CRASH AREA.
- (3) THE TEAM ALSO PROBED MS. TICH'S KNOWLEDGE OF ANY OTHER INCIDENTS POSSIBLY RELATED TO UNACCOUNTED-FOR AMERICANS. SHE CLAIMED SHE COULD OFFER NO FURTHER INFORMATION AND SPECIFICALLY DENIED ANY KNOWLEDGE OF ANY AIRCRAFT CRASH INCIDENTS IN THE HIEN NINH AREA DURING 1972. SHE THEN BECAME

VERBALLY ABUSIVE, STATING THAT HER HUSBAND HAD BEEN KILLED DURING AN AMERICAN BOMBING RAID AND CLEARLY DEMONSTRATED THAT SHE STILL HARBORED ILL WILL TOWARDS AMERICANS. AT THAT POINT THE INTERVIEW WAS TERMINATED.

- T. THE NEXT WITNESS INTERVIEWED WAS PHAN VAN LO (PHAN VAWN LOG), A 60 YOA LIFE-LONG RESIDENT OF LONG DAI HAMLET. LO WAS A MEMBER OF THE LONG DAI MILITIA FROM THE AGE OF 16 (1948) UNTIL 1975. LO CLAIMED THAT ONLY ONE AIRCRAFT CRASH INCIDENT OCCURRED IN LONG DAI HAMLET.
- (1) LO RECALLED THAT 'THE INCIDENT OCCURED AT ABOUT 1300-2000 HOURS ON THE TENTH DAY OF THE LUNAR MONTH OF 1968 (7 APR 68). HE CLAIMED HE RECALLED THIS DATE ACCURATELY BECAUSE A MEMBER OF HIS FAMILY WAS KILLED BY AMERICAN BOMBING THE PREVIOUS DAY. HE DID NOT OBSERVE THE AIRCRAFT CRASH, BUT HEARD A LOUD EXPLOSION AND SAW FLAMES IN THE VICINITY OF ROUTE 15. SINCE HE WAS A MILITIA MEMBER AND WAS RESPONSIBLE FOR DEFENDING THE VILLAGE, HE RAN TO THE SITE, WHICH HE BELIEVED WAS THE CRASH SITE OF AN AIRCRAFT. HE ARRIVED AT THE SITE, WHICH WAS APPROXIMATELY ONE KM NORTH OF THE LONG DAI FERRY ON ROUTE 15, ABOUT ONE HOUR AFTER THE CRASH.
 - (2) IN DESCRIBING THE CRASH SITE, LO CONFIRMED THAT THE CRATER CAUSED BY THE EXPLOSION HAD DESTROYED PART OF THE ROAD. HE EXPLAINED THAT HE SAW MANY SMALL PIECES OF AIRCRAFT WRECKAGE SCATTERED AROUND THE CRATER AND ONE LARGE ELECTRICAL COMPONENT (NFI) WHICH EMITTED A NOISE LIKE THAT OF BOILING WATER AS IT BURNED. HE ALSO OBSERVED A NUMBER OF UNEXPLODED BOMBS IN THE AREA.
 - (3) WHEN QUESTIONED CONCERNING THE PRESENCE OF ANY REMAINS AT THE SITE, LO REPLIED THAT HE OBSERVED NGUYEN VAN KHUONG, A FELLOW MILITIA MEMBER, PICK UP A SEVERED FOREARM AND HAND AND A PIECE OF SCALP FLESH INCLUDING AN EAR. LO DID NOT RECALL THE COLOR OF THE SKIN OF THESE PIECES. ALTHOUGH HE DID NOT ACCOMPANY KHUONG, LO HEARD FROM HIM THAT HE HAS GOING TO TAKE THE BODY PARTS HE HAD FOUND TO THE LONG DAI COOPERATIVE TO TURN THEM IN TO THE MILITIA COPMMANDER, NGUYEN BA (NOW DECEASED) AND THE ASSISTANT COOPERATIVE DIRECTOR, NGUYEN VAN LUAN. LO DID NOT KNOW WHAT ULTIMATELY BECAME OF THESE REMAINS.
 - (4) LO CLAIMED THAT THE ONLY PERSONAL EFFECTS HE RECALLED BEING FOUND IN THE CRASH AREA WERE **TWO PARACHUTES**. A GOLD-COLORED PAPACHUTE WAS SUPPOSEDLY TAKEN BY THE PASSENGERS (NFI) OF A CAR THAT DROVE BY THE SITE ON ROUTE 15. HE DID NOT SEE THIS BUT LEARNED IT THROUGH HEARSAY. LO SAW THE SECOND PARACHUTE BEING CARRIED BY MEMBERS OF THE YOUTH GROUP BACK TO THE HOME OF TRAN NGOC THANG. HE DID NOT KNOW WHAT ULTIMATELY BECAME OF THE PARACHUTE OR IF ANY OF IT STILL REMAINED.

