4-9-2018

Invitation to National League of POW/MIA Families Annual Meeting

San Dewayne Francisco

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Ms. Terri Francisco-Farrell  
1305 West 42nd Avenue  
Kennewick, WA 99337

Dear Ms. Francisco-Farrell,

On behalf of the Secretary of Defense, you are invited to Washington, DC, on June 20 thru 23 to receive detailed briefings on our efforts to account for your loved one missing from the Vietnam War. The briefings will be held at the Hilton Crystal City hotel in Arlington, Virginia, during the National League of POW/MIA Families’ 48th Annual Meeting.

The Department of Defense is authorized to provide funding for travel for two qualifying family members of each missing serviceman or civilian under the Coincidental Assistance (COIN Assist) program. Please contact your casualty officer for additional information on the COIN Assist program.

Army ................................................. (800) 892-2490  
Navy ................................................. (800) 443-9298  
Air Force ........................................... (800) 531-5501*  
Marine Corps ....................................... (800) 847-1597  
State Department ................................. (202) 485-6106  
CIA ................................................. (703) 874-4270

If you plan on attending this year’s meeting and need a room at the hotel, please call the Hilton Crystal City hotel at 800-445-8667 to make your reservation and use group code “MIA” to get a special room rate. The cut-off date for the special rate is June 1, 2018.

I hope you are able to attend this year’s meeting. If you have questions, do not hesitate to contact your service casualty officer so they can assist you.

Sincerely,

Kelly McKeague  
Director
# REGISTRATION FORM
## NATIONAL LEAGUE OF POW/MIA FAMILIES
### 49TH ANNUAL MEETING
#### June 20 - 24, 2018
Hilton Crystal City Hotel
2399 Jefferson Davis Highway, Arlington, VA 22202

**SEE THE REVERSE SIDE FOR HOTEL INFORMATION**

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<tr>
<th>NAME OF ATTENDEE</th>
<th>RELATIONSHIP TO MISSING MAN</th>
<th>LEAGUE FAMILY MEMBER</th>
<th>LEAGUE ASSOC. FAMILY MEMBER</th>
<th>NON LGE* FAMILY MEMBER</th>
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ADDRESS: __________________________________________

CITY: __________________________ STATE: ___________ ZIP CODE: ___________

PHONE: __________________________ EMAIL: __________________________

NAME, RANK AND SERVICE OF MISSING MAN: __________________________

DATE AND COUNTRY OF LOSS: __________________________

REGISTRATION MUST BE POSTMARKED BY FRIDAY, JUNE 1, 2018
Meeting - $50 (League members); $65 (Non-League members); optional Annual Dinner - $55
Meeting and Dinner cost for all League Members (Family & Associate) - $100

Please make checks payable to:
National League of POW/MIA Families
5673 Columbia Pike, Suite #100
Falls Church, VA 22041

Use the League website (www.pow-miafamilies.org) for credit card payment online.

REGISTRATION: Return this form to the League office, postmarked by June 1st. This form must be returned with payment, to obtain credentials required for entrance to all sessions and special events. Those choosing to attend only USG briefings must contact their Service Casualty Office by June 1st. Pick up credentials at the Virginia Ballroom Foyer, Plaza Level, on Wednesday, June 20th, 5:00-9:00 PM or Thursday, June 21st, 7:15-8:45 AM.

USMC MUSEUM RECEPTION, MUSICAL HIGHLIGHTS & TOUR
A DPAA-hosted, first-ever League Tour of the USMC Museum, Reception and Marine Corps musical presentation. Your 49th Annual Meeting credentials are required, with buses boarding at 5:45 PM on Friday, June 22nd. Print names of attendees.

1) __________________________________________
2) __________________________________________
3) __________________________________________
4) __________________________________________

See reverse for hotel information.
SPECIAL NEEDS: If you have special requirements, including dietary, please note below:

HOTEL ACCOMMODATIONS: Reserve rooms at the Hilton Crystal City Hotel by calling 1-800-HILTONS (1-800-445-8667). Note affiliation with the League's 49th Annual Meeting, or go online to www.hilton.com, and enter Group Code MIA to get the special rate of $155.00 + tax, per room night, single or double. ($20 per night is added for each additional adult in a room.) To get the special rate, cutoff date is June 1st. The number of rooms is limited, so register early to assure your choice. If you intend to visit Capitol Hill on Wednesday, June 20th, plan to arrive on Tuesday, June 19th. Information and materials can be picked up at 8:00 AM Wednesday in the Patrick Henry Room First Floor. Opening Session is Thursday, June 21st, as is the 49th Annual Dinner. Official briefings are Thursday afternoon, June 21st, and all day on Friday, June 22nd. Saturday morning, June 23rd, is the crucial Q&A Panel, followed by the important League Business Session, open to all registered attendees. A League-hosted Farewell Reception will take place that evening. Customary departure is on Sunday, this year June 24th.

If you are not currently a League member, but are an eligible family member of an unreturned veteran of the Vietnam War and wish to join the League, send an application with this form and your membership fee ($25/yr). The combined $100 cost of the 49th Annual Meeting and dinner for all League Members, plus your membership, is a total of $125.00. This is only $5.00 above the non-member cost for the annual meeting and dinner ($120.00). You must be a dues-current League family member to vote at the Business Session. Applications for League membership are available from the League office (703-465-7432) or to download and print at the League's website, www.pow-miafamilies.org.

49th ANNUAL MEETING PROGRAM RATES

INSIDE FRONT OR BACK COVER - $1,000***

FULL PAGE (8 ½” x 11”) - $500***

½ PAGE (8 ½” x 5 ½”) - $250**

¼ PAGE (4 ½” x 5 ½”) - $125*

BUSINESS CARD - $50 (as submitted)

"IN HONOR OF" - $25
(Submit name to be honored, with your name and relationship)

If possible, send camera-ready art by email to MIA101925@aol.com.

Mail hard-copy, with payment, to:

National League of POW/MIA Families
5673 Columbia Pike, Suite 100
Falls Church, VA 22041

Deadline: June 1, 2018

***Donors at this level receive two League memberships, newsletters, updates & two 49th Annual Meeting registrations.

**Donors at this level receive one League membership, newsletters, updates and one 49th Annual Meeting registration.

*Donors at this level receive one League membership, newsletters & updates.

The League is a 501(c)3 tax-exempt, non-profit organization; Federal Tax ID #23-7071242
National League of Families of American Prisoners & Missing in Southeast Asia
Chartered May 28, 1970

49th Annual Meeting
June 20-24, 2018
Hilton Crystal City Hotel, Arlington, Virginia

ADMINISTRATIVE NOTES.

Badges: All attendees, except uniformed military officials, must wear a visible, color-coded badge on the lanyard provided at registration for entrance into all events, including off-site events. ANY alteration to a badge will result in revocation and denial of admittance.

Blue – League (voting) family members
Yellow – Concerned citizens
White – US officials
Salmon – Family members attending only DoD briefings

Green – League associate members
Ivory – Non-League family members
Red – Media

Information & Press: Located in the Virginia Ballroom Foyer, Plaza Level. Direct inquiries to Communications Chairman Cindy Stonebraker, Cindy.Stonebraker@pow-miafamilies.org, or call the Hilton Crystal City Hotel (703) 418-6800 and ask for the League Office.

DoD Offices: DPAA and DIA investigators, and intelligence and materiel evidence analysts, will again be available in the Service Casualty Offices throughout the League’s meeting to support Individual Case File Reviews with families. Everyone is encouraged to take advantage of this opportunity to share information with these specialists, preferably NOT in conflict with critical government briefings, the legal justification for DoD-provided transportation. US officials will be present by noon on Wednesday, June 20th. All Service Casualty Offices are located on the First Floor:

DPAA – Luray Room
USN/USMC/Civilian – Shenandoah
USA – Blue Ridge Room
USAF – Skyline Room

Individual Case File Reviews will be held in these locations from noon to 5:30 PM Wednesday, June 20th, from 7:30 AM to 5:30 PM Thursday and Friday, June 21st and 22nd, and from 7:30 AM until 2:00 PM on Saturday, June 23rd. Please do not schedule reviews during sessions when critical information is presented. Instead, ask for early morning, lunch or dinner breaks.

Orientation for New Attendees: There will be an important informational session, Patrick Henry Board Room, First Floor, on Wednesday, June 20th, 7:00 – 8:00 PM. First-time attendees are welcome and encouraged to attend.
The **49th Annual Meeting Dinner** will be preceded by a no-host reception in the Virginia Ballroom Foyer on Thursday, June 21st, 6:00 – 6:45 PM. Dinner will begin promptly at 7:00 PM in the Virginia Ballroom and end promptly at 9:00 PM.

**Service-Hosted Luncheons**, 12:30 – 2:00 PM on Friday, June 22nd, in the Virginia Ballroom, Plaza Level:

- USA
- USN/USMC/Civilian
- USAF

**DPAA-hosted USMC Museum Tour, Reception & Musical Presentation**: On Friday evening, June 22nd, DPAA is hosting this special event, including bus transportation from the Hilton Crystal City Hotel. All registered attendees are invited to tour the widely-acclaimed USMC Museum and enjoy an hors d’oeuvres Reception with music performed by the United States Marine Corps.

**Workshop**: A specialized workshop will be held in the Richmond Room, Lobby Level, from 2:15 – 3:15 PM on Friday, June 22nd. Due to repeated requests, the topic will again be Pursuing Your Individual Case, led by Board Member/MIA Daughter Karoni Forrester. Participants will have an opportunity to share information on how best to become expert on your missing loved one’s case and what you can do to help facilitate answers.

**League-Hosted Farewell Reception**, Saturday, June 23rd, Crystal Room, Plaza Level, 6:30 – 8:00 PM.

**National Vietnam Veterans Memorial Visit**, Saturday, June 23rd; buses boarding 8:15 PM, returning 10:00 PM.

**Boutique**: The League Boutique will be open in the Old Dominion Board Room, Plaza Level, Wednesday, June 20th, from 6:00 – 8:00 PM, and during posted hours throughout the meeting. Also, a Silent Auction will be held before and during the 49th Annual Dinner, with bidding closing after the dinner concludes.

**Displays**: Defense POW/MIA Accounting Agency (DPAA) and Armed Forces DNA Identification Laboratory (AFDIL) displays are located in the Virginia Ballroom Foyer, Plaza Level, available for public review by noon on Wednesday, June 20th.

**DNA Testing**: Family members who have yet to provide a DNA sample for comparison are encouraged to do so. Check with your Service Casualty Office on the First Floor to determine eligibility.

**Emergencies/Cell Phones**: In case of emergency, call the Hilton Crystal City Hotel operator, 703-418-6800. Cell phones must be silenced during all sessions, including the 49th Annual Dinner.

**Smoking & Vapor Cigarettes**: All are strictly prohibited in meeting sessions; smoking areas are posted outside.

**Alcoholic Beverages**: Alcoholic beverages are not permitted during meeting sessions, but are allowed at the Reception & Dinner on Thursday, June 21st, and at the League-hosted Farewell Reception, June 23rd.

**Dress Code**: Dress for the meeting sessions is business casual, or Military Class B. For the 49th Annual Meeting Dinner, dress for ladies is semi-formal/cocktail attire and, for men, suit and tie or Military Class A.

**Access to Sessions**: With appropriate credentials, all are eligible to participate. *Must purchase dinner ticket(s) to attend. **ONLY League family members are eligible to vote, though all are welcome to attend.
DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE PERSONNEL CENTER
JOINT BASE SAN ANTONIO-RANDOLPH TEXAS

AFPC/DPFCM
550 C Street West
JBSA-Randolph, TX 78150

6 April 2018

Dear Family Member

The 2018 Southeast Asia Department of Defense Annual Government briefings held in conjunction with the 49th Annual Meeting of the National League of POW/MIA Families will be at the Crystal City Hilton Hotel, Arlington, VA on 20 – 23 June 2018. Review the following information carefully and note those items to be returned to our office and those to be returned to the National League of POW/MIA Families.

REGISTRATION:

Government Briefings and AF Luncheon: Use the Air Force Registration Form (Attachment 1) to register with our office for the meeting. Please indicate if you are requesting Coincidental (COIN) Assist Travel, a one-on-one meeting with a Defense POW/MIA Accounting Agency (DPAA) analyst to discuss your case, and if you wish to attend the Air Force Luncheon.

- AIR FORCE LUNCHEON (22 June, Friday): The luncheon is hosted by the Air Force Personnel Center (AFPC) Commander and is separate from DPAA and National League of POW/MIA Families events. Seating is limited and on a first-come-first-serve basis.

National League of POW/MIA Families: Registration with the National League of POW/MIA Families may be accomplished by using the provided Registration Form (Attachment 2) or online at http://www.pow-miafamilies.org/annual-meeting.html. To attend National League of POW/MIA Family events and meetings, you must register with their office and obtain necessary credentials. Indicate if you are attending as a League or Non-League Member and if you wish to attend the League’s Thursday evening banquet and/or their Friday evening event. Send the completed form to the National League of POW/MIA Families; DO NOT return to our office. Please note there is no fee to obtain credentials and attend U.S. Government briefings.

CHECK-IN/CREDENTIAL PICK-UP: (YOU MUST COMPLETE BOTH)

AIR FORCE: Air Force registration pick-up will be available on Wednesday, June 20th, from noon to 7:00PM and again on Thursday morning, June 21st, at 8:00AM in the Skyline Room. You will receive an information package with a case summary and, if applicable, 1-on-1 appointment, luncheon confirmation, and sign the mandatory COIN travel voucher.

National League of POW/MIA Families: League representatives will be available for registration and credentials pick-up on Wednesday, June 20th, 5:00 to 9:00PM. An Orientation
for New Attendees is scheduled on Wed, June 20th, from 7:00 to 8:00PM in the Patrick Henry Board Room. Please read the League’s Registration Form for complete details.

For a Schedule of Events and most up to date information about the meeting, visit the National League of POW/MIA Families webpage http://www.pow-miafamilies.org/annual-meeting.html.

COIN ASSIST TRAVEL: The Air Force is authorized to fund commercial air travel for two (2) family members (next-of-kin) closely related to the unaccounted-for service member who live more than 350 miles from Washington, DC. COIN pays for air travel only. Authorized Travel Window, eligibility and details are provided in Section 3 of Attachment 1. If requesting COIN travel, review/complete Section 3 of Attachment 1 and contact our office when ready to coordinate your travel arrangements.

INDIVIDUAL CASE REVIEW: To schedule a one-on-one case review, call our office (1-800-531-5501) no later than 1 June. Case reviews will be conducted in the Air Force room (Skyline Room) at the Hilton Hotel. Please forward any specific questions to our office as soon as possible to allow DPAA analysts time to complete any necessary research prior to your meeting.

LODGING: The National League of POW/MIA Families has arranged a special room rate at the Crystal City Hilton Hotel. Reservations can be made by calling 1-800-HILTONS (800-445-8667) or 703-418-6800. Use the Group Code “MIA” to get the special rate of $155.00 per night, plus tax. The special room rate will be available until June 1st or until the group block is sold-out, whichever comes first. If you elect to stay at another hotel, you must arrange your own transportation to and from your hotel to the Hilton to attend the briefings.

We are delighted to have the opportunity to see you again at this year’s meeting and always welcome your feedback. If you have any questions, please call our office at our toll free number (1-800-531-5501) or email AFPC.DPFC.POW.MIA@us.af.mil.

Sincerely,

SANDRA L. KOLB, DAF
Chief, Missing Persons Branch

3 Attachments:
1. Air Force Registration Form
2. National League of POW/MIA Families Registration Form
3. National League of POW/MIA Families Administrative Notes

IMPORTANT DATES:
June 1: Deadline to reserve a room at the Crystal City Hilton Hotel (Group Code “MIA”)
June 1: Deadline for Air Force Registration: COIN, Air Force Luncheon, and one-on-one appointment
June 1: Deadline for National League of POW/MIA Families registration
16 June through 27 June: Authorized Travel Window
20 June: Air Force and League Registration opens at the Hilton Hotel
Ms. Francisco-Farrell
1305 W. 42nd Avenue
Kennewick WA 99337

Dear Ms. Francisco-Farrell

The attached Translation of Advance Work Report which may relate to your brother, Major San Francisco, is forwarded for your information. We are furnishing this material in keeping with our policy to provide you with any information we receive on your loved one’s case.

If you have any questions, please contact us on our toll free telephone (800-531-5501) or via email (AFPC.DPFC.PO.W.MIA@us.af.mil).

Sincerely

Bryan K. Snow

BRYAN K. SNOW
Air Force Missing Persons Branch
Signed by: SNOW.BRYAN.K.1127766904

Attachment
R 112037Z OCT 17
CASE 1329
FRANCISCO, SAN D. - Y USAF

R112037Z OCT 17
FM DEFENSE POW MIA ACCOUNTING AGENCY WASHINGTON DC//ASIA PACIFIC// TO RUEHH/AMEMBASSY HANOI
INFO RHEFLG/XSAFE WASHINGTON DC
RUETIJS/CSG JOINT STAFF WASHINGTON DC
RUEAIIA/CIA WASHINGTON DC
RUEICAA/HQ USPACOM HONOLULU HI
RUEH/SECSTATE WASHDC
RUEKJCS/CDR USPACOM LO WASHINGTON DC
RUEKJCS/SECFJ DEF WASHINGTON DC
RHEHAAA/WHITE HOUSE WASHINGTON DC
RHEFDIA/DIA WASHINGTON DC
BT
CONTROLS
UNCLAS

BOD
SUBJ/TRANSLATION OF ADVANCE WORK REPORT CONCERNING CASE 1329
CONDUCTED DURING JOINT FIELD ACTIVITY 15-3VM (119TH JFA).
REF/A/RMG/CDR JPAC HICKAM AFB HI/100742Z APR 15.
REF/B/DOC/1:50,000 SCALE MAP SHEET.
REF/C/DOC/1:50,000 SCALE MAP SHEET.
NARR/REFERENCES:
A. REF A IS THE DETAILED REPORT OF INVESTIGATION OF CASE 1329
CONDUCTED DURING JOINT FIELD ACTIVITY 15-2VM (118TH JFA).
B. REF B IS U.S. WARTIME MAP DATA: NAME: BAN KARAI; SHEET:
6243 IV; SERIES: L7014; EDITION: 5-TPC, 1971.
RMKS/1. SUMMARY: DURING JOINT FIELD ACTIVITY (JFA) 16-1VM (120TH
JFA), VIETNAM OFFICE FOR SEEKING MISSING PERSONS (VNOSMP) MEMBERS OF
THE RESEARCH AND INVESTIGATION TEAM (RIT) CONDUCTED ADVANCE WORK
(AW) FOR CASE 1329 PURSUANT TO U.S. REQUIREMENTS. THE VNOSMP REPORT
STATED THE TEAM INTERVIEWED 14 VETERANS OF BT14, FIVE OF WHOM ARE
NAMED A FORMER RUNNER IN THE 105TH ANTI AIRCRAFT
ARTILLERY BATTALION PROVIDED INFORMATION CONCERNING TWO
INCIDENTS:
(1) A MAY 1968 INCIDENT IN WHICH UNIT SHOT DOWN AN A-1
AIRCRAFT NEAR THE CA ROONG FORD IN BO TRACH DISTRICT, QUANG BINH
PROVINCE AND OTHERS EVENTUALLY LOCATED THE AIRCRAFT
WRECKAGE AND BURIED THE SHATTERED BODIES OF TWO CREW MEMBERS.
THIS INFORMATION POSSIBLY CORRELATED WITH RESOLVED CASE 0761, BUT
TWO OTHER INCIDENTS, CASES 1105 AND 1243, CANNOT BE EXCLUDED FROM
CONSIDERATION.

(2) A 1967 INCIDENT IN WHICH THE UNIT SHOT DOWN AN F-4 AIRCRAFT. A MEMBER OF THE UNIT SHOT AND KILLED A PILOT WHO WAS CAUGHT IN A TREE. THE PILOT'S BODY WAS BURIED ON THE BANK OF THE CA ROONG STREAM, NEAR RAO BUT HAMLET, BO TRACH DISTRICT. THIS INFORMATION POSSIBLY CORRELATED WITH CASE 1329. A FORMER VOLUNTEER YOUTH MEMBER TURNED ENGINEER SOLDIER, OBSERVED THE 25 NOVEMBER 1968 EJECTION OF TWO CREWMEN NEAR THE CA ROONG FORD. SHE HEARD ONE OF THE PILOTS WAS PURSUED, CAPTURED, AND BURIED. THIS INFORMATION CORRELATED WITH CASE 1329 BASED ON EXACT DATE AND LOCATION. NAMED THREE OTHER WITNESSES TO THESE EVENTS, ALL OF WHOM HAVE BEEN INTERVIEWED BY JOINT TEAMS. ANALYSTS CANNOT ESTABLISH WITH WHICH OF THE TWO CREWMEN LOST IN CASE 1329 INFORMATION CAN BE CORRELATED. RECOMMEND JOINT INTERVIEW OF

2. DETAILS: THE FOLLOWING IS A TRANSLATION OF THE RIT ADVANCE INVESTIGATION REPORT FOR CASE 1664 (NOTE: TRANSLATOR/ANALYST COMMENTS APPEAR WITHIN DOUBLE PARENTHESES).

((BEGIN TRANSLATION))

((PAGE ONE))

RIT TEAM - 120TH JFA
RESULTS OF THE ADVANCE INVESTIGATION OF CASE 1329/Q. BINH (QUANG BINH PROVINCE)

I. CIRCUMSTANCES OF LOSS:
ON 25 NOVEMBER 1968, AND SECOND LIEUTENANT FRANCISCO WERE FLYING AN F-4D AIRCRAFT THAT WAS SHOT DOWN NEAR THE LAO'S BORDER IN QUANG BINH PROVINCE. ELECTRONIC CONTACT WAS MADE WITH BOTH PILOTS, BUT DUE TO BAD WEATHER AND INTENSE FIREPOWER OF VIETNAMESE TROOPS, THE TWO PILOTS COULD NOT BE RESCUED. BOTH PILOTS ARE UNACCOUNTED FOR.

II. REQUIREMENTS FOR THIS INVESTIGATION.
LOCATE WITNESSES WHO BURIED OR WHO KNOW THE BURIAL PLACE OF THE TWO PILOTS IN THIS CASE.

III. RESULTS OF THIS INVESTIGATION:
OCCURRED. VETERANS OF THESE UNITS HAVE GREAT POTENTIAL TO ASSIST THE JOINT TEAM TO DETERMINE THE BURIAL SITES MORE EXACTLY.

B. DURING THE 120TH RIT JFA, VNOSMP SPECIALISTS LOCATED AND INTERVIEWED 14 VOLUNTEER YOUTH (FROM THANH HOA) AND OTHER UNITS OF BT14 IN ORDER TO FIND INFORMATION CONCERNING CASE 1329. AMONG THEM WERE FIVE WHO PROVIDED THE FOLLOWING INFORMATION CONCERNING CASE 1329 AND OTHER MIA-RELATED INFORMATION:

(1) Born in 1946, Address: Tan Tinh ((TAAN TINH)) ((HAMLET)), Dong xa ((DOONG XAS)) ((VILLAGE)), Dong Hung ((DOONG HWNG)) ((DISTRICT)), Thai Binh ((PROVINCE)). Tel: (b(6)) (b(6)) Enlisted in September 1965 into the 3rd Co, 1st BN, 36th REGT, 320th DIVISION ((DIV)). From February 1966 to November 1970, (b(6)) was a (b(6)) of the 16th 12.7 MM AAA CO, 24th BN, BT 14, ((GROUP)) 559. (b(6)) provided the following MIA-ASSOCIATED INFORMATION:

* FIRST ((SET OF)) INFORMATION:

- In approximately May 1968 (b(6)) unit (directly [(RESPONSIBLE)]) was (b(6)) presently in Thuan Tuy [THUAN TUY][((HAMLET)], Dong la ((DOONG LA]) ([VILLAGE]), Dong Hung, Thai Binh) shot down an AD-6 [(THAT IS, AN A-1)] aircraft in the area of the CA ROONG FORD ((NGAAMF CAF RO-ONG)), Bo Trach ((BOOS TRACH)) ((DISTRICT)), Quang Binh ((PROVINCE)) (on route 20). (b(6)) unit organized a search for the downed aircraft. Not until approximately one week later did (b(6)) and his fellow soldiers find that the aircraft had crashed approximately three kilometers from the Ford. The bodies of two pilots who died in the aircraft were disintegrated. (b(6)) and his fellow soldiers recovered some war booty (he could not remember specifically what) and handed it over to superiors. (b(6)) and his fellow soldiers buried the bodies of these two pilots at CA FOONG HAMLET ((BANR CAF RO-ONG)). The burial site was approximately ten meters from the aircraft wreckage. These two bodies were buried close together.

The persons who participated with (b(6)) in the burial included:

(A) Working at that time was the (b(6)) of the 16th Co, 24th BN, BT 14. Address: Nhau Hau Village (XAX NHAAN HAU), Ly Nhau District ((HUyenJ LYS NHAAN)), Nam Ha ((PROVINCE)) ((NOTE: THIS IS ACTUALLY HA NAM PROVINCE)).

(B) Presently in Duy Tien District ((HUyenJ ZUY TIEEN)), Ha Nam ((PROVINCE)).

(C) Presently in Nhau Hau ((VILLAGE)), Ly Nhau ((DISTRICT)), Nam Ha ((HA NAM PROVINCE)).

* SECOND ((SET OF)) INFORMATION:

- In approximately 1967, in the area of the banks of the CA ROONG STREAM ((SUOLOS CA RO-ONG)), near But Hamlet ((BANR BUTJ)), Bo Trach ((DISTRICT)), Quang Binh ((PROVINCE)) an F-4 aircraft was shot down by (b(6)) unit. The pilot parachuted but was caught in
A TREE. A SOLDIER FROM UNIT (ONLY KNEW THAT WAS FROM HAI DUONG ([PROVINCE]) USED AN AK TO SHOOT THE PILOT DEAD; HE WAS BURIED ON THE BANK OF THE CA ROONG STREAM, NEAR BUT HAMLET, BO TRACH ([DISTRICT]), QUANG BINH ([PROVINCE]). RECOMMENDED ([WE]) LOCATE AND INTERVIEW DONG BINH ([DOONG BINH]), DONG XA ([VILLAGE]), [DONG HUNG DISTRICT, THAI BINH PROVINCE])

(A) [DONG BINH ([DOONG BINH]), DONG XA ([VILLAGE]), [DONG HUNG DISTRICT, THAI BINH PROVINCE])

(B) TO SEEK ADDITIONAL INFORMATION CONCERNING THIS INCIDENT. (PAGE TWO)

(2) BORN IN 1946; ADDRESS: THINH VAN ([THINH VAN]), [HAMLET], QUANG THINH ([QUANG R THINH]), [VILLAGE], THANH HOA CITY ([THANH PHOOS THANH HOA]). ENLISTED IN MAY 1965 INTO VOLUNTEER YOUTH UNIT C115-N263. FROM MAY 1965 TO DECEMBER 1966, C115-N263 BELONGED TO BT14, GROUP 559. FROM JANUARY 1967 TO SEPTEMBER 1969 ([SHE WAS]) AN ENGINEER SOLDIER OF THE 5TH CO, 2ND BN, BT14, GROUP 559. IN OCTOBER 1969 SHE WAS DISCHARGED AND RETURNED TO HER LOCALITY. DID NOT PERSONALLY WITNESS AND PARTICIPATE IN THE BURIAL OF THE PILOT ASSOCIATED WITH CASE 1329. HOWEVER, SAID THAT WHEN THE CASE 1329 AIRCRAFT WAS SHOT DOWN ON 25 NOVEMBER 1968 SHE WAS PERFORMING HER MISSION OF PROTECTING THE CA ROONG FORD AT KILOMETER 50. PERSONALLY WITNESSED TWO PILOTS PARACHUTE. ONE PILOT PARACHUTED TO THE NORTH OF THE CA ROONG FORD - THE AREA WHERE THE 1ST ENGINEER BN WAS STATIONED; THE OTHER PILOT PARACHUTED TO THE SOUTH OF THE CA ROONG FORD, IN THE AREA WHERE THE 2ND ENGINEER BN WAS STATIONED. ONLY KNEW THAT THE UNIT SENT TROOPS TO CAPTURE THE PILOT. THE PERSONS WHO DIRECTLY PARTICIPATED IN THE PURSUIT, CAPTURE, AND BURIAL OF THE PILOT INCLUDED AND HAVE MET VIETNAM-U.S. JOINT TEAMS PREVIOUSLY:

(3) BORN IN 1946; ADDRESS: QUANG THINH ([VILLAGE]), THANH HOA CITY. ENLISTED IN MAY 1965 INTO VOLUNTEER YOUTH UNIT C115-N263. FROM MAY 1965 TO DECEMBER 1966, C115-N263 BELONGED TO BT14, GROUP 559. FROM JANUARY 1967 TO SEPTEMBER 1969 ([SHE WAS]) AN ENGINEER SOLDIER OF THE 5TH CO, 2ND BN, BT14, GROUP 559. IN OCTOBER 1969, SHE WAS DISCHARGED AND RETURNED TO HER LOCALITY.

(4) PROVIDED INFORMATION SIMILAR TO THAT OF ABOVE.

UNCLASSIFIED
He was discharged and returned to his locality. Provided information similar to that of above. (5) born in 1947; address: tan khang (taan khang) (village), nong cong (noong coongs) (district), thanh hoa (province). Enlisted in may 1965 into volunteer youth unit C115-N263. From may 1965 to december 1966, C115-N263 belonged to BT14, group 559. From january 1967 to september 1970 ((she was)) an engineer soldier of the 5th CO, 2nd BN, BT14, group 559. In october 1969 ((sic)) ((she was)) discharged and returned to ((her)) locality. Provided information similar to that of above.