- (5) ACCORDING TO LO, THE REPAIR OF THE DAMAGE ROAD TOOK APPROXIMATELY 15 DAYS TO COMPLETE. HE DID NOT KNOW OF ANY INSTANCES IN WHICH REMAINS WERE RECOVERED DURING THIS PROCESS.
- 6) LO CONFIRMED THAT HE HAD SALVAGED A NUMBER OF SMALL PIECES OF METAL FROM THE WRECKAGE OF THE AIRCRAFT AND THAT HE STILL KEPT SOME OF THEM. HE LATER SHOWED THESE PIECES TO THE TEAM. LO CLAIMED NO-KNOWLEDGE OF ANY OTHER VILLAGERS POSSESSING AIRCRAFT WRECKAGE.

U. THE TEAM WAS THEN ALLOWED TO RE-INTERVIEW TRAN NGOC THANG. IT HAS HOPED THAT AN UNINTERRUPTED INTERVIEW WOULD YIELD BETTER RESULTS THAN THE INITIAL INTERVIEW OF THIS WITNESS. LTC KY INITIALLY STATED THAT MR. TWANG WAS NOT AVAILABLE FOR INTERVIEW BECAUSE HE WAS ILL. MR. @@@@ THEN OFFERED THE SERVICES OF THE TEAM MEDIC TO EXAMINE MR. THANG, BUT LTC KY REFUSED. SHORTLY THEREAFTER, THANG ARRIVED.

- (1) THANG WAS PHYSICALLY ESCORTED TO THE INTERVIEW BY PAVN MAJ DO VAN PHAN OF THE PROVINCIAL TASK TEAM. IT WAS OBVIOUS FROM THE OUTSET THAT MR. THANG WAS EMOTIONALLY UPSET AT THE PROSPECT OF BEING REINTERVIEWED. MR. @@@@ TRIED TO PUT HIM AT EASE BY EXPLAINING THAT THE TEAM'S OBJECTIVE WAS ONLY TO CONFIRM HIS EARLIER TESTIMONY, WHICH WAS A BIT CONFUSED BECAUSE THE INTERVIEW HAD BEEN INTERRUPTED.
- (2) THROUGHOUT THE INTERVIEW, THANG AVOIDED OFFERING DIRECT ANSWERS AND REPEATEDLY EMPHASIZED THAT THE ANSWERS HE HAD PROVIDED IN HIS FIRST INTERVIEW WERE, TO THE BEST OF HIS RECOLLECTION, ACCURATE. HE WAS MONITORED VERY CLOSELY THROUGHOUT THE INTERVIEW BY MAJ PHAN, WHO WAS NOTED WHISPERING TO THANG ON A NUMBER OF OCCASIONS DURING THE INTERVIEW, APPARENTLY INSTRUCTING HIM HOW TO RESPOND. THE PRESSURE OF MAJ PHAN'S PRESENCE MADE THANG EVEN MORE ANXIOUS AND THE INTERVIEW COUNTERPRODUCTIVE. ALTHOUGH THANG DID NOT PROVIDE MANY DIRECT ANSWERS, THOSE HE DID SUPPLY WERE CONSISTENT WITH HIS INITIAL TESTIMONY.
- (3) AT THE CONCLUSION OF THE INTERVIEW MR. XXXXXX THANKED THANG AND PRESENTED HIM WITH AN EMPTY POLARIS WATER BOTTLE AS A SMALL TOKEN OF THE TEAM'S APPRECIATION. HE WAS THEN IMMEDIATELY LED OUT OF THE PEOPLE'S COMMITTEE HOUSE BY MAJ PHAN, WHO CLUTCHED HIM BY THE ARM. IEL TEAM MEMBERS WHO LEFT THE TABLE TO TAKE A BREAK IN THE COURTYARD OBSERVED MAJ PHAN TAKE THE WATER BOTTLE FROM THE WITNESS AND STERNLY ORDER HIM TO RETURN HOME. THIS ORDER WAS PUNCTUATED BY PUSHING THE WITNESS. ON 28 JUN 92, IEL INTERVIEWED TWO MORE WITNESSES IN CO HIEN (H) HIEN NINH (V). THE FIRST WAS NGUYEN VAN KHUONG (NGUYEENX VAWN KHLOONG), THE MILITIA MEMBER IDENTIFIED BY PHAN VAN LO (SEE

PARAGRAPH 3T(3)) AS HAVING RECOVERED AN ARM AND A PIECE OF SCALP FLESH FROM THE CRASH SITE. KHUONG IS PRESENTLY 57 YOA. HE WAS A MEMBER OF THE LONG DAI HAMLET MILITIA'S RECONNAISSANCE ELEMENT FROM 1966-72.

- (1) KHUONG STATED THAT THE INCIDENT OCCURRED AT AROUND 2000 HOURS ON AN UN-RECALLED DAY DURING APR 68. HE WAS IN HIS HOME IN LONG DAI HAMLET AT THE TIME OF THE INCIDENT AND DID NOT OBSERVE THE AIRCRAFT CRASH. SHORTLY AFTER THE CRASH, HE WENT OUT TO EXAMINE THE SITE. THE DESCRIPTION HE PROVIDED OF THE LOCATION OF THE SITE WAS CONSISTENT WITH THAT OF PREVIOUS WITNESSES. AT THE SITE HE SAW A CRATER APPROXIMATELY 10 METERS WIDE. THERE WERE A NUMBER OF SMALL FIRES BURNING IN THE CRATER AND THE SURROUNDING AREA, BUT HE DID NOT OBSERVE ANY WRECKAGE, REMAINS, OR PERSONAL EFFECTS. HE REMAINED THERE FOR APPROXIMATELY 20 MINUTES BEFORE RETURNING HOME.
- (2) AT ABOUT 0700 THE FOLLOWING MORNING, HE RETURNED TO THE AREA. IT WAS AT THAT TIME THAT HE DISCOVERED TWO PIECES OF REMAINS BELIEVED TO BE THOSE OF THE PILOT OF THE AIRCRAFT. ABOUT 50 METERS FROM THE RIVER BANK HE FOUND AN ARM (SIDE UN-RECALLED) THAT HAD BEEN SEVERED JUST BELOW THE ARMPIT. ABOUT 300 METERS FROM THE RIVERP HE FOUND A PIECE OF SCALP TISSUE APPROXIMATELY TWO HAND SPANS IN SIZE. A PORTION OF THE SCALP WAS COVERED WITH LIGHT COLORED HAIR. THE ARM WAS ALSO COVERED WITH LONG, LIGHT-COLORED BODY HAIR AND WAS AS LARGE IN DIAMETER AS KHUONG'S LEG. THE SKIN COVERING BOTH PIECES OF REMAINS WAS WHITE IN COLOR. HE DID NOT RECOVER EITHER OF THE PIECES AND SIMPLY LEFT THEM WHERE THEY LAY.
- (3) KHUONG CLAIMED THAT HE SAW A FEW SMALL PIECES OF WRECKAGE NEAR THE RIVER, INCLUDING ONE PIECE THAT WAS RED AND BLUE IN COLOR. HE SAW NO OTHER WRECKAGE IN THE AREAS. KHUONG COULD NOT DESCRIBE THE WRECKAGE HE SAW IN DETAIL AND INSISTED THAT HE DID NOT RECOVER ANY OF IT. HE ALSO CLAIMED THAT HE SAW NO TRACES OF PERSONAL EFFECTS, IDENTIFICATION MEDIA., OR OTHER CREW-RELATED ITEMS IN THE AREA.
- (4) KHUONG MAINTAINED THAT HE NEVER PICKED UP EITHER OF THE PIECES OF REMAINS HE HAD SEEN AND DID NOT KNOW THEIR ULTIMATE DISPOSITION. HE SPECIFICALLY DENIED EVER TAKING THESE PIECES TO THE LONG DAI COOPERATIVE AS LO HAD ALLEGED. WHEN ASKED WHY PHAN VAN LO HAD CLAIMED TO HAVE SEEN KHUONG CARRYING THE SAME PIECES HE HAD JUST DESCRIBED, KHUONG OFFERED NO EXPLANATION. HE ALSO CLAIMED ABSOLUTELY NO KNOWLEDGE OF ANY OTHER INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS.

W. THE SECOND WITNESS PRESENTED ON 28 JUN WAS NGUYEN VAN LUAN (NGUYEENX VAWN I..UAANJ), ONE OF THE INDIVIDUALS IDENTIFIED BY PHAN VAN LO AS HAVING RECEIVED THE REMAINS RECOVERED BY KHUONG (SEE PARAGRAPH 3T(3)). LUAN SERVED AS THE ASSISTANT DIFTECTOR OF THE

LONG DAI HAMLET COOPERATIVE FROM 1968-75. HE CLAIMED HE DID NOT OBSERVE THE INCIDENT BUT, LIKE PREVIOUS WITNESSES, ONLY HEARD THE SOUND OF A LARGE EXPLOSION. HE CONFIRMED THE TIME OF THIS EXPLOSION AS AROUND 1930-2000 HOURS ON AN UN-RECALLED DAY IN APR 68. LUAN CLAIMED THAT BECAUSE HE WAS PREOCCUPIED WITH HIS DUTIES AT THE COOPERATIVE, HE NEVER VISITED THE CRASH SITE. WHEN QUESTAEDIS LUASTATIMED THAS AT

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UNIDENTIFIED WRECKAGE THAT MIGHT COULD POSSIBLY HAVE COME FROM AN AIRCRAFT.

- Z. AS THE TEAM WAS RETURNING BY VEHICLE TO DONG-HOI. A LOCAL RESIDENT FLAGGED THEM DOWN. THAN HUU TRUC, A 39 YOA RESIDENT OF TAEM 1, LONG DAI HAMLET, SHOWED THE TEAM A PIECE OF WRECKAGE AND A BRASS BELT BUCKLE STAMPED WITH THE LETTERS "U"S.' ' TRUC CLAIMED THAT HE HAD RECOVERED THESE ITEMS FROM THE AREA THAT IS NOW THE GARDEN OF MS. PHUONG'S HOUSE. HE COULD NOT RECALL THE EXACT TIME HE RECOVERED THEM, BUT INDICATED THAT IT WAS BEFORE MS. PHONG'S HOUSE WAS BUILT (NOTE: ACCORDING TO MS. PHUONG, 1988).