IV. OBSERVATIONS AND RECOMMENDATIONS.
A. OBSERVATIONS:
- The information provided by was directly associated with the burial of a pilot and should be analyzed ((to determine)) association with any unresolved MIA case to have a direction for continued investigation. 
- Did not personally participate in the burial of the pilot involved in case 1329, but they were witnesses who knew facts about this case. If seen to be necessary, the joint RIT could interview them. 
B. RECOMMENDATIONS:
- The RIT jointly interview
- The advance investigation team (RIT) should continue to locate and interview veterans of BT14: Volunteer youth, the 1st and 2nd BNS of BT14, and other veterans who might know information concerning case 1329 or other MIA information.

18 SEPTEMBER 2015
TEAM LEADER
((SIGNED))

(((END TRANSLATION))

3. DPAA ANALYST COMMENTS:
A. Provided information concerning two incidents. The details of neither incident are entirely consistent with any of the several U.S. losses known to have occurred along route 20 in the area of the Ca Roong Ford (48Q XE 274 175, WGS-84 datum).

(1) An A-1 shot down in may 1968 near the Ca Roong Ford. And others found the wreckage and buried the bodies of two crewmen.
(A) This information possibly correlated with resolved case 0761, based on time frame, number of crew members involved, and condition of the remains. Resolution of case 0761 was achieved by identification of remains recovered from the aircraft crash site (48Q XE 2710 1682, India-Thailand 1960 datum; 48Q XE 2668 1712, WGS-84...
STATED THAT HE AND HIS FELLOW SOLDIERS RECOVERED AND BURIED THE DISINTEGRATED REMAINS OF TWO CREWMEN. IT IS POSSIBLE THAT THE 17TH JFA EXCAVATION OF THE CONFIRMED RESOLVED CASE 0761 SITE RECOVERED REMAINS FROM THAT SITE WHICH HAD NOT BEEN RECOVERED AND BURIED BY AND THE OTHERS.

(C) RESOLVED CASE 0761 INVOLVED THE 12 JULY 1967 LOSS OF A T-28D AIRCRAFT AND ITS TWO CREWMEN. STATED THE AIRCRAFT WAS AN "AD-6" (i.e. AN A-1). AN A-1 AIRCRAFT WAS NORMALLY, BUT NOT EXCLUSIVELY FLOWN BY A SINGLE PILOT. THERE ARE NO KNOWN A-1 LOSSES IN THE AREA OF THE CA ROONG FORD. SO, WHILE BOTH THE T-28 AND A-1 AIRCRAFT WERE PROPELLER-DRIVEN, ONLY THE T-28 NORMALLY CARRIED A CREW OF TWO.

(D) HOWEVER STATED THAT IT TOOK HIS TEAM A WEEK TO FIND THE CRASH SITE, WHICH LAY THREE KILOMETERS FROM THE CA ROONG FORD. THE RESOLVED CASE 0761 CRASH SITE LIED 516 METERS NORTHWEST OF THE FORD. IT SEEMS UNLIKELY THAT SOLDIERS WHO WERE FAMILIAR WITH THE CA ROONG FORD AREA WOULD HAVE TAKEN SO LONG TO FIND A CRASH SITE LYING SO CLOSE TO THEIR POSITION.

(E) ANOTHER INCIDENT IN THE CA ROONG FORD AREA INVOLVING TWO CREWMEN WHO DID NOT EJECT FROM THEIR AIRCRAFT PRIOR TO IMPACT IS CASE 1105. CASE 1105 INVOLVES THE 27 MARCH 1968 LOSS OF THE CREW OF AN F-4D AIRCRAFT. DESPITE EXTENSIVE FIELD INVESTIGATION OF SEVERAL F-4 CRASH SITES IN THE CA ROONG FORD AREA HAVE NOT PRODUCED A POSITIVE IDENTIFICATION OF THE CASE 1105 CRASH SITE. THE GENERAL AIRCRAFT TYPE PROVIDED IS INCONSISTENT WITH CASE 1105, BUT THE TIME FRAME HE PROVIDED FOR THIS INCIDENT IS CLOSER TO THAT OF CASE 1105 THAN RESOLVED CASE 0761. IN ADDITION, THE LENGTH OF TIME AND HIS COMRADES SPENT IN SEARCHING FOR THIS CRASH SITE, AND WHAT THEY FOUND AND DID WHEN THEY GOT THERE SUGGEST A POSSIBLE CORRELATION WITH CASE 1105.

(F) ANOTHER POSSIBLE CANDIDATE FOR CORRELATION WITH INFORMATION IS CASE 1243, AN F-4 THAT CRASHED ON 1 AUGUST 1968 WITH THE LOSS OF BOTH CREWMEN, NEITHER OF WHOM WAS SEEN TO EJECT PRIOR TO THE CRASH. JOINT TEAMS HAVE BEEN UNABLE THUS FAR TO LOCATE THE CRASH SITE OF THIS AIRCRAFT. HOWEVER, THE WARTIME LOSS COORDINATES (48Q XE 270 206, WGS-84 DATUM) LIE THREE KILOMETERS NORTH OF THE CA ROONG FORD, A LOCATION THAT IS CONSISTENT WITH RECOLLECTION OF THE SITE AT WHICH HE AND HIS TEAM LOCATED AND BURIED TWO REMAINS.

(G) THESE INCONSISTENCIES CANNOT BE RESOLVED WITHOUT A JOINT INTERVIEW OF DEPENDING ON THE RESULTS OF THAT INTERVIEW, A SURVEY OF THE CRASH SITE WHERE HE AND HIS COMRADES BURIED REMAINS MIGHT BE NECESSARY.

(2) AN F-4 SHOT DOWN IN 1967 NEAR BUT HAMLET. SHOT ONE PILOT WHO HAD EJECTED FROM THIS AIRCRAFT AND WAS CAUGHT IN A TREE. THE BODY WAS BURIED NEAR BUT HAMLET AND THE CA ROONG STREAM.
(A) THIS INFORMATION POSSIBLY CORRELATED WITH REFNO 1329, BASED ON AIRCRAFT TYPE, LOCATION, AND CIRCUMSTANCES OF LOSS. THE TIME FRAME PROVIDED IS NOT CONSISTENT WITH CASE 1329. IT IS ALSO NOT CLEAR FROM THE VNOSMP REPORT HOW MUCH OF INFORMATION CONCERNING THIS INCIDENT WAS BASED ON HEARSAY RATHER THAN DIRECT OBSERVATION.

(B) CASE 1329 INVOLVES THE 25 NOVEMBER 1968 LOSS OF BOTH CREWMEN OF AN F-4D AIRCRAFT THAT WAS SHOT DOWN NEAR THE CA ROONG FORD. BOTH CREWMEN EJECTED SUCCESSFULLY AND WERE IN CONTACT WITH SEARCH AND RESCUE FORCES. CONTACT WITH ONE CREWMAN WAS LOST ON THE DAY OF THE INCIDENT, AND WITH THE SECOND CREWMAN THE FOLLOWING MORNING.


(E) SEVERAL PREVIOUS INVESTIGATIONS HAVE OBTAINED INFORMATION INDICATING THAT ONE OF THE CASE 1329 CREWMEN WAS CAPTURED BUT KILLED DURING A U.S. AIRSTRIKE, AND THAT THE OTHER WAS SHOT AND KILLED WHEN HE RESISTED CAPTURE. THERE IS CONFLICTING WITNESS INFORMATION AS TO WHICH CREWMAN MET HIS END IN WHICH SET OF CIRCUMSTANCES. AS A RESULT, ANALYSTS CANNOT YET DECIDE WHICH OF THE TWO CREWMEN INVOLVED IN CASE 1329 WAS REPORTEDLY SHOT AND KILLED BY THE INFORMATION IS CLEARLY ASSOCIATED WITH CASE 1329, HOWEVER, AND NOT ONE OF THE MANY OTHER CASES THAT OCCURRED IN THIS AREA.

B. PERSONALLY OBSERVED TWO CREWMEN EJECT FROM AN AIRCRAFT NEAR THE CA ROONG FORD ON 25 NOVEMBER 1968. THIS INFORMATION CORRELATED WITH CASE 1329 BASED ON DATE, LOCATION, NUMBER OF CREWMEN OBSERVED, AND CIRCUMSTANCES OF LOSS. HOWEVER, DID NOT PERSONALLY PARTICIPATE IN THE SUBSEQUENT PURSUIT, CAPTURE, AND BURIAL OF ONE OF THE CREWMEN. SHE NAMED THREE PERSONS WHO DID SO. ALL THREE HAVE ALREADY BEEN INTERVIEWED BY JOINT TEAMS (REF A).

C. RECOMMEND JOINT INTERVIEW OF ALSO RECOMMEND VNOSMP TEAM ATTEMPT TO LOCATE AND INTERVIEW OF HAI DUONG
UNCLASSIFIED

(CITY OR PROVINCE).
ADMIN

BT
#1521
Ms. Terri Francisco-Farrell  
1305 West 42nd Avenue  
Kennewick WA 99337  

Dear Ms. Francisco-Farrell,  

I am privileged to invite you to a Defense POW/MIA Accounting Agency regional meeting for families of U.S. personnel missing from World War II, the Korean War, Cold War, and Vietnam War. The meeting will be held on Saturday, November 4, from 9:00 a.m. to 5:30 p.m., at the Red Lion Hotel Boise Downtowner, in Boise, Idaho. Registration is from 8:00 to 9:00 am.  

We expect more than 150 family members to attend this update, at which we will provide briefings and information on our global efforts to account for our missing heroes. We also will have casualty officers, analysts, and historians there who can answer specific questions on your loved one's loss. Lastly, the meeting will afford you the opportunity to meet and share experiences with other families whose loved one's remains have not been found and brought home.  

To register for the meeting and obtain more information, please visit the following website: http://www.dpaa.mil/Families/FamilyEvents.aspx. If you don’t have access to a computer, please contact the Air Force Casualty Office, at 1-800-531-5501, to register. We ask that you please register by October 26th so that we can prepare for your attendance.  

I hope you will be able to attend our update in Boise. I am confident you will find the day well spent and leave with a better understanding of your loved one’s loss and our mission to account for the tens of thousands of U.S. personnel who made the ultimate sacrifice.  

Sincerely,  

Kelly McKeague  
Director
BOISE, IDAHO FAMILY MEMBER UPDATE
REGISTRATION FORM

THE DISCLOSURE OF ANY INFORMATION REQUESTED ON THIS FORM IS VOLUNTARY. WHEN FILLED OUT, THIS FORM AND ITS CONTENTS ARE PRIVACY ACT PROTECTED. PLEASE SEE BACK OF FORM FOR PRIVACY ACT NOTICE.

PLEASE COMPLETE FOR YOUR CASUALTY OFFICER:

NAME: Mr./Mrs./Ms: FRANCISCO
ADDRESS: 1305 10, YOHO AVENUE
CITY/STATE/ZIP CODE: KENNEWICK, WA 99337
E-MAIL ADDRESS: tzfarr@hotmail.com

NAME OF MISSING RELATIVE: ANTHONY
YOUR RELATIONSHIP TO MISSING SERVICEMAN: SISTER
PRIMARY NEXT OF KIN (PNOK): YES

CIRCLE SERVICE AND WAR APPLICABLE TO YOUR CASE:

Service: Army Navy Air Force Marine Corps Civilian
War: World War II Cold War Korean War Vietnam War

Have you or your family provided a Mitochondrial (mtDNA) sample? YES or NO

If you authorize DPAA to release some or all of your contact information to other families, please indicate below. Please note: DPAA cannot control the uses other family members may make of the information.

PLEASE READ CAREFULLY, RESPOND, AND SIGN:

1. You may provide my name to the other families attending this meeting.
   YES or NO

2. You may provide my mailing address to the other families attending this meeting.
   YES or NO

3. You may provide my telephone number to the other families attending this meeting.
   YES or NO

4. You may provide my e-mail address to the other families attending this meeting.
   YES or NO

(Signature) __________________________ (date) 11/4/2017

PROVIDE ADDITIONAL FAMILY MEMBER NAMES AND ADDRESSES (that are not here - optional):

Name: __________________________ Name: __________________________
Address: __________________________ Address: __________________________
Phone Number: _______________________ Phone Number: _______________________
Relationship to Serviceman: __________________________ Relationship to Serviceman: __________________________

How many miles did you travel to be here today? ___________ Travel time __________________________

THE DISCLOSURE OF ANY INFORMATION REQUESTED ON THIS FORM IS VOLUNTARY. WHEN FILLED OUT, THIS FORM AND ITS CONTENTS ARE PRIVACY ACT PROTECTED. PLEASE SEE BACK OF FORM FOR PRIVACY ACT NOTICE.
**Privacy Act Notice**

Pursuant to Public Law 93-579 (Privacy Act of 1974), as an individual supplying information for inclusion in a system of records, you are being informed of the following:

EFFECTS OF NONDISCLOSURE: None. Disclosure of the requested information is voluntary.

AUTHORITY: The authority to collect the information requested is derived from one or more of the following: Title 5, Code of Federal Regulations, Sections 5.2 and 5.3; title 5, United States Code, Sections 1302, 1303, 1304, 3301, and 3302; Executive Order 11478 as amended; Executive Order 10577; and 29 CFR 1614; Section 15, title 10 United States Code; DoD 5105.3.

PURPOSE AND USES: The information supplied will be used to further the Defense POW/MIA Accounting Agency’s mission to investigate, recover, and account for missing service members and other missing persons. The record will be furnished to designees of agencies and departments of the Federal Government in furtherance of the stated mission.
As part of the 1995 comprehensive review of each case of an unaccounted for American in Southeast Asia, the Defense POW/MIA Accounting Agency's analysts created an electronic database of relevant facts. This ever-changing working tool reflects a snapshot in time summarizing data collected to date, as well as analytical opinions and recommendations. It permits analysts to review pertinent case information quickly, update each record as new information is collected, and develop investigative leads. Following is a narrative of the information contained in the electronic database on this loss.

**Family Conference Report**

**Case Information:**
- Name: FRANCISCO, SAN DEWAYNE
- Refno: 1329
- BIO: 01
- Service: USAF
- Rank: O2
- Status: XX
- Incident Date: 1968/11/25
- Vehicle Type: F4D
- Unit: 555 TFS 432 TRW
- Lat: 172059N
- Long: 1061150E
- MGRS: 48QXE2720018500
- Country: VN
- Province: QUANG BINH
- District: BO TRACH
- Township: THUONG TRACH

**Case Summary:**
On 25 November 1968, aircraft commander, and First Lieutenant (1stLt) San Francisco, pilot/navigator, of 555th Tactical Fighter Squadron, 432nd Tactical Reconnaissance Wing, Udorn Royal Thai Air Force Base, were the crew of an F-4D Phantom (serial # 66-7523; call sign Grommet 02) escorting an RF-4C (call sign Grommet 01) on a photo reconnaissance mission, when downed in a heavily fortified area of the Ban Karai Pass, near the Lao border. At approximately 1245 hours, as Grommet 01 started its mission in the target area, it heard Grommet 02 report that "we've taken a hit." Grommet 01 immediately aborted its mission, but did not see Grommet 02 crash. A steady beeper was heard, whereupon search and rescue forces (SAR) were scrambled, and wreckage was located on the side of a hill at grid coordinates 48Q XE 270 185. When the SAR forces arrived, voice contact was established with both crewmen and a pick-up was attempted at 48Q XE 272 186, but the rescue choppers were driven off by small arms fire. Due to adverse weather conditions, the SAR effort was suspended for the first day. The next morning, a forward air controller (FAC) was on station, but fog in the area hindered its search efforts. As the fog dissipated, location was confirmed again, however, continuing adverse weather had precluded SAR forces from staging nearby, delaying their response time. When the SAR forces did arrive, radio contact was lost and could not be re-established. The parachute that had been visible the day before had disappeared. All efforts to re-establish contact with the crew failed. SAR forces believed 1stLt Francisco landed very close to enemy personnel and was detained shortly after the initial and inconclusive attempt to contact him. On 26 November, Radio Hanoi and the Nhan Dan newspaper both announced the shoot down and said the two pilots had been captured alive.