TRUC CLAIMED HE DID NOT FIND ANYTHING ELSE IN THAT AREA AND DID NOT KNOW OF ANY OTHER VILLAGERS KEEPING WRECKAGE. A COMPLETE DESCRIPTION OF THE ITEMS TRUC SHOWED TO THE TEAM APPEARS IN PARAGRAPH 4.

4. MATERIAL EVIDENCE:

- A. ON 26 JUN, WITNESS PHAN VAN LO ALLOWED THE TEAM TO EXAMINE A PIECE OF PROBABLE HYDRAULIC TUBING APPROXIMATELY EIGHT INCHES LONG., THE COUPLINGS ATTACHED TO THE TUBING HAD THE FOLLOWING MARKINGS: 1-C3028IT8 (THE LAST TWO CHARACTERS WERE UNCLER AND MAY READ I8); 28199
- B. B- ON 23 JUN AND 8 JUL 92, IEL WAS ALLOWED TO EXAMINE AND PHOTOGRAPH WRECKAGE ALLEGEDLY TAKEN FROM THE CRASH SITE LOCATED IN LONG DAI HAMLET. THE FOLLOWING IS A DESCRIPTION OF THE WRECKAGE.

PIECE OF PETAL TUBING APPRONIMATELY EIGHT INCHES LONG WITH ONE THREADED END. THE FOLLOWING IS ETCHED ON THE TUBE:

? ASSY FACE 7-22904

? (706 714-50)

? SEA NO 154

? TELEFLEX PAT NC

? 2 82 0092

? TWO METAL PORTIONS OF THE POWERPLANT, ONE 22 INCHES LONG AND ONE 20 INCHES LONG

"H" SHAPED MECHANICAL LINKAGE PART THREE INCHES WIDE BY SEVEN INCHES LONE. STAPIED ON ONE ARM IS: 12C(OR G)859-9 (NOTE:. THE LAST DIGIT IS ENGRAVED). NEXT TO THIS STAMP IS A STAMPED LETTER "L" IN A CIRCLE.

U/I METAL PART 3.75 BY 2.25 INCHES IN SIZE.

STAMPED ON THE FRONT IS: 6 AL-4V FOLLOWED BY A RAISED EMBLEM IN THE SHAPE OF TEXAS. STAMPED ON THE BACK IS:
1 208.

? COMMON WIRING HARNESS CANNON PLUG WITH APPROXIMATELY 55 HOLES- THE INSULATION ON ONE ATTACHED WIRE HAS MARKED: TE7 7C22-

ELECTRIC WIRING HARNESS WITH CHROME ANTI-.CHAFING SLEEVE, 8.5 INCHES LONG.

CONNECTOR WITH GREEN INTERIOR AND SEV EN MALE PINS LETTERED R, A, B, C, E, AND D ON ONE END AND TWO FEMALE RECEPTACLES ON THE REAR. THE MALE AND FEMALE CONNECTOR ARE B.RASS PLATED.

PIECE OF METAL 30 INCHES LONG BY 2.75 INCHES WIDE WITH CLOTH OR FIBERGLASS LINING ATTACHED WITH OFFSET PHILLIPS HEAD SCREWS. THE HEADS OF THE SCREWS WERE MARKED: CALFAX CA2755-4-1510.

BEARING RACE ONE INCH. IN DIAMETER WITH THE LETTERS CPBGH STAMPED ON THE OUTSIDE EDGE.

UNMARKED COG 1.5 INCHES IN DIAMETER

UNPARKED COG FIVE INCHES IN DIAMETER

COG WITH RAISED MALE CONNECTOR_1.75 INCHES IN DIAMETER

TWO WASHERS, 1.5 INCHES IN DIAMETER TWO SPACERS, 2.75 INCHES IN DIAMETER.

- C. THE FOLLOWING ITEMS WERE RECOVERED FROM THE GARDEN NEAR MS. PHUONG'S HOUSE:

STEEL WIRING SLEEVE WITH ATTACHED WIRINE AND A CLAMP MARKED: DEL
477SSB

CURVED GRAY RUBBER SEAL, 12 LONG INCHES BY 1 INCH WIDE
METAL FRAGMENT, 4 BY 5 INCHES IN SIZE

PROBABLE CLOTH HARNESS MATERIAL, 13.5 BY 3 INCHES IN SIZE

FRAGMENT OF BLACK ACCORDION HOSE, 4-5 INCHES LONG AND 1 INCH IN DIAMETER
PIECE OF GREEN AND RED CLCTH, 6 BY 9 INCHES IN SIZE

D. ON 23 JUN, A LOCAL RESIDENT SHOWED THE TEAM A SHIRT HE REPORTEDLY DUG UP FROM AN AREA ON THE WEST SIDE OF ROUTE 15 APPROXIMATELY 100 METERS FROM THE AREA WHERE THE TEAM DISCOVERED THE WRECKAGE. THE SHIRT WAS A SMALL PULL OVER TEE SHIRT WITH LONG SLEEVES. EXAMINATION OF THE SHIRT REVEALED THAT IT WAS NOT AIR CREW RELATED. THE SHIRT WAS PHOTOGRAPHED AND RETURNED TO ITS OWNER.