Subsequent to the incident, and while carried in the status of missing-in-action, the U.S. Air Force promoted to the rank of Colonel and San Francisco to the rank of Major.

**US Government Information**

SPECIAL REPORTING: Reported that one pilot had been "picked up in Quang Binh this date." Discussed whether to transport him and another pilot captured the same day to Hanoi, raising the possibility of using an aircraft to move the pilot. ((Note: the reference to the Quang Binh pilot relates to Case 1327 (Ruhling), who was transported by air.))
WARTIME MEDIA: On 26 November 1968, the People's Army Newspaper (Nhan Dan) carried an article congratulating the people of Quang Binh for shooting down an F-4 on 25 November 1968. The article said the pilot(s) was/were captured alive. Hanoi broadcast also noted the downing, stating the pilot(s) was/were captured alive. [Analyst note: the article addressed the shoot-down of the case 1328 aircraft as well, and the "capture of both crews", hence, the total number of captured crewmen is unclear]

APRIL 2005, NATIONAL GEOSPATIAL INTELLIGENCE AGENCY (NGA) RESEARCH: No usable pre-incident imagery was discovered. Post-incident aircraft imagery from 18 December 1968 proved best for analysis. The imagery revealed the possible crash site for Case 1329 in the vicinity of XE 2705 1842. The primary impact site and probable debris field appeared cone or triangular-shaped. The debris field fanned-out from the likely impact site in a west-southwesterly direction, suggesting this was the direction the plane was flying when impact occurred. There were no indications of aircraft wreckage or debris. A possible extension of the debris field, or possibly a second impact site, is located approximately 140 meters further west-southwest.

The area (XE 27873 15511) near Kilometer Marker 51 (52) on Route 20 (wartime Route 137) was analyzed for signs of a burial site. Full analysis was inhibited by the lack of pre-incident imagery. Imagery revealed numerous craters in the area; joint teams discovered two large craters believed to have been caused by rocket strikes from SAR forces.

A hand-drawn map depicting the burial location of two American aviators (first turned over to U.S. officials in 1995) resurfaced in a letter sent to the U.S. Embassy, Hanoi on 2 August 2010. [b][b] personally drew two diagrams related to two U.S. pilots as he photographed the 3,000th aircraft shot down and its pilots. Photographs of 30 American pilots were turned over to the Vietnam News Agency. The diagram of the graves of two American soldiers who flew an RF-4C (sic) shot down on 25 November 1968 at KM 54 along Route 20 in Bo Trach District, Quang Binh Province were described. Lieutenant's grave is about 15 to 20 meters off the right hand side of Route 20 at kilometer marker 54. ________grave is about 20 to 25 meters from the crash site. Area still has a lot of unexploded cluster bombs. It is in the jungle and uninhabited. (REF: MSG DTG 101727Z AUG 10 Sec 1002 P1 102-190)

20 January 2014 - E-mail Contact: The Joint POW/MIA Accounting Command (JPAC) detachment in Hanoi was contacted by a U.S. citizen who was contacted by a Vietnamese national and forwarded a recounting of the wartime burial of a U.S. aviator. The reported first-hand witness detailed his account in an email forwarded to the detachment. The content of the email was as follows: "The incident occurred in August 1968, during the Vietnam War, in the crucial area of the Ca Rong ford [Ngam Ca Rong, vicinity 48Q XE 27123 17132 (WGS-84 datum)] on "resolved to Win" Route 20, Quang Binh Province, Vietnam. U.S. planes were bombing this area when one of them was shot down. A U.S. pilot parachuted and was captured by Vietnam's armed forces (combat engineers and ground troops). ________removed some communications equipment from the pilot. Later, many U.S. aircraft attempted to rescue the pilot, but because they could not contact him, they returned and resumed bombing, intensely damaging this area and killing many people, including the U.S. pilot. When all the U.S. aircraft had gone, the Vietnamese forces began evacuating the wounded and burying the dead. The U.S. pilot was buried directly on a mountain 45 kilometers west of Phong Nha [vicinity 48Q XE 37534 46066 (WGS-84 datum)], in Quang Binh Province. (Ref: Additional Information Report from JPAC, 220648Z Jan 14; Det-2 info Email, 14 Feb 2014) [Analyst note: see follow-up with under JFAs 14-2VM & 14-4VM below]
identified. Photos have been identified of the wreckage, one of the crewmen, and related ID media for the other crewman. Multiple eyewitnesses and informants have reported on locations of burial sites for both crewmen, and they were approved for excavation in September 2015. One site has been completed, with no evidence discovered, and the other site is still being worked.

**August 1989, 7th Joint Field Activity (JFA):** Team found the crash site at XE 272185, just 200 meters west [analyst note: should read “east” vice “west”] of the coordinates listed in U.S. records. ID numbers on wreckage allowed team to confirm the crash site. There were no witnesses because local people had been evacuated during the war, and only North Vietnamese Army (PAVN) troops, long since gone, were present. Vietnamese Office for Seeking Missing Persons (VNOSMP) member [b](6) said someone in Bo Trach had told him in 1988 that remains for one or two Americans were buried vicinity KM 55 marker, Route 20 (war-time Route 137), but team could not confirm this. (Ref: DRI of Case 1329; 230946Z Aug 89)

**January 1991, 13th Joint Field Activity:** Team was told VNOSMP had found information on this case indicating that an F-4C was shot down by unit stationed near “Cau Lang”. The crew was a Major and a First Lieutenant; with no information on the fate of either crew member. “Cau Lang” could be a Vietnamization of Ko Roong, which is a ford at the 52 KM marker and describes the general area. Investigated KM 54 marker (XE 279 156) of Route 20, looking for alleged burial site; found nothing. (Ref: AIR of Case 1329, 270354Z Feb 91)

**February 1991, 13th Joint Field Activity:** The Joint Casualty Resolution Center (JCRC) liaison office in Bangkok provided further observations on case 1329 and the source of information in the previous January 1991 investigation. There was conflicting reporting on whether the suspect burial was at KM 54 or KM 55 markers. [b](6) from the VNOSMP team provided hearsay that the location was most likely the KM 54 marker. (Ref: 260729Z Feb 91)

**April-May 1992, 17th Joint Field Activity:** Visited Thuong Trach Village; no witnesses, no information. (Ref: None)

**January 1994, Priority Case Investigation Team (PCIT) Investigation:** Vietnamese said no more documentation was available. Said no individuals present at downing were in the province or available for interview. Interviews of authors of books about actions in this general area produced no information on this case. (Ref: PCIT Report Case 1329, 0818022 Apr 94)

**May 1995, Oral History Interview:** Former Vietnam News Agency (VNA) combat photographer [b](6) said he photographed the bodies of two American pilots whose aircraft had been downed by a unit of the 280th AAA Regiment. [b](6) said he learned right away when the 280th had downed an aircraft in the area of Kilometer 54, Route 20. He reached the incident site the next morning which was 20 kilometers from the unit headquarters (14th Battalion?). At the scene, troops and members of an assault youth group told him about the incident. Two pilots had ejected and landed two kilometers apart.

The first pilot, a First Lieutenant, was captured almost immediately and had been wounded in the leg. He was being treated for his injury when a rocket from one of the SAR aircraft hit and killed him and a number of others. The pilot was buried about 15 meters to west of Route 20. [b](6) asked the soldiers to exhume the body so he could photograph it; only the face uncovered, and he took a picture. The body was no longer intact.

The second pilot was a Lieutenant Colonel (sic). The body was approximately two kilometers northwest of the first body, in jungle so thick that it had to be cut away to provide enough light for photography. Troops had found and surrounded him, but he had shot at them, and they had returned fire.
killing him. saw the body lying on its back and took a couple of photographs. He did not observe the burial but assumed that one took place. speculated burial would have been on the spot, since it would have been very difficult to move the body, given the difficult terrain.

He next went to the air crash site where he took photos of wreckage. He never saw the finished photos after turning them in and never returned to the Route 20 area. Nonetheless, believed he could point out the burial site and offered to help the team find graves. He also identified the photos of the wreckage and remains as photos that he had taken.

identified additional possible witnesses:

in Military Region 4;

member of Group 559 and vanguard cells;

former member of Quang Binh Vinh Linh cell (interviewed 8 APR 95);

former member of Quang Binh Vinh Linh cell. (Ref: OHP Report, 270922Z Jun 95)

October-November 1995, Letters from photographer provided details of the burial locations. He explained that his medical problems prevented him from accompanying the team to the site at present. He repeated that the lieutenant was buried 15-20 meters west of Kilometer Marker 54. He said the lieutenant colonel died and was buried 20-25 meters from the aircraft on the left hand side; the crash was two kilometers from the Route 20 Kilometer 54 marker to the right from Xuan Son. He provided a sketch of the graves. His second letter placed grave on right side of the aircraft. (Analyst note: these letters conflict with his original oral history report) (Ref: JTF-FA Report VN95-043 (Letter) 110922Z Jan 96; 170902Z Oct 96; 10 USC § 424 (b)(3) 102-1S0 Sec 1082 P.L. 102-190

January 1996, Letter from said he was gradually recovering and asked for a status update of this investigation. He said he would still like to help. He also said there was a marker stone at the crash site and with patience, it could be found. Finally, he said that members of the 7th Youth Assault Group were the ones who buried the crew members in this incident. (Ref: 110922Z Jan 96)

January 1997, Oral History Interview: said might have information on wartime volunteer youth members who knew of U.S. burial sites. (Ref: None)

May 1997, 46th Joint Field Activity: Thanh Hoa Province reported that health was very poor, and he could not accompany the team to Quang Binh. If he recovered, the U.S. would be notified. The VNSOMP provided a written report to this effect. (Ref: DRI on SRT Case 1329, 280732Z Jul 97)

May 1997, 46th Joint Field Activity Research and Investigations Team (RIT): The VNSOMP reported that the Vietnamese had interviewed, but he had indicated he did not directly observe any crash sites. (REF: MSG DRI of SRT 1329 280732Z JUL 97)

May 1997, Oral History Interview: current of the Quang Binh Province youth association, was too young to be a wartime participant in the volunteer youth. He said they did not keep regular records since they were not a regular unit. suggested the following witnesses:

Xuan Thuy Village, Le Thuy District;

Van Hoa Village, Tuyen Quang District;

Quang Trach Village, Bo Trach District;

Bac Ly Ward, Dong Hoi Town;
May 1997, Oral History Interview: was a former of the 7th Volunteer Youth Company. He described the organization of the volunteer youth and said that 19 companies comprised the Route 20 “construction site.” Before November 1965, what became Route 20 was called the Route 16 site, encompassing Kim Thuy, Ngan Thuy, and Phu Thuy villages. [Analyst note: wartime topographical maps identified this road at Route 137, which became Route 912 upon crossing into Laos]. In November 1965, he and the 7th Company began work on the Route 20 site and stayed there until July 1967. They worked between Km 17 and 54. The area was virtually unpopulated due to its remoteness and U.S. bombing. He described three downings during his tenure, two of which preceded the Case 1329 incident and one that occurred in 1972.

He named the following individuals as possible witnesses: who served as the of the Quang Binh Youth Association during July 1967 to September 1972; and who assumed of the 7th Volunteer Youth Company after left and is a current resident of and former of the 4th Quang Binh 12.7mm AAA company. (Ref: 190912Z Dec 97)

December 1997, 48th Joint Field Activity: Team interviewed four witnesses who had no information on this case. at KM 54, knew about five crash sites, but he witnessed only one incident, a 1972 crash at Kilometer 16. Later he visited crash sites at Km 43 Km 46 (1 died; 1 ejected, Case ?); a reconnaissance prop plane near Km 52 (no information on fate of crewmen, Case ?); and one jet crash at Km 61 (Heard one Lieutenant Colonel ejected and forces searched for him, but did not know what happened to him, Case 1698?). (12.7mm 7th Youth) knew of three incidents: 1) A fighter aircraft was shot down in March 1966 near Km 14 marker, 2) Late afternoon in late 1968, shot an aircraft that he heard crashed near Km 68 in Laos, 3) At about 1700 hours on an unspecified day in 1966, a 37mm AAA gun from Binh Tram 14 (BT14) shot down what thought was an A1 (propeller) aircraft. It crashed in a mountainous jungle area near the Ca Roong Stream and Km 54. had no information on the fate of any of the crews. stated that at approximately 1100-1200 hours, in October-November 1968, his unit shot down an F-105 near Km 54. Also, during the dry season of 1969 [which standardly runs from November to April], an unknown unit shot down an A-6 flying low, and it crashed near Km 68, on the border, in the general area of Nui Dai Ngang. Lots of SAR activity ensued, and he assumed the pilot was rescued.

(12.7mm described the capture of one American in 1966 (Case 0240). He described five incidents that probably involved rescued aviators and one downing of a C-130 (Case 1807). (Ref: DRI Special Remains Case 1329, 060712Z Jan 98)

May 1998, 50th Joint Field Activity: While investigating another case (1816), team interviewed three former members of the volunteer youth: served in the Route 12/15 area, not Route 20, with Team 732, (a.k.a. C2, D73). also served in the Route 12/15 area, as of Team 75. He asserted that had served with Team 73 and only worked a short stretch of road, and would not know anything about U.S. losses. operated on Route 12A up until February 1967, at which time he moved to Ba

Refno # 1329
Trai area, south of Gianh Ferry. From 1968-72, he served in Quang Tri. (Ref: DRI of Case 1816, 240702Z Jun 98)

September 2000, 62nd Joint Field Activity: Joint team returned to survey the crash site and search for the two graves. A Vietnamese team first swept the site with metal detectors and marked possible unexploded ordnance previously interviewed in August 1999, said he observed a burning aircraft crash into the hills near where he was stationed. He did not visit the site until about one month later, and he had been there numerous times since. He never saw any remains.