5. SURVEY RESULTS: THE SITE ALLEGED TO BE THE CRASH SITE ASSOCIATED WITH THIS INCIDENT IS LOCATED ON THE EAST SIDE OF ROUTE 15 BETWEEN THE ROAD AND THE LONG DAI RIVER. TH GRID COORDINATE FOR THIS LOCATION AS DETERMINED BY GPS, IS XE7347116358. THE ALLEGED IMPACT CRATER OF THE AIRCRAFT IS LOCATED UNDER WHAT IS NOW AN ASPHALT ROAD, APPROXIMATELY SIX METERS WIDE. THE WRECKAGE PROVIDED BY WITNESSES WAS TAKEN PRIMARILY FROM A GARDEN LOCATED ABOUT 10 METERS DIRECTLY EAST OF THE ROAD AND A LARGE HOLE, MADE BY CONNECTING TWO BOMB CRATERS, SEVERAL METERS SOUTH OF THE GARDEN. THE AREA WHERE WITNESSES ALLEGEDLY DISCOVERED A PIECE OF SCALP IS LOCATED APPROXIMATELY 30 METERS FROM THE ROAD EDGE AND SLIGHTLY SOUTH OF THE ALLEGED IMPACT AREA. ALL OF THE AREAS ASSOCIATED WITH THIS SITE, INCLUDING THE ROAD, WERE SURVEYED WITH A METAL DETECTOR. A NUMBER OF SMALL PIECES OF WRECKAGE AND PROBABLE CREW-RELATED EQUIPMENT WERE RECOVERED FROM THE GARDEN AREA (SEE PARAGRAPH 4 FOR DESCRIPTIONS OF WRECKAGE). THE LARGE HOLE AND THE ROAD AREA BOTH REGISTERED A HIGH CONCENTRATION OF METAL DEPOSITS, BUT ALL READILY RECOVERABLE PIECES WERE FOUND TO BE BOMB SHRAPNEL. THERE WAS NO CONCENTRATION OF METAL EVIDENT IN THE AREA WHERE THE PORTION OF SCALP HAD ALLEGEDLY BEEN FOUND. NO TRACES OF REMAINS WERE FOUND IN ANY AREA OF THE SITE.

6. RECOMMENDED FUTURE ACTIONS:

A. RECOMMEND THE CONTINUED INVESTIGATION OF THIS CASE* TO BEGIN WITH THE INTERVIEW OF NGUYEN TRONG PHU (NGUYEENX TRONGJ PHUS), THE INDIVIDUAL IDENTIFIED IN THE QUANG BINH PROVINCIAL MUSEUM RECORDS AS HAVING RECOVERED THE HELMET BELIEVED TO HAVE BELONGED TO MAJ HENRY E. MACCANN. THERE HAS BEEN A STANDING REQUEST TO INTERVIEW THIS WITNESS SINCE THE 14TH ITERATION (JUN-JUL 91), BUT LTC KY INDICATED THAT NO EFFORTS WERE MADE TO LOCATE HIM UNTIL THE 18TH JFA WAS ALREADY UNDERWAY. THE INVESTIGATION OF THIS CASE SHOULD ALSO INCLUDE AN INTERVIEW OF THAN HOAN (TRAANF HOANX), IDENTIFIED BY NGUYEN CHI HUNG AS THE FORMER QUANG NINH DISTRICT FORCES COMMANDER, NOW BELIEVED TO BE RESIDING IN XUAN THUY VILLAGE.

B. IF THE ANALYSIS OF THE PROBABLE CLOTH AND HARNESS RATERIAL I FOUND IN MS. PHUONG'S GARDEN CAN CONCLUSIVELY ESTABLISH THAT THE CREW

MEMBERS-WERE IN THE AIRCRAFT AT THE TIME OF IMPACT, RECOMMEND AN EXCAVATION OF THE GARDEN AND THE ENTIRE SURROUNDING AREA.

7. PERTINENT LOCATION OR DATA CHANGES: NONE AT THIS TIME.
8. AREAS OR CASE FILE INFORMATION NOT INVESTIGATED: NONE
9. ANALYST COMMENTS:

A. THE INFORMATION PROVIDED BY THE WITNESSES IN HIEN NINH VILLAGE IS NOT CONSISTENT WITH THE CIRCUMSTANCES OF LOSS CONCERNING CASE 1816. ONLY TWO OF THE WITNESSES, THANG AND BOT, CLAIMED THE INCIDENT OCCURRED IN 1972, THE SAME YEAR AS THE 1816 INCIDENT. HOWEVER, THE REMAINDER OF THEIR TESTIMONY DOES NOT AGREE WITH THE KNOWN FACTS OF THIS CASE. BOTH INDIVIDUALS CLAIMED THE INCIDENT OCCURRED AT NIGHT, WHILE IN FACT THE REFNO 1816 OCCURRED DURING THE DAYLIGHT HOURS. ALTHOUGH THE AIRCRAFT INVOLVED IN THIS INCIDENT WAS SHOT DOWN BY TWO SURFACE TO AIR MISSILES, NEITHER OF THESE INDIVIDUALS MENTIONED THE LAUNCHING OF SURFACE TO AIR MISSILES IN THEIR TESTIMONY CONCERNING THE INCIDENT. INITIAL ANALYSIS OF THE MATERIAL EVIDENCE OBTAINED FROM THE CRASH SITE IN LONG DAI HAMLET INDICATE THAT THE AIRCRAFT THAT CRASHED AT THIS LOCATION WAS AN F-111. THERE ARE EIGHT INCIDENTS INVOLVING F-111 AIRCRAFT WHICH RESULTED IN UNACCOUNTED-FOR PERSONNEL. FOUR OF THESE OCCURRED IN CLOSE PROXIMITY TO QUANG BINH PROVINCE: 1107, 1139, 1945 AND 1948. CASE 1948 WAS A SUBJECT OF A PREVIOUS JOINT INVESTIGATION AND HAS DETERMINED TO HAVE BEEN SHOT DOWN IN PHU. TRACH VILLAGE, BO TRACH DISTRICT. IT CAN THEREFORE BE ELIMINATED FROM CONSIDERATION IN THE ANALYSIS OF THE CRASH SITE IN LONG DAI. CASE 1945 CAN ALSO BE ELIMINATED, AS IT WAS INVESTIGATED DURING THIS JFA AND DETERMINED TO HAVE CRASHED IN PHU THUY VILLAGE.

C. THE INFORMATION OBTAINED FROM THE MAJORITY OF THE WITNESSES IS GENERALLY CONSISTENT WITH THE CIRCUMSTANCES OF LOSS CONCERNING BOTH CASE 1107 AND CASE 1139. BOTH OF THE AIRCRAFT WERE LOST DURING THE HOURS OF DARKNESS IN THE EARLY PART OF 1968., THE TIME FRAME PROVIDED BY THE WITNESSES CONCERNING THE INCIDENT SUPPORTS A CORRELATION TO CASE 1139, WHICH OCCURRED AT ABOUT 2000 HOURS. THE AIRCRAFT INVOLVED IN CASE 1107 WAS LOST DURING THE EARLY MORNING HOURS SOMETIME BETWEEN 0400 AND 0700, WHICH IS NOT CONSISTENT WITH THE INFORMATION OBTAINED FROM WITNESSES. FURTHER ENHANCING THE CORRELATION TO CASE 1139 IS THE FACT THAT THE TARGET FOR THIS MISSION WAS THE LONG DAI FERRY. ALTHOUGH BOTH THESE FACTORS SUPPORT A STRONG CORRELATION TO CASE 1139, THERE ARE OTHER FACTORS WHICH SUPPORT A CORRELATION TO CASE 1107. ENTRY 1069 OF THE MR4 SHOOT DOWN DOCUMENT INDICATES THE F-111 INVOLVED IN THIS INCIDENT WAS SHOT DOWN IN MR4. ADDITIONALLY, INFORMATION OBTAINED FROM THE QUANG BINH MILITARY MUSEUM INDICATES THIS INCIDENT OCCURRED IN THE VICINITY OF XUAN THUY VILLAGE WHICH IS ONLY 10 KILOMETERS FROM THE LONG DAI FERRY.. FURTHERMORE THE FLIGHT TRACK OF THE AIRCRAFT HAS TO PASS IN CLOSE PROXIMITY TO THE LONG DAI FERRY. WHEREAS MUCH OF THE INFORMATION OBTAINED FROM THE WITNESSES SUPPORTS A CORRELATION TO CASE 1139, ARCHIVAL DATA TENDS TO SUPPORT A CORRELATION TO CASE 1107. ALTHOUGH IT IS PROBABLE THAT THE CRASH SITE AT LONG DAI RELATES TO ONE OF THESE

INCIDENTS, IN IS NOT POSSIBLE WITH THE INFORMATION PRESENTLY AVAILABLE TO DISTINGUISH WHICH OF THE TWO F-111'S CRASHED IN LONG DAI HAMLET.

10. SEARCH AND RECOVERY SPECIALIST COMMENTS: BASED ON WITNESS TESTIMONY AND FIELD ANALYSIS OF THE CREW-RELATED ITEMS RECOVERED, IT HAS NOT BEEN CONCLUSIVELY ESTABLISHED THAT THE CREW MEMBERS INVOLVED IN THIS INCIDENT PERISHED IN THE AIRCRAFT. IF FURTHER ANALYSIS OF THE CREW-RELATED ITEMS SUPPORTS THE BELIEF THAT THE CREW MEMBERS DIED IN THE INCIDENT, RECOMMEND A RECOVERY OF THIS CRASH SITE.

11. LIVE SIGHTING INVESTIGATOR COMMENTS: NONE

12. TEAM CHIEF COMMENTS:

A. THROUGHOUT THE INVESTIGATION OF THIS INCIDENT, THE VIETNAMESE SIDE CONTINUALLY ASSERTED THAT IT WAS RELATED TO CASE 1816. AS THE NUMBER OF WITNESSES INTERVIEWED BY THE TEAM GREW, IT BECAME INCREASINGLY EVIDENT THAT THIS INCIDENT HAS NOT RELATED TO CASE 1816.