The team searched the surface of the crash site area, finding small pieces of unidentifiable wreckage. The area of old Route 20, which was used during wartime, was also searched. Local Vietnamese officials pointed out where they believed Kilometer Marker 54 had been located; it was now Kilometer Marker 51. Team found no signs of a burial, but did locate two large craters (vicinity of XE 2780 1555). The team thought these might have been the rocket strikes that reportedly killed one crewman. No signs of a burial site could be found nearby. The team recommended searching again, spending one whole day near the road and a second near the crash site. (Ref: DRI of Case 1329, 262016Z Oct 00)

January 2002, 68th Joint Field Activity: VNOSMP reported that was in extremely poor health and would be unable to attend an interview or lead a team to the burial site. Team could not fly to the site itself due to inclement weather. (Ref: DRI Case 1329, 200812Z Feb 02)

May 2003, 73rd Joint Field Activity: again reported information on this case and how he came to photograph the two aviators. He could not recall the names of the guides that took him to the areas where he took the photos. One pilot was buried in proximity of the crash site in the direction of Route 20 (NFI). guided the team to the alleged burial site of a First Lieutenant using terrain association, but he was only able to identify a general area. could only walk with great difficulty, had to be carried most of the time, and required frequent breaks.

The joint team thoroughly searched the area he pointed out, paying special attention to craters. A local official said that several recently dug holes in the area were made by a man who was killed by unexploded ordnance. The area searched included the area around the Kilometer 54 marker, which was at XE 27873 15511. The VNOSMP reported that there were no persons living in the area at the time. Team surveyed the crash site at XE 27364 18189 (XE 27850 17550 on the map), finding a piece of unexploded ordnance, and also searched several craters along the road. The team assessed there was a high probability of more unexploded ordnance in the area. (Ref: DRI Case 1329, 020902Z Jun 03)

October 2005, 83rd Joint Field Activity: While investigating another case, the Research and Investigation Team (RIT) obtained additional information that may correlate to Case 0761 (resolved), Case 1105 (unresolved), or Case 1329 (unresolved). with Volunteer Youth Team 25 from July 1965 to early 1970, provided secondhand information on the crash of a U.S. aircraft. While on duty in the headquarters of Volunteer Youth Team 25 during the 1967-1968 timeframe, heard a report from members of the 458th Company that an aircraft had crashed at kilometer marker 54, of Route 20, near Ca Roong Hamlet, Thuong Trach Village, Bo Trach District, Quang Binh Province. The aircraft was described as an AD-6 (A-1) and the remains of an aviator were in the plane. never visited the site and did not know about any associated grave; however, he identified a former 458th Company member, as a person who had visited the crash site and viewed the aviator's remains. resides in Ngai Tri Hamlet, Liem Tuyen Village, Thanh Lieu District, Ha Nam Province, Vietnam. (Analyst Note: Both the Case 1105 and Case 1329 loss incidents involved F-4 aircraft. The aircraft involved in the Case 0761 incident was a T-28, an aircraft very similar in appearance to an A-1 aircraft). (Ref: RIT AIR for 83rd JFA, 122154Z Dec 05)
August 2010, Joint Field Activity 10-4VM (100th JFA): An investigation team interviewed a 458th Company veteran, who provided information concerning the November 1967 crash of an aircraft and his subsequent observation of the body of an American pilot near Route 20, in Quang Binh Province. The hope was that his information might correlate with case 1329. It clearly did not served in the Co Roong Ford area (48Q XE 279 171) until March 1968. He was not present in that area at the time of the case 1329 loss incident, his information possibly correlates with another case (Ref: DRI Case 1329, 132339Z Oct 2010)

May 2013, Joint Field Activity 13-3VM (111th JFA): The Research and Investigation Team (RIT) interviewed two veterans of the 280th Air Defense Regiment, and both individuals provided information that correlates to Case 1329.

(b)(6) who the 105th AAA Battalion, witnessed an F-4 shot down on 25 November 1968 and saw both pilots eject. One parachute landed near the 1st Company's 37mm AAA battery. Personnel from this battery left their position to capture the pilot, in a vehicle approaching the position when a bomb strike killed the captured pilot, and was wounded. The pilot, a 1st Lieutenant, was buried several hours later at the location where he died, near the eastern edge of Route 20. Three days after the incident, a PAVN photographer requested the remains be exhumed so he could take pictures. The body was then reburied in its original location. knows the burial site and is willing to point it out to a future joint team. sent three soldiers from the Battalion HQ to capture the second pilot, reportedly a Lieutenant Colonel (sic). This pilot was killed the next morning when he resisted capture and his body was not buried. has never been to the crash site or the location where the second pilot was killed, although he was given a map taken from the slain pilot, which he turned over to the joint team. The map is a 1:250,000 scale U.S. DoD Escape & Evasion Chart (EVC) inscribed "souvenir" at 1400 on 26 November 1968 (Mau Than) at kilometer 54, Ka Rong, Route 20, shot down one F-4H and captured two bandit pilots. This is the map of the Lieutenant Colonel staff officer (sic) who was shot and killed on the spot by the capturing group (600 meters west of the road as the bird flies). C1-D105-E280 (signature illegible) [Note: C1-D105-E280 translates as 1st Company, 105th Battalion, 280th Regiment]

(b)(6) was a communications soldier attached to the 280th AAA Regimental HQ and observed the shoot down of the aircraft by the Regimental observation station. he saw both parachutes and estimated that one landed near kilometer marker 51 on Route 20 and the second landed near kilometer 54.5 (sic), on Route 20. He heard (primarily from ) that the first parachute was that of a Lieutenant Colonel (sic) who was killed resisting capture and the second was a First Lieutenant who died in a bomb strike and was buried where he fell. knows the second burial site (of the First Lieutenant), located 20-30 meters east of Route 20 and was willing to point it out to a joint team. He does not know the location where the Lieutenant Colonel was killed, and he never went to the crash site. (Ref: DRI of Case 1329 conducted during Joint Field Activity 13-3VM (111th JFA), 250350Z Jun 13)

August 2013, Joint Field Activity 13-4VM (112th JFA): The Research and Investigation Team (RIT) interviewed two veterans of the 103rd Battalion, 280th Air Defense Regiment concerning Case 1329. a former gunner in the 9th Company, 103rd Battalion, described his discovery of an intact human skeleton in September 1969. The remains were in close proximity to an F-4 crash site, approximately 300-400 meters northwest of Route 20, near the Co Roong ford in Quang Binh Province. He left the remains where they lay. related his first-hand observation of the shoot down of an F-4 aircraft in November 1968 near kilometer marker 54 on Route 20 in Quang Binh Province. He observed one parachute clearly and a second parachute that opened at a lower altitude and may not have fully deployed. heard that the body of one crewman was buried near Route 20. He heard that the second crewman was shot and killed while resisting capture and may not have been buried. (Ref: DRI of Case 1329 conducted during 13-
March 2014, Joint Field Activity 14-2VM (114th JFA): The Research and Investigation Team (RIT) met with [REDACTED] and former [REDACTED] of the 5th Squad, 5th Platoon, 5th Volunteer Youth Company, serving under the command of the 2nd Engineer Battalion, Binh Tram 14 (Troop Station 14). [REDACTED] related that on a day in probably August of 1968, his squad was located a few hundred meters west of Route 20, in the vicinity of the Ca Roong ford (48Q XE 279 171 (India Thai datum)) when they heard gunfire to the south and witnessed a stricken aircraft heading in their direction. They saw one pilot eject and run to the area to capture him. They found him on a ridge (XE 270 173) with his helmet off, parachute still clipped on, and talking on a hand-held radio. They captured him, took his gear and were intending to turn him over to a formal military unit when they were forced to take cover as U.S. aircraft began bombing the area. When the bombing ceased after a few minutes, they emerged from cover to discover the pilot had been killed by the bombing. They buried him in a fresh bomb crater 6-7 meters away. They supposedly did not report the capture of death of the pilot to higher headquarters. [REDACTED] said they visited the actual aircraft crash site two or three days later (indicated as near the southeast corner of grid square XE 27 20), and although they saw no other body, they noticed a "terrible stench" of decomposition suggesting that another body was nearby. [REDACTED] named two other individuals from his youth group who were with him during the incident [REDACTED] and a [REDACTED] (Ref: DRI of Case 1329, 070723Z May 14)

June 2014, Joint Field Activity 14-3VM (115th JFA): An investigation team re-interviewed [REDACTED], age 81, former [REDACTED] of the 105th AAA Battalion, Group 559, and [REDACTED] age 65, former communications soldier of 47th Company, 280th Air Defense Regiment. Three other potential witnesses [REDACTED] were unavailable for interview. Both PAVN veterans provided accounts consistent with their interviews during JFA 13-3VM; new insights from [REDACTED] being that he recalled the time of incident as 1400 hours, that he saw red and green parachutes leave the stricken aircraft, and that the lieutenant had his right leg broken when captured. He recalled this pilot as being very young, large build, with yellow hair, light skin, and wearing a leaf-colored flight suit. [REDACTED] subordinates surrendered this pilot's ID media, papers, and radio he had been carrying, which [REDACTED] subsequently sent back to 260th Regimental headquarters. This pilot was buried in his uniform and boots, in a 60 centimeters deep grave, at the only flat area east of Route 20, with a dirt mound resulting over the grave [REDACTED] stated that the exhumation conducted in order for a photographer to take pictures of the body, occurred five days later, rather than the three days that he cited during JFA 13-3VM, and he asserted that the body was reburied in the same grave. The only new insights he offered into the disposition of the Lieutenant Colonel (sic) who was killed, was that he recalled him as being of large build, white skin and wearing a leaf-colored flight suit, and that [REDACTED] subordinates did not attempt to bury or cover that crewman after killing him.

New insights provided by [REDACTED] were that the aircraft had been shot down by AAA fire, and burst into flames. He recalled hearsay accounts of the captured lieutenant having two broken legs. [REDACTED] further specified that the bomb that killed the American lieutenant and injured [REDACTED] was a cluster bomb.

The team conducted a pedestrian/subsurface search of a 40 by 20 meter area of the alleged burial site (48Q XE 27679 17075, site # VM03267) using metal detectors, but was unable to find any evidence of remains, personal effects, or a burial. Shrubs and elephant grass cover the area, but it had at one time been cultivated for corn, and in 2012, the adjacent Provincial Highway 20 (wartime Route 137) had been widened and paved. (Ref: DRI of Case 1329 Conducted During JFA 14-3VM, 022119Z Sep 14)
A third desired witness, (b)(6) was unavailable for interview.

A former 37mm AAA gunner of 9th Company, 103rd AAA Battalion, 280th Air Defense Regiment, provided hearsay information about an F-4 shoot down which correlated to resolved Case 1253. He provided additional information on one other F-4 crash site near the Ca Roong River (Thuong Trach district, Quang Binh province). None of (b)(6) information correlated to Case 1329.

Recalled that on an unknown date during the 1968 dry season [standardly runs from November - April], while stationed at a CKy ford, he heard a AAA battery open fire and witnessed an F-4 trailing fire and smoke, heading in his direction, from the north. He witnessed one parachute emerge from the aircraft and with his squad, ran to the area to capture the pilot. They found the pilot sitting and talking on his hand-held radio. He was described as Caucasian, dark hair, neatly trimmed sideburns, with his left thigh soaked in blood, and his name tag ended with (b)(6). The pilot reportedly surrendered, once threatened with weapons. They began to take the pilot down the ridge to their position when other aircraft began to bomb the area. They pushed the pilot down and took cover. After the bombing, they emerged from cover to find that the pilot had been killed - suffered a large wound to the chest. They then dragged the pilot's body 20 meters upslope and buried him with his equipment in a bomb crater less than one meter deep. He was placed head up slope (west) in the grave and a small dirt mound piled over him, yet the grave was not marked. They reportedly did not formally report the death and burial. Approximately 10 days later, on patrol near the area, (b)(6) and his squad encountered a terrible stench in the area. (b)(6) cannot remember the names of any other members of his squad. He later heard that someone from the Quang Binh provincial militia headquarters exhumed a body for photographs but did not know if it was the body he had buried a few weeks prior. (b)(6) identified a 20 by 20 meter area encompassing a dirt mound which he said was similar to the one where he had buried the pilot (48Q XE 27630 16411). (Ref: DRI of Case 1329, 282041Z Oct 14)


(b)(6) was a direct witness to the shoot down of an F-4 aircraft and a participant in the capture and subsequent burial of one of the two crewmembers of this aircraft. The American was a field grade officer who was accidentally killed by a U.S. airstrike. (b)(6) helped bury the American on a hillside near kilometer markers 52-53 on Route 20. (b)(6) identified a photograph of the remains of the individual he helped bury. - On 25 November 1968, at approximately 1200-1300 hours, while stationed in the Ca Roong area (vicinity 48Q XE 271171) of western Quang Binh Province (b)(6) witnessed the shoot down of an F-4 aircraft. The burning aircraft crashed near the waterfall at Ca Roong and two crewmembers parachuted from the plane. One of the two crewmembers, a Lieutenant Colonel, landed near (b)(6) position. He and (b)(6) who was a member of a volunteer youth unit, quickly went to capture the American. When they found him, they saw he was severely injured, with both thighs broken just below the groin. The pilot was caucasian, weighed approximately 90 kilograms, and was 1.8-1.9 meters tall. He surrendered immediately and said in Vietnamese that he should be taken to Hanoi. (b)(6) took the pilot's pistol and radio so he could not signal search and rescue forces. By this time, several members of the anti-aircraft unit that shot down the aircraft arrived at the pilot's location. The group confiscated items including survival gear from the pilot's seat kit and parachute. (b)(6) did not know what became of these items. In anticipation that SAR forces would attempt to rescue the two downed pilots, (b)(6) unit arranged itself in hastily dug fortifications encircling the downed pilot in order to ambush U.S. aircraft when they arrived. Approximately two hours later, a helicopter flew into the area and hovered over the pilot. The pilot and the helicopter crew established visual contact with each other and the helicopter lowered a line to the pilot. Someone from (b)(6) unit opened fire on the helicopter, which then
flew away. The unit remained in concealment anticipating U.S. aircraft to return. Shortly thereafter, AD-6 [A-1 Skyraider] aircraft strafed the area with rockets. After the rocket attack, and members of his unit came out of hiding and discovered the pilot had been killed by the rocket attack, with a fatal wound to the back of his head. BT-14 authorities ordered the burial of the pilot, and a PAVN photo-journalist photographed the body (still in his flight suit) prior to the burial. Members of combat engineer unit along with some of the AAA unit members buried the pilot in a meter-deep hole, some three meters from where the pilot was killed. The pilot was buried clad only in a white t-shirt and boxer shorts. Approximately 10 days later, the body was briefly exhumed for another photograph and then reburied. The grave was located on the side of a hill, south of Ca Roong, approximately 100 meters above Route 20, between kilometer markers 52 and 53. believes he could still find the grave and is willing to assist a Joint Team in this effort.

- had only hearsay information concerning the other U.S. crewmember. The unit involved with this pilot was the 1st Combat Engineer Battalion, (as opposed to 2nd Battalion). The two battalions were only 20-30 meters apart, but separated by a small stream. His unit heard over the radio from the 1st Battalion that the other pilot was a Second Lieutenant who landed north of Ca Roong, near kilometer marker 49 of Route 20. His parachute had become entangled in a tree and he was already dead when the 1st Battalion members found him. had no further details concerning this pilot or his burial.