THE PROVISION OF WRECKAGE WITH SERIALIZATION CONSISTANT WITH AN F-111 AIRCRAFT FURTHER SUPPORTED THIS CONCLUSION AND THE POSSIBLE CORRELATION OF THIS INCIDENT TO CASE 1107 OR CASE 1139.

B. HOANG MINH DUC EXHIBITED A HIGH DEGREE OF SELF-MONITORING DURING HIS INTERVIEW AND WAS CLEARLY UNWILLING TO PROVIDE ALL THE INFORMATION HE POSSESSED. EFFORTS TO INFLUENCE DUC TO VOLUNTEER ADDITIONAL INFORMATION WERE UNSUCCESSFUL.

C- THE TESTIMONY OF THE WITNESSES WHO CLAIMED THAT THIS INCIDENT OCCURRED IN 1968 WAS INCONSISTENT, ESPECIALLY IN THEIR DESCRIPTIONS OF THE CONDITION OF THE CRASH SITE IMMEDIATELY AFTER THE INCIDENT.

D. THE LONG-SLEEVE UNDERSHIRT PROVIDED BY THAN NGO MINH AND PHAN DAO DID NOT APPEAR TO BE OF U.S. MANUFACTURE AND WAS VERY SMALL IN SIZE. IT IS THEREFORE UNLIKELY THAT THIS SHIRT HAS WORN BY A CREW MEMBER INVOLVED IN THIS CRASH INCIDENT. MR. MINH'S ATTITUDE AND DEMEANOR WERE SUCH THAT HE APPEARED TO BE MAKING OBVIOUS ATTEMPTS TO INGRATIATE HIMSELF WITH THE U.S. TEAM.

E. THAN NGOC THANG WAS THE FIRST WITNESS PROVIDED FOR INTERVIEW THAT APPEARED TO HAVE ANY INFORMATION RELATING TO CASE 1816. HE WAS ALSO THE ONLY WITNESS TO INDICATE THAT HE HAD SEEN A PARACHUTE AT THE TIME OF THE INCIDENT. THE SIGHTING OF A PARACHUTE IS CRITICAL, AS IT IS CONSISTENT WITH THE DIA REPORTING THAT ESTABLISHED THIS AS A "LAST KNOWN ALIVE" CASE. THE FACT THAT THIS INTERVIEW WAS INTERRUPTED IMMEDIATELY AFTER THANG MADE THIS STATEMENT APPEARED TO HAVE BEEN A DELIBERATE ATTEMPT TO STIFLE THIS WITNESS. SUSPECTING THIS, MR. *@@ TOLD IEL'S NATIVE LINGUIST SGT TO MONITOR THE TREATMENT OF MR. THANG WHILE THE OTHER WITNESS WAS BEING INTERVIEWED AND TO ATTEMPT TO EAVESDROP ON ANYTHING SAID

TO THE WITNESS BY VIETNAMESE REPRESENTATIVES. SGT FOLLOWED THE WITNESS OUTSIDE AND, WHILE PRETENDING TO PHOTOGRAPH SEVERAL PIECES OF WRECKAGE, OVERHEARD THE QUANG BINH PROVINCIAL PUBLIC SECURITY REPRESENTATIVE NGUYEN NGUYEN LONG INSTRUCT THE WITNESS

TO CONFIRM THE LOCATION OF THE AIRCRAFT CRASH, BUT TO PROVIDE NO OTHER INFORMATION. WHEN THANG RETURNED TO CONTINUE THE INTERVIEW, HIS DEMEANOR HAD CHANGED SIGNIFICANTLY AND HE APPEARED UNWILLING TO PROVIDE ANY COHERENT ANSWERS TO THE TEAM'S QUESTIONS. HE SEEMED VERY INTIMIDATED AND SELECTED HIS ANSWERS VERY CAREFULLY, AS IF MAKING DELIBERATE EFFORTS TO BE INCONSISTENT. THIS WAS APPARENTLY DONE TO CAST DOUBT UPON HIS OWN CREDIBILITY WITH THE HOPE THAT THE TEAM WOULD DISMISS HIS EARLIER STATEMENTS AS UNTRUE.

NGUYEN THI TICH HAD OBVIOUSLY BEEN COACHED PRIOR TO HER INTERVIEW. SHE HAD APPARENTLY TAKEN NOTE'S ON THE STATEMENT SHE WAS TO HAVE MADE, AND REFERRED TO THEM WHEN SHE COULD NOT RECALL SPECIFIC DETAILS. WHEN CONFRONTED WITH DETAILED QUESTIONING, SHE LAUNCHED INTO AN ANTI-AMERICAN TIRADE, BLAMING THE TEAM MEMEBERS FOR HER HUSBAND'S DEATH. ALTHOUGH AT FIRST THIS SEEMED TO BE A SPONTANEOUS RELEASE, IT BECAME INCREASINGLY PREDICTABLE AS THE INTERVIEW PROGRESSED. FINALLY, IT APPEARED THAT THIS HAD ALSO BEEN A COACHED RESPONSE TO DETER FURTHER QUESTIONING.

G. DURING THE RE-INTERVIEW OF THAN NGOC THANG, HE EXHIBITED AN EVEN GREATER LEVEL OF ANXIETY THAN HE HAD DURING THE LATTER HALF OF HIS INITIAL INTERVIEW. MAJ. PHAN, A MEMBER OF THE PROVINCIAL TASK TEAM, SAT BESIDE THANG THROUGHOUT THE INTERVIEW AND BLATANTLY TRI ED TO INTIMIDATE HIM. PHAN'S EFFORTS WERE SUCCESSFUL, AND CONTINUED EVEN AFTER THE INTERVIEW WAS COMPLETED. HE PHYSICALLY ESCORTED THANG OUT OF THE ROOM, CONFISCATED THE EMPTY WATER BOTTLE THE TEAM HAD GIVEN HIM, AND ENCOURAGED THE LOCAL VILLAGERS TO RIDICULE HIM. THESE ACTIONS ALL SEEMED INTENDED TO DISCREDIT THANG IN THE EYES OF THE OTHER VILLAGERS AND THE U.S. TEAM. IN REALITY, THEY BOLSTERED THE TEAMS BELIEF THAT THANG HAD BEEN TRUTHFUL IN HIS INITIAL STATEMENTS AND WAS BEING PUNISHED FOR HIS HONESTY.

H. ONE WITNESS INTERVIEWED CONCERNING THIS INCIDENT CLAIMED THAT THE AIRCRAFT HAD IMPACTED INTO THE LONG DAI RIVER NEAR THE FERRY. OTHER WITNESSES CLAIMED THAT NO SIGNIFICANT WRECKAGE WAS FOUND NEAR THE ALLEGED IMPACT SITE OF THE AIRCRAFT, SUGGESTING THAT SOME OF IT MIGHT HAVE LANDED IN THE RIVER. WHEN U.S. TEAM MEMBERS NOTICED THE SALVAGE CREW WORKING IN THE AREA IDENTIFIED BY WITNESSES, MR- SUGGESTED THAT THE CREW BE INTERVIEWED TO DETERMINE IF THEY HAD FOUND ANY WRECKAGE. LTC KY AND MR. LONG WERE TAKEN ABACK BY THIS SUGGESTION AND DESPERATELY TRIED TO INVENT REASONS NOT TO INTERVIEW THE CREW. THEY FIRST STATED THAT THE TEAMS WORK WAS SO WELL KNOWN THAT, HAD ANY WRECKAGE BEEN FOUND, IT WOULD HAVE CERTAINLY BEEN BROUGHT TO OUR ATTENTION. WHEN MR. EXPRESSED HIS SKEPTICISM AT THIS AND REPEATED THE REQUEST, THEY CLAIMED THAT IT WOULD EE OF NO USE BECAUSE THE SCAVENGERS WERE NOT QUANG BINH RESIDENTS AND WOULD HAVE NO INFORMATION CONCERNING ANY CRASH INCIDENTS IN THE AREA. THIS OBJECTION, OF COURSE, WAS ILLOGICAL, SINCE THE OBJECTIVE WAS TO LEARN IF ANY WRECKAGE HAD BEEN FOUND IN THE RIVER. LTC KY THEN ASSERTED THAT AN IMPROMPTU INTERVIEW OF THAT NATURE WOULD CREATE A SCENE AND THAT HE

OF AN F-111. THE FOLLOWING ITEMS ARE GENERIC AIRCRAFT PARTS COMMON TO ALL F-111S:
PART NUMBER 8516 CE00134-3-23 IS A RADIO FREQUENCY CABLE ASSEMBLY, PART NUMBER SH7-9
IS A TUBING SUPPORT AND PART

986370/338

2 OF 3

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CDR JTF-FA HON

UNCLASSIFIED

NUMBER MVC L2323-300 IS A CLAMP COUPLING. THE REMAINING ITEMS COULD NOT BE IDENTIFIED.

5. JTF-FA COMMENTS: THE RECOVERY OF THE TUBE CLAMP AND OTHER AIRCRAFT PARTS INDICATES THIS IS AN F-111 CRASH SITE. THE PRESENCE OF AIRCREW SURVIVAL EQUIPMENT AND CLOTHING AT THE CRASH SITE INDICATES THAT THE CREW WERE IN THE AIRCRAFT AT IMPACT. JTF-FA FILES INDICATE NO OTHER CRASH SITES ARE LOCATED WITHIN 15 KILOMETERS OF GRID COORDINATES 48QXE7345716292.

6. FOW HQ AFMPC: THIS INFORMATION IS FORWARDED FOR APPROPRIATE ACTION. A COPY OF REF A WAS PROVIDED ON 6 OCT 93.

7. EVAL/RCL/RLD//

BT

DLVR:CDR JTF-FA HONOLULU HI(1) ... ORI6
J2(0) ... INFO FOR USCINCPAC HONOLULU H(15) 1901,9/17/1978
@J30-M(1) J3(1) 00-01-04(1) WWMCS(O) MDT(O) LRN061PCMT(O) J5(2) J30-R(1) J233(1) J232(1) J23(1)
J20(0) JI(1) JOL(L) J03(1) JOOX(L) FPA(L) CDO(L)

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