- provided credible hearsay information about the American field grade officer killed and buried near kilometer markers 52-53 on Route 20. Though he did not view the body or participate in the burial, he was stationed in the area for six years and knew the grave location. - He confirmed this incident as the same one described by although he described the downed aircraft as an F-105. He heard that one of the pilots, a Second Lieutenant, landed near kilometer marker 49 of Route 20. The other pilot was a Lieutenant Colonel who landed on a hill between km markers 52 and 53 of Route 20. The 5th Company received orders to capture this pilot, but because was the platoon leader, he stayed in place and detailed to capture the American. The pilot was wounded in the legs and subsequently killed by U.S. airstrikes. The pilot was later buried 100 meters above Route 20. A week or so later, the dead pilot was exhumed for photographs and then reburied. Although did not participate in the burial or reburial, he knew the grave's location, having seen it many times while stationed in the area. He is willing to assist a joint team in relocating the grave.

- was a direct witness to the shoot down of an F-4 aircraft. information corroborated that of and concerning the Lieutenant Colonel pilot on the hillside, subsequently killed by U.S. airstrikes. was a participant in the exhumation and reburial of one of the U.S. field grade pilot. He believes he can still find the grave and is willing to assist a joint team in a search to locate the remains.

- was a direct witness to the shoot down of an F-4 aircraft and a participant in the capture of one of the two crewmembers of this aircraft. She did not participate in the burial and did not believe she could assist in finding the grave location.

- was a direct witness to the shoot down of an F-4 aircraft and he viewed one of the two crewmembers of this aircraft. He did not participate in the burial and did not believe he could assist in finding the grave location. He did, however, positively identify a photograph of as the U.S. crewmember he saw.

(Ref: DRI of Case 1329 Conducted During Joint Field Activity 15-2VM, 100741z Apr 15)

May 2015, Joint Field Activity 15-3VM (119th JFA): A joint team re-interviewed All three witnesses reiterated their testimonies from JFA 15-2VM and then accompanied the Joint Team to the incident location. was able to identify a 24 by 14 meter area as the probable burial site (48Q XE 267 164). A survey of the area revealed no discernable evidence of a burial. (Ref: DRI of Case 1329 Conducted During Joint Field Activity 15-3VM, 071755Z Oct 15)
May - June 2016, JFA 16-3VM: Summary of Excavation: From 30 May through 19 June 2016, during JFA 16-3VM (123rd JFA), Recovery Team Two (RT2) excavated REFNO 1329 (Site VM 03299, MGRS (WGS-84; 48Q XE 27683 16411), in the vicinity of THUOUNG TRACH Village, BO TRACH District, QUANG BINH Province, S.R.V. At Site VM-03299, one primary witness reconfirmed one of the alleged burial locations provided by multiple witnesses. RT2 excavated approximately 128 square meters at approximate depths ranging from 80-140 cm and recovered, photographed, but did not retain, numerous pieces of bomb fragments and possible aircraft wreckage. RT2 also visited and surveyed Site VM-03267 (48Q XE 27683 17072; WGS-84 Datum), another witness indicated a second alleged burial location associated with a possible crewmember of REFNO 1329.

On 19 June 2016, the Recovery Leader suspended operations at Site VM-03299 and recommended further excavation to exhaust this location. Future team must negotiate and get approved for the implementation of machine excavation and increase the wet screening capacity and associated displacement of sediment which were limited during this JFA. This will significantly improve the progress at both locations. The detailed DPAA Laboratory Search and Recovery report number is CIL 2016-127-R. Current site status: Site VM-03299, open-general. Site VM-03267, pending excavation-general.

Material Evidence: No ID media or personal effects recovered. RT4 photographed but did not retain the following items: miscellaneous, nondiagnostic aircraft wreckage.

Explosive Ordnance Disposal (EOD) technician comments: no ordnance recovered at Site VM-03299. [MSG DTG: 061953Z JUL 16, SUB: Excavation Summary Report of REFNO 1329 (Site VM-03299) Conducted During Joint Field Activity 16-3VM (123rd JFA)]

August-September 2016, Excavation Summery Report, JFA 16-4VM (124th JFA): From 14 August through 8 September 2016, during JFA 16-4VM (124th JFA), Recovery Team Two (RT2) excavated a burial site associated with REFNO 1329 (Site VM-03299), in the vicinity of THUOUNG TRACH Village, BO TRACH District, QUANG BINH Province. RT2 excavated approximately 224 square meters at approximate depths ranging from 45-100 cm and recovered and photographed, but did not retain, numerous pieces of bomb fragments and possible aircraft wreckage. RT2 recovered no evidentiary materials at Site VM-03299. On 8 September 2016, the Recovery Leader (RL) suspended recovery operations due to the end of the JFA, and recommended it will take at least two JFAs to complete excavations at both sites under REFNO 1329. RT2 also surveyed Site VM-03267 (48Q XE 27683 17072, WGS-84 Datum), another reported burial location associated with a possible crewmember of REFNO 1329. The detailed DPAA Laboratory (Lab) Search and Recovery Report number is 2016-173. Current Site Status: Open-General.

The team interviewed one witness who provided new information pertaining to Case 1329. Who lives on-site (VM-03267), in a new residence less than one year old. Was not yet born at the time of the incident. He currently owns and lives on the property at the site. Helped the RL relocate markers established during JFA 14-3VM. Recent construction has impacted the site. Did not see any incident-related materials during the construction process on the property.

[MSG DTG: 2020082Z APR 17, SUB: Excavation Summary Report of REFNO 1329 (Site VM-03299) Conducted During Joint Field Activity 16-4VM (124th JFA)]

November 2016, DRI from JFA 17-1VM (125th JFA): Summary of investigation: On 18 November 2016 during JFA 17-1VM (125th JFA), the Research and Investigation Team Bravo (RIT-B) investigated Case 1329 in Thuong Trach Village, Bo Trach District, Quang Binh Province. Neither the homeowner nor the
first-hand witnesses were available at the time of the investigation; however, the VNOSMP permitted the RIT-B to survey the alleged burial location without the homeowner permission. RIT-B surveyed a 15 x-15-meter area, which revealed no evidence of remains, identification (ID) media, or U.S. wartime activity. RIT-B found that the overall site has been compromised due to construction of a dwelling by the landowner. According to the Provincial VNOSMP, the location of the alleged burial within the site has not been disturbed; however, it is in eminent threat of future house construction and development by the landowner. Possible remains/material evidence/identification (ID) media: RIT-B did not recover or receive any material evidence, possible remains, or ID media while investigating Case 1329.

On 4 November 2016, RIT-B met with the VNOSMP contingent at the Intercontinental Hotel in Hanoi City to discuss the investigation plan. The VNOSMP team leader informed RIT-B that the two requested witnesses were not available for interview and the landowner was avoiding contact with the VNOSMP and RIT-B.

On 18 November 2016, RIT-B departed the previously scheduled case location and drove five minutes south to Case 1329 vehicle dismount point (VDP) [48Q XE 27704 17097]. After arriving at the site, RIT-B discovered that the homeowner was not home and he put a padlock on the gate in an effort to keep the team out. After discussing the matter with the VNOSMP Team Leader permitted the team to conduct a survey without the homeowner's permission. Since the first-hand witnesses were not available, [Quang Binh Province Official] pointed out the alleged burial location. was one of the Province officials present during JFA 14 3VM (Ref B); however, his name is not listed in any of the previous reports for Case 1329. RIT-B discovered that the previous original site survey reference point established during JFA 14-3VM (48Q XE 27679 17075) was removed by the homeowner. RIT-B selected a new site survey reference point by using a road sign outside the fence (48Q XE 27708 17097). RIT-B then conducted a 15-x-15-meter pedestrian survey using one CHIA metal detector which reveals possible bomb fragments and small arms casings. The team did not locate any remains, personal effects or life support material. RIT-B verified that the site has been affected by construction of a house.

Site survey results:
CARIS site number: VM-03267.
Site survey reference point: 48Q XE 27708 17097.
Map grid coordinates: 48Q XE 27691 17104.
Site description and considerations:
Site type: Alleged burial site.
Site size: 15-x-15 meters.

Analyst comments: The VNOSMP Team Leader allowed RIT-B to survey the site (VM 03267) even though the landowner was not present. The landowner erected a barbed wire fence with padlocked gate surrounding the site. He also removed the old datum marker. According to the VNOSMP team, the landowner did not remove any dirt during construction of the dwelling, but rather used it to extend his habitable space and level the building site out. The VNOSMP team believed that the landowner used an excavator to move dirt from the hillside and then place it around the site.

The VNOSMP Team Leader stated that no remains, personal effects, or material evidence was discovered during the construction. of the VNOSMP, pointed out the alleged burial area to the team (22 meters northwest from the datum (48Q XE 27708 17097). He stated that he was with the witness during the last visit; however, a witness search in the DPAA database could not locate as a member of the provincial official among any of the previous list of Province official names.
There is a generator under a temporary cover nearby which could indicate more permanent construction by the landowner in the near future. The VNOSMP Team Leader stated that the owner of the home is avoiding the RIT B and VNOSMP team due to fear of losing home. Site VM-03267 is under threat due to the landowner’s efforts to keep the team out and the fact that the landowner continues to modify the site.

August 2017, Excavation Summary Report from JFA 17-4VM (128th JFA): From 10-24 August 2017, during JFA 17-4VM, Recovery Team Two (RT2) excavated Site VM-03299, an alleged burial site associated with REFNO 1329 in the vicinity of THUONG TRACH Village, BO TRACH District, QUANG BINH Province. Under the supervision and scientific direction of a DPAA Scientific Recovery Expert (SRE), the team excavated approximately 129 square meters (cumulative of approximately 481 square meters over three JFAs) to depths ranging up to 140 cm below surface. On 24 August 2017, the SRE terminated recovery operations because the excavation has exhausted the archaeological limits of the witness-identified area. No evidentiary items were recovered during this field activity. The forthcoming search and recovery report was assigned the tracking number CIL 2017-304-R by the DPAA-Lab. RT2 recovered and photographed but did not retain: non-incident-related materials, including bomb fragments, oxidized metals, ceramic materials, prehistoric stone tool debris, and recent materials from previous JFAs. At this time, field assessment of the materials does not provide any further information regarding the association of this site and the REFNO 1329 incident. The VM-03299 alleged burial site has been excavated to its fullest reasonable extent, and no further excavation is recommended. Site status: Closed-General.

August-September 2017, Excavation Summary Report from JFA 17-4VM (128th JFA): From 10 August to 5 September 2017, during JFA 17-4VM, Vietnamese Recovery Team 1 (VRT1) excavated Site VM-03267, a burial site associated with REFNO 1329 in the vicinity of THUONG TRUCK Village, BO TRACH District, QUANG BINH Province. Under the supervision and scientific direction of a DPAA Scientific Recovery Expert (SRE), the team excavated approximately 98 square meters to depths of 85 to 155 cm below the surface. On 5 September 2017, the SRE suspended recovery operations due to the end of the field activity and recommended further work at the site. No evidentiary items were recovered during this field activity. The forthcoming detailed excavation report was assigned the tracking number CIL 2017-306-R by the DPAA-Lab. VRT1 recovered and photographed but did not retain: bomb fragments, local detritus, anti-aircraft shell casings, and unexploded ordnance. This ordnance included one unknown bomb fuse, and two 37mm projectiles, all of which were deposited in a UXO pit off-site. Recommendations: Site VM-03267 has not been excavated to the fullest reasonable scientific extent, and further excavation is therefore recommended. Due to the depths required in reaching incident-sterile sediments, the site likely requires two or more JFAs. Site status: Open-General.

Southeast Asia Government Unilateral Information/Investigations

PHOTOS: Numerous photos have been received for this case, the most important depicting intact remains. Another showed identification media for both men. Vietnamese information identified several photos showing the aircraft wreckage from this incident.
MUSEUM: 280th Air Defense Museum had data plate with a receipt, both alleged to come from this incident. Pistol at this museum correlated to [redacted] by serial number. Also a possible flight checklist.

(b)(3) 50 USC § 435 Note Sec 1062 P.L. 102-190

MUSEUM: The Central Army Museum in Hanoi had a museum item receipt and data plate said to belong to aircraft shot down 23 November 1968 in western Quang Binh. Data plate is for F-4 -- probably relates to Case 1327. Air Defense Museum had signal flare receipt for which identifies it with this aircraft.


2. Quang Binh list of U.S. casualties notes both men and that their bodies were buried at Kilometer 54, Route 20.

3. Military Region 4 ‘Killed and Torn Apart’ roster says both remains obliterated, implying failure to recover the remains; should not be taken as a literal description.

4. 1978 central government list of remains not recovered says both men’s graves were lost.

RECORDS: V95C3B8. Vietnamese reports on the 84 Special Remains Team Cases, provided to the U.S. on 13 May 1995. Report recommends determining unit and troops stationed in this area in 1968 and finding and interviewing retired militia members who have experience with Quang Binh and Bo Trach teams.

REPORT OF UNILATERAL INVESTIGATION, PROVIDED 24 JUNE 1996: VNOSMP noted that [redacted] If they can organize and ensure safe passage for him, will try to get him to the site and help search for the graves. Said only military and youth assault teams were stationed in this area during the war. These units moved frequently, were replaced, or were subsequently dispersed. Many have died, and the youth assault groups have disbanded. (Ref: JTF-FA, 100712Z Sep 96)

OCTOBER 1996, MEETING WITH VNOSMP ON UNILATERAL REQUESTS: VNOSMP reported that in cases where they had been asked to search for veterans from the 280th Air Defense Regiment, including Case 1329, that the Vietnamese and the U.S. have attempted to locate records from this unit. VNOSMP had returned to the unit to search for more records but found nothing. VNOSMP recommended against returning to this unit but instead concentrate continued investigation in other areas.

JUNE 1997, REPORT OF UNILATERAL VIETNAMESE INVESTIGATION: The VNOSMP followed up on information from a former military officer in Quang Binh Province who had identified a potential source who might be able to identify former members of Youth Assault Groups that had served in the province. These units were made up of young men and women who supported the military, often by building, maintaining, and repairing strategic roads. The VNOSMP reported that the witness identified [redacted] could not help, but [redacted] recommended talking to [redacted] of the province youth association. [redacted] had been interviewed unsuccessfully in May 1997, as per joint investigation section narrative above. (Ref: MSG DTG 100712Z SEP 96)

VIETNAM NEWS AGENCY ARCHIVES: In 1999-2000, U.S. researchers re-inventoried the photos of the Vietnam News Agency. They found seven photos related to this case, copies of the photos described above.

VIETNAMESE HISTORY: 1999 history of Route 20 (Duong 20 Quyet Thang), p. 140 identifies youth assault (thanh nien xung phong--TNXP) groups operating in the area. Company 23 TNXP Ha Tinh was at Ca Roong. Company 25 TNXP Nam Ha was at Kilometer 68. See p. 160, which identifies [redacted]
Joint Field Activity 13-1VM (109th JFA): The Vietnamese Advance Work (AW) Team interviewed 48 veterans of Binh Tram 14 (Troop Station 14) who did not provide any information relating to Case 1329. The team also interviewed two veterans of the 280th Anti-Aircraft Artillery (AAA) Regiment who provided specific, detailed information that correlates to Case 1329. They provided detailed information on the aircraft shoot down, and the ejection of both pilots. They reported the Lieutenant Colonel (sic) resisted capture and was shot and killed during the capture attempt. The First Lieutenant crewman was successfully captured, but was killed by U.S. aircraft bombing the area to suppress the anti-aircraft fire in order to facilitate a rescue attempt. At least one of the two individuals indicated he could be of assistance in locating the burial site of the U.S. Lieutenant. (more detailed information included in Joint Information section 05/13, 13-3VM / 111th JFA) (Ref: Translation of Vietnamese Advance Work Concerning Case 1329, dtg 300708z Jan 13)

June 2013, Joint Field Activity 13-3VM (111th JFA): The Vietnamese Advance Work Team interviewed four individuals who provided information relating to Case 1329:
- (b)(6) of Phaux Thuaatj 2 at Kilometer 68.
- (b)(6) while serving as the (b)(6) of the 105th Battalion, 280th AAA Regiment, witnessed the shoot down of an F-4 on 25 or 26 November 1968. He identified the 1st Company, 105th Battalion as the unit responsible for the shoot down, and after hearing that one of the crew had been captured, was on route to the area when he heard that the captured pilot had been killed. This information was passed to him by two members of a volunteer youth unit, (b)(6) and (b)(6).
- (b)(6) a former member of the 9th Company, 103rd Battalion, 280th AAA Regiment, related that while his unit was stationed at kilometer marker 54 on Route 20 in Thuang Trach village (Bo Trach District, Quang Binh Province) in april. February 1969, he and other soldiers from his unit discovered the wreckage of an F-4 aircraft 300 meters northwest of Route 20. About 20 meters from the tail of the aircraft, they found intact skeletal remains, with a pair of "American-style" boots. The skull contained intact teeth, three of which were gold. The did not discover any clothing or personal effects, although they did find a green parachute hung atop a clump of bamboo. The remains were left unburied and (b)(6) did not hear of anyone else ever burying them. He then related information of another incident that occurred during November-December 1968 near the Xuan Son Ferry (48Q XE 387 479) in which an F-4 was shot down and two pilots were captured and one died. He directly witnessed the shoot down of the F-4, with both pilots ejecting. He later heard that both of the pilots were captured (one reportedly being an Australian and one an American). The American was said to have been shot and wounded while violently resisting capture. Three days later, while the two prisoners were being escorted to the Regiment, the American pilot died of his wounds and was buried near a lime kiln in the vicinity of Chot hamlet, Son Trach village (south of the Trooc River and southwest of the Xuan Son Ferry).
- (b)(6) of the 105th Battalion, 280th AAA Regiment, (interviewed by the RIT Team during the 109th JFA - see the Joint Investigations entry) reconfirmed that he was a participant to the capture and burial of the 1st Lieutenant who was shot down in an F-4 on 25 November 1968.
- (b)(6) former member of the 47th Communications Company, 280th AAA Regiment, had only second-hand hearsay information about the F-4 shoot down, capture, death and burial of one pilot, as related to him by (b)(6). Site Surveys:
- (b)(6) could not accurately determine the location where he found aircraft wreckage and remains in February 1969.
- (b)(6) after much deliberation, was able to determine the burial location for the deceased 1st Lt, approx. 250 meters from the stream ford, "next to" Rt. 20, near the position of the 1st Co., 105th Bn identifying the site as located at 48Q XE 27688 17061.
Note: Joint teams have identified and correlated the 1329 crash site at 48Q XE 277 179, approximately 300 meters northwest of the nearest section of Route 20. An account of discovery of aircraft wreckage and remains appears to correlate with the Case 1329 [Ref: USCS 1082 P.L. 102-1] account appears to correlate with the Case 1329 backseater (1Lt Francisco). (Ref: Vietnamese Advance Work Report - Case 1329, 090241Z Oct 13)

August 2013, Joint Field Activity 13-4VM (112th JFA): The Vietnamese Advance Work Team located and interviewed 14 veterans of the Thanh Hoa Volunteer Youth Group and an additional 12 veterans of the 280th AAA Regiment, none of whom were able to provide any information on the Case 1329 loss incident. (Ref: Vietnamese Advance Work Report Concerning Case 1329, 070722Z Jan 14)

December 2014, Joint Field Activity 15-1VM (117th JFA): The VNOSMP team interviewed three veterans of the Volunteer Youth Group attached to the 5th Company, 2nd Engineer Battalion, PAVN Binh Tram 14 (BT14). (A Binh Tram was a North Vietnamese military way station on the Ho Chi Minh Trail.)

- Provided hearsay information concerning the death of both U.S. pilots associated with the case. He claimed to know the area of the burial of one of the pilots. [Ref: USCS 1082 P.L. 102-1] recalled that around midday in 1968-1969, 12.7mm and 37mm AAA units subordinate to BT14, shot down an F-4. Two pilots ejected near the Ca Roong ford along Route 20. One caucasian pilot, possibly a captain, landed on a hill, one kilometer from the Ca Roong ford in the direction of Pha Long Dai. [Ref: USCS 1082 P.L. 102-1] heard that the pilot was killed on the spot and buried by soldiers and volunteer youth personnel. He did not personally know the burial location of this pilot. The other pilot, a major, suffered a broken leg and landed near his unit's position. [Ref: USCS 1082 P.L. 102-1] unit was ordered to capture the pilot, but was unable to do so, as he was killed by U.S. aircraft rocket strikes. Volunteer youth and AAA soldiers buried the pilot. [Ref: USCS 1082 P.L. 102-1] did not participate in the burial, but knew of the area of the pilot's grave.

- [Ref: USCS 1082 P.L. 102-1] and [Ref: USCS 1082 P.L. 102-1] both veterans of the Volunteer Youth Group, provided first-hand information concerning their participation in the capture, death, and burial of one of the U.S. pilots, and also provided hearsay information on another. They recalled the midday shoot down of an F-105 (sic) by the 27mm/12.7mm AAA unit attached to BT14. The aircraft crashed at the Ca Roong ford and the two pilots ejected, died, and were buried by soldiers and volunteer youth personnel. One pilot ejected and died while suspended in the top of a tree in the area of Km 49, north of the ford. The pilot was a Second Lieutenant and caucasian. Personnel of Volunteer Youth unit 115, Team 263, along with soldiers from BT14's 12.7mm AAA unit buried the pilot. [Ref: USCS 1082 P.L. 102-1] did not participate in this burial, but knows the location of the grave. The other pilot was caucasian and a Lieutenant Colonel landed near to [Ref: USCS 1082 P.L. 102-1] unit's positions. The pilot was seriously injured with two broken legs, but was able to use his survival radio to contact rescue forces. [Ref: USCS 1082 P.L. 102-1] and [Ref: USCS 1082 P.L. 102-1] approached the pilot, pulled down his parachute, and confiscated his handgun, knife, and other personal equipment. Seven soldiers from the light AAA unit assisted [Ref: USCS 1082 P.L. 102-1] and [Ref: USCS 1082 P.L. 102-1] in the capture. They claimed that a U.S. rescue helicopter approached the injured pilot and lowered a rope ladder, but because of his broken legs, the pilot was unable to climb up. The PAVN forces fired on the helicopter and forced it to depart. The Vietnamese retreated to a combat trench some 50-100 meters away as AD-6 [A-1 Skyraiders] attacked the Vietnamese held positions. When the airstrikes were over, the Vietnamese discovered the pilot had been killed by the rocket strikes. [Ref: USCS 1082 P.L. 102-1] and [Ref: USCS 1082 P.L. 102-1] participated in the burial of the pilot's body. About 10 days later, the pilot's body was exhumed for photographs and then reburied in the same spot. (Ref: Translation of Vietnamese Advance Work Report Concerning Case 1329, 110712Z Mar 15)

August 2015, Translation of Vietnamese Advance Work Report, JFA 15-3VM (119th JFA): The following is a translation of the Advance Work Report for Case 1329.

---Begin Translation---

Ref # 1329
RIT - 119th JFA
Results of the Advance Work Investigation of Case 1329 / QUANG BINH Province

Investigation Results this JFA: During Advance Work on the 119th JFA, VNOSMP specialists located and interviewed veterans of the Volunteer Youth Group (from THANH HOA) and the 280th Regiment for information concerning Case 1329.

Witness One, _______ (b)(6) _______ resides in Hamlet 8, QUANG VONG Village, QUANG XUONG District, THANH HOA Province. (b)(6) _______ was born in 1954 and entered service in 1971, assigned to the 25th Volunteer Youth Unit. From March 1971 to September 1972, he was assigned to the 25th Volunteer Youth of BINH TRAM 14 (BT14), and from October 1972 to October 1974, the 25th Engineer Battalion, BT14 in QUANG BINH Province.

_______ (b)(6) _______ provided the following MIA-related information: In the morning on an unrecalled day in April 1972, at kilometer marker 54 on Route 20 of BT14, a wounded Caucasian pilot was taken to BT14 by unidentified PAVN soldiers. At the time, _______ (b)(6) _______ was a communications soldier of the 25th Engineer Bn of BT14, and was tasked with receiving the pilot and escorting him to the 25th Bn Medical Station of BT14. _______ (b)(6) _______ along with four other unrecalled soldiers, carried the pilot to the 25th BN Medical Station. The pilot was only at the medical station a short time before he died.

_______ (b)(6) _______ heard the pilot was captured at kilometer marker 61 at the A KI Ford; grid coordinate 4BQ XE 261 127.

_______ (b)(6) _______ along with a number of other soldiers, buried the pilot. The pilot was buried at kilometer marker 54, Route 20. The pilot's grave is located at the bottom of the slope about 300 meters from our soldier's graves at the top of the slope.

_______ (b)(6) _______ did not recall the names of the soldiers who carried the wounded pilot to the 25th Bn Medical Station, nor did he recall the names of the soldiers who participated in the burial. _______ (b)(6) _______ and his unit were stationed in the area of the pilot's grave until 1975.

_______ (b)(6) _______ recalled the names of a few 25th Bn officers who knew of this incident including:
1. Mr. TA XUAN MAI, Battalion Commander, from THAI BINH Province (deceased),
2. _______ (b)(6) _______ from HAI LINH Village, TINH GIA District, THANH HOA Province, and
3. _______ (b)(6) _______ from THO XUAN District, THANH HOA Province.

Witness Two, _______ (b)(6) _______ born in 1948, residing in Hamlet 5, DIEN HOA Village, DIEN CHAU District, NGHE AN Province. _______ (b)(6) _______ entered service in 1968. From 1968 to 1972 he was assigned to the 16th Reconnaissance Company (C16), BT14. _______ (b)(6) _______ provided the following MIA-related information:

At the end of 1968, _______ (b)(6) _______ witnessed the shootdown of a U.S. aircraft and the pilot was killed and buried about 300 meters from the TA LE Ford, in LAOS. The body was buried in a bomb crater near the downed aircraft. An engineering unit buried the pilot, but _______ (b)(6) _______ did not recall the unit designator.

Witnesses who had no MIA-related information: _______ (b)(6) _______ and
VNOSMP Observations and Recommendations: VNOSMP specialists interviewed five BT14 veterans for information regarding Case 1329. Provided MIA related information and we have already [previously] interviewed The joint team will interview on a future JFA.

---End Translation---

DPAA-W Analyst Comments: Agree with VNOSMP recommendations.

IMSG DTG: 2015052 APR 16, SUB: Translation of Vietnamese Advance Work Report Concerning Case 1329 and Laos Case 1698 Conducted During Joint Field Activity 15-3VM (119th JFA) in the Socialist Republic of Vietnam

September 2015, Advance Work Report, JFA 15-4VM (118th JFA): The results of unilateral and joint interviews and site surveys during recent JFAs have determined: The witnesses were veterans of the 105th Antiaircraft Artillery (AAA) Battalion (BN), 280th Air Defense Regiment (REGT) (especially veterans of the 1st Company [CO], 105th BN, 280th REGT), and former members of the volunteer youth from THANH HOA Province and other units belonging to BT14 (BINH TRAM) 14. Veterans of these units have great potential to assist the joint team to determine the burial sites more exactly.

During the 120th RIT JFA, VNOSMP specialists located and interviewed 14 witnesses who were volunteer youth from THANH HOA, and other units of BT14 in order to find information concerning Case 1329. Among the witnesses interviewed were five who provided information concerning Case 1329 and other MIA-related information as follows:

Witness One (1), provided MIA-associated information as follows:

First set of information:
In approximately May 1968, a unit (directly responsible presently in THUAN TUY Hamlet, DONG LA Village, DONG HUNG, THAI BINH) shot down an AD-6 [that is, an A-1] aircraft in the area of the CA ROONG Ford, BO TRACH District, QUANG BINH Province (on Route 20). A unit organized a search for the downed aircraft. Not until approximately one week later did and his fellow soldiers find that the aircraft had crashed approximately three kilometers from the ford. The bodies of two pilots who died in the aircraft were disintegrated. and his fellow soldiers recovered some war booty (he could not remember specifically what) and handed it over to superiors. and his fellow soldiers buried the bodies of these two pilots at CA FOONG Hamlet. The burial site was approximately ten meters from the aircraft wreckage. These two bodies were buried close together. The persons who participated with in the burial included:

- who at that time was the of the 16th CO, 24th BN, BT 14. He resides in NHAN HAU Village, LY NHAN District, NAM HA Province [Note: This is actually HA NAM Province].
- presently in DUY TIEN District, HA NAM Province.
Second set of information:
In approximately 1967, in the area of the banks of the CA ROONG Stream, NEAR BUT Hamlet, BO TRACH District, QUANG BINH Province, an F-4 aircraft was shot down by a soldier unit from HAI DUONG Province) used an AK to shoot the pilot dead; he was buried on the bank of the CA ROONG Stream, NEAR BUT Hamlet, BO TRACH District, QUANG BINH Province. Recommended we locate and interview:

- (b)(6) (DONG BINH Hamlet, DONG XA Village, DONG HUNG District, THAI BINH Province), and,
- (b)(6) (DONG BINH, DONG XA), to seek additional information concerning this incident.

Witness Two (2), (born in 1946), and residing in THINH VAN Hamlet, QUANG THINH Village, THANH HOA City, enlisted in May 1965, into volunteer youth unit C115-N263. From May 1965 to December 1966, C115-N263 belonged to BT14, Group 559. From January 1967 to September 1969, she was an engineer soldier of the 5th CO, 2nd BN, BT14, Group 559. In October 1969, she was discharged and returned to her locality. Did not personally witness or participate in the burial of the pilot associated with Case 1329. However, said that when the Case 1329 aircraft was shot down on 25 November 1968, she was performing her mission of protecting the CA ROONG Ford at kilometer marker 50. Personally witnessed two pilots parachute. One pilot parachuted to the north of the CA ROONG Ford, in the area where the 1st Engineer BN was stationed; the other pilot parachuted to the south of the CA ROONG Ford, in the area where the 2nd Engineer BN was stationed. Only knew that the unit sent troops to capture the pilot. The persons who directly participated in the pursuit, capture, and burial of the pilot included and have met Vietnam-U.S. joint teams previously.

Witness Three (3), (born in 1946), resides in QUANG THINH Village, THANH HOA City, enlisted in May 1965 into volunteer youth unit C115-N263. From May 1965 to December 1966, C115-N263 belonged to BT14, Group 559. From January 1967 to September 1969, she was an engineer soldier of the 5th CO, 2nd BN, BT14, Group 559. In October 1969, she was discharged and returned to her locality. Provided information similar to that of above.

Witness Four (4), (born in 1944), resides in QUANG THINH Village, QUANG XUONG District, THANH HOA Province, enlisted in May 1965 into volunteer youth unit C115-N263. From May 1965 to December 1966, C115-N263 belonged to BT14, Group 559. From January 1967 to September 1969, he was an engineer soldier of the 5th CO, 2nd BN, BT14, Group 559. In October 1969, he was discharged and returned to his locality. Provided information similar to that of above.

Witness Five (5), (born in 1947), resides in TAN KHANG Village, NONG CONG District, THANH HOA Province, enlisted in May 1965, into volunteer youth unit C115-N263. From May 1965 to December 1966, C115-N263 belonged to BT14, Group 559. From January 1967 to September
1970, she was an engineer soldier of the 5th CO, 2nd BN, BT14, Group 559. In October 1969, she was discharged and returned to her locality.

(b)(6) provided information similar to that of (b)(6) above.

VNOsMP Observations and Recommendations: Observations: The information provided by (b)(6) [is] directly associated with the burial of a pilot and should be analyzed to determine association with any unresolved MIA case to have a direction for continued investigation. (b)(6) and (b)(6) did not personally participate in the burial of the pilot involved in Case 1329, but they were witnesses who knew facts about this case. If seen to be necessary, the joint RIT could interview them.

Recommendations: The RIT jointly interview (b)(6) The advance investigation team (RIT) should continue to locate and interview veterans of BT14: volunteer youth, the 1st and 2nd BNS of BT14, and other veterans who might know information concerning Case 1329 or other MIA information.

END TRANSLATION---

DPAA West Analyst Comments:

(b)(6) provided information concerning two incidents. The details of neither incident are entirely consistent with any of the several U.S. losses known to have occurred along Route 20 in the area of the CA ROONG Ford (48Q XE 274 175, WGS-84 Datum).

(1) An A-1 shot down in May 1968 near the CA ROONG Ford. (b)(6) and others found the wreckage and buried the bodies of two crewmen. This information possibly correlated with resolved Case 0761, based on time frame, number of crew members involved, and condition of the remains. Resolution of Case 0761 was achieved by identification of remains recovered from the crash site of this aircraft (48Q XE 2710 1682, India-Thailand 1960 Datum; 48Q XE 2668 1712, WGS-84 Datum). (b)(6) stated that he and his fellow soldiers recovered and buried the disintegrated remains of two crewmen. It is possible that the 17th JFA excavation of the confirmed Case 0761 site recovered remains from that site which had not been recovered and buried by (b)(6) and the others. Case 0761 involved the 12 July 1967 loss of a T-28D aircraft and its two crewmen. (b)(6) stated the aircraft was an "AD-6" (i.e. an A-1). An A-1 aircraft was normally, but not exclusively, flown by a single pilot. There are no known A-1 losses in the area of the CA ROONG Ford. So, while both the T-28 and A-1 aircraft were propeller-driven, only the T-28 normally carried a crew of two. However, (b)(6) stated that it took his team a week to find the crash site, which lay three kilometers from the CA ROONG Ford. The Case 0761 crash site lies 516 meters northwest of the Ford. It seems unlikely that soldiers who were familiar with the CA ROONG Ford area would have taken so long to find a crash site lying so close to their position. Another incident in the CA ROONG Ford area involving two crewmen who did not eject from their aircraft prior to impact is Case 1105. Case 1105 involves the 27 March 1968 loss of the crew of an F-4D aircraft. Despite extensive field investigation of several F-4 crash sites in the CA ROONG Ford area, they have not produced a positive identification of the Case 1105 crash site. The general aircraft type (b)(6) provided is inconsistent with Case 1105, but the time frame he provided for this incident is closer to that of Case 1105 than Case 0761. In addition, the length of time (b)(6) and his comrades spent in searching for this crash site, and what they found and did when they got there suggest a possible correlation with Case 1105. Another possible candidate for correlation with (b)(6) information is Case 1243, an F-4 that crashed on 1 August 1968, with the loss of both crewmen, neither of whom was seen to eject prior to the crash. Joint teams have been unable thus far to locate the crash site of this aircraft. However, the wartime loss coordinates (48Q XE 270 206, WGS-84 Datum) lie three kilometers north of the CA ROONG Ford, a
location that is consistent with the recollection of the site at which he and his team located and buried two remains. These inconsistencies cannot be resolved without a joint interview of the Case 1329 crewmen. Depending on the results of that interview, a survey of the crash site where he and his comrades buried remains might be necessary.

(2) An F-4 shot down in 1967 near BUT Hamlet, shot one pilot who had ejected from this aircraft and was caught in a tree. The body was buried near BUT Hamlet and the CA ROONG Stream. This information possibly correlated with REFNO 1329, based on aircraft type, location, and circumstances of loss. The time frame provided is not consistent with Case 1329. It is also not clear from the VNOSMP report how much of the information concerning this incident was based on hearsay rather than direct observation.

Case 1329 involves the 25 November 1968 loss of both crewmen of an F-4D aircraft that was shot down near the CA ROONG Ford. Both crewmen ejected successfully and were in contact with search and rescue forces. Contact with one crewman was lost on the day of the incident, and with the second crewman the following morning. A joint team visited and positively identified the crash site of the Case 1329 aircraft at 48Q XE 272 185 (India Thailand Datum) in 1989. A 2000 joint team, using a Global Positioning System, visited what is probably the same crash site at 48Q XE 272 182 (India-Thailand Datum). However, by the time this joint team surveyed the site, eleven years after the previous, successful survey, all identifying wreckage had been scavenged. Consequently, it cannot be established definitively that the two sites are the same. The BUT Hamlet mentioned in the report is actually RAO BUT Hamlet, and is located on the left bank of the CA ROONG Stream at 48Q XE 264 183 (WGS-84). RAO BUT Hamlet does not appear on the U.S. wartime map of the area, but was already in existence at this location at the time of the 1989 investigations of Cases 1329 and 0761. Several previous investigations have obtained information indicating that one of the Case 1329 crewmen was captured but killed during a U.S. airstrike, and that the other was shot and killed when he resisted capture. There is conflicting witness information as to which crewman met his end in which set of circumstances. As a result, analysts cannot yet decide which of the two crewmen involved in Case 1329 was reportedly shot and killed by The information is clearly associated with Case 1329, however, and not one of the many other cases that occurred in this area.

Personally observed two crewmen eject from an aircraft near the CA ROONG Ford on 25 November 1968. This information correlated with Case 1329 based on date, location, number of crewmen observed, and circumstances of loss. However, did not personally participate in the subsequent pursuit, capture, and burial of one of the crewmen. She named three persons who did so. All three have already been interviewed by joint teams.

Recommend joint interview of Also recommend VNOSMP attempt to locate and interview of HAI DUONG (City or Province).

April 2016, AW from JFA 16-2VM (122nd JFA): Summary: During Joint Field Activity (JFA) 16-2VM (122nd JFA), a Vietnam Office for Seeking Missing Persons (VNOSMP) team conducted Advance Work (AW) for Case 1243 pursuant to U.S. requirements. VNOSMP specialists re-interviewed a former antiaircraft gunner, who provided information concerning two aircraft loss incidents that was almost exactly the same as that he provided in two earlier interviews. His information probably correlates with resolved Case 1253 and with Case 1329-1-01. guided the team to the site where he claimed to have observed aircraft wreckage and remains. It is almost certain that this is the same site previously and positively

Refno # 1329
correlated with Case 1329. The VNOSMP team also sought information from local residents concerning this and other incidents, without success. The VNOSMP team obtained no information concerning Case 1243.

Results of this Investigation, Locating and Interviewing Witnesses:

(b)(6) was born in 1949 and resides in YEN GIANG VILLAGE, YEN DINH District, THANH HOA Province. He enlisted in May 1967, and served in the 9th Company (CO), DS Battalion (BN), 280th Regiment (REGT), 367th Division (These were all air defense units, right up to division level). (b)(6) was an antiaircraft artillery gunner. He was discharged and returned to his locality in 1976.

On an afternoon of February 1969, the 9th CO, 103rd BN moved to station at Kilometer 54 of Route 20 in THUONG TRACH Village, BO TRACH District, QUANG BINH Province. (b)(6) and two fellow unit members (b)(6) could not remember their names) went to collect branches for camouflaging their gun position. They went northwest of provincial Route 20 for approximately 300 meters, then discovered the wreckage of an aircraft that (b)(6) recognized as the F-4 type. The forward part of the aircraft was shattered; the rear was intact. Approximately 20 meters from the tail was intact remains and a pair of high-necked boots of the American type. The skull had intact teeth, three of which were gold. They did not see any clothing or personal effects. In a bamboo clump above the remains there was a green parachute stuck on a bamboo stalk. They left the whole remains in that place, and did not bury them. During the three months that his unit was stationed at Kilometer 54, (b)(6) did not return to the aircraft wreckage location and did not hear that anyone buried those remains.

In approximately May-June 1969, (b)(6) unit moved along Route 20 into Laos, returning in 1973 to be stationed at the LONG DAI Ferry [GC 48Q XE 727 162], in QUANG NINH District, QUANG BINH Province. Throughout the period that followed, (b)(6) never heard anyone in the unit speak about those remains, and paid that matter no further attention.

Besides the above incident, (b)(6) knew about an incident that took place at the end of 1968 associated with an American pilot who died at the XUAN SON Ferry [48Q XE 386 479]. Toward approximately the end of 1968 (November or December 1968), (b)(6) unit was stationed at the XUAN SON Ferry in SON TRACH Village, BO TRACH District, QUANG BINH Province. He personally witnessed his unit shoot down an F-4H aircraft. He saw two pilots parachute, and after that he heard that they were captured alive, one Australian pilot and one American.

Because the American pilot resisted, Vietnamese troops forcefully shot and wounded him. Three days later, reconnaissance forces of the unit led the two pilots to transfer them to the regiment. After that, (b)(6) heard that while leading them through the area of CHOT Hamlet (AKA LANG TROOC, 48Q XE 350 519) in SON TRACH Village, the American pilot died and was buried on the spot. The burial location was near a lime kiln. (b)(6) did not know the burial site precisely, because he only heard about it. (b)(6) also did not know the names of the reconnaissance personnel who buried this American pilot. Approximately three months after that, his unit moved and was stationed at Kilometer 54 of Route 20, so he also did not go to the grave of the American pilot.

The Advance Work Team also sought witnesses who were long-time residents of THUONG TRACH Village, BO TRACH District, QUANG BINH Province. However, at that time, the usual residents were scattered, in the areas along Route 20. The war was fierce in that area, so the local people were not there. As a result, no one personally witnessed any incidents of aircraft crashes or remains of American pilots.

Survey of the site indicated by the witness: (b)(6) guided the Advance Work Team to Kilometer
54 (which is now Kilometer 51) of Route 20, the place where his unit was stationed in February 1969. From the location of his unit's gun position, determined the position of the aircraft wreckage and remains that he saw during the war. He guided the team to GC 48Q XE 27115 18572 and determined that this was the position where he saw remains that were possibly those of an American pilot. The advance investigation team surveyed and found many small pieces of aircraft wreckage. The site is on a hilltop, covered with natural forest of many trees. At the foot of the hill is a stream with water, approximately 50-70 meters from the site. This area is part of Hamlet 51, THUONG TRACH Village, BO TRACH District, QUANG BINH Province. The Advance Work Team also determined the position of a possible helicopter landing zone at GC 48Q XE 27058 18302.

VNOSMP Observations and Recommendations: The advance investigation team surveyed the site of a crashed aircraft and remains that possibly were those of a pilot according to the information provided. The team did not discover any remains or personal effects; only found aircraft pieces. The Advance Work Team also located and interviewed long time residents near the site area, however there was no one who knew additional information concerning the disposition of the remains associated with Case 1243 or matters associated with missing Americans. People have come to live in the site area. It is very likely that they will clear the forest to make fields, so we need to carry out a joint investigation soon to obtain better results and avoid losing the site. The most suitable time to carry out an investigation or excavation is in the dry season from March until August every year.

Field analysts associated information concerning the aircraft wreckage and the remains he discovered with Case based on time frame, location, and information obtained during previous investigations. Based on recent information, in which credible witnesses identified a photograph of Case 1329-1-02 as that of a body they saw in a different location, DPAA analysts now think information probably correlates with Case 1329-1-01.

A crash site associated with the Case 1329 aircraft was surveyed on three occasions prior to the current survey. The crash site has been located by different teams at GC 48Q XE 268 187, 48Q XE 2729 1821, and 48Q XE 27215 18012. The AW team surveyed the present site, finding small pieces of aircraft wreckage, at GC 48Q XE 27115 18572. All four sites lie within 700 meters of each other. [Note: Some of the older grids were converted from India-Thai Datum; and some were taken by map and compass readings. Current grids were taken by GPS. The most distant site was not established with a GPS. It is likely that if that team had a modern GPS they would have obtained a set of coordinates similar to the other three, which are all within the margin of error of GPS Readings. The other three surveys, conducted well after the initial survey, obtained no identifiable aircraft wreckage, because local residents had scavenged the site intensively. It is highly unlikely that the site surveyed during the current AW investigation is associated with any incident other than Case 1329.]

DPAA analysts agree with the VNOSMP team's recommendation that to conduct a joint survey be conducted as soon as possible at the site identified. should guide the joint team to this site and point out the locations at which he saw the tail of the aircraft and the nearly intact remains. [Note: During the August 1989 survey, the stabilizer of the Case1329 aircraft was still present.] [MSG DTG: 250151Z APR 17, SUB: Translation of Advance Work Report Concerning Case 1243 and 1329 Conducted During Joint Field Activity 16-VM (122nd JFA)]
October 2016, Advance Work Report from JFA 17-1VM: Originally flagged as pertaining to Cases 1329 and 1339, upon reading the information in this report, it contains no information pertinent to Case 1329. [MSG DTG: 010232Z SEP 17, SUB: Translation of Advance Work Report Concerning Case 1329 Conducted During Joint Field Activity 17-1VM (125th JFA)]

May 2017, Advance Work Report from JFA 17-2VM: The VNOSMP interviewed 11 veterans of BT1, but none had information concerning Case 1329. [MSG DTG: 270034Z SEP 17, SUB: Translation of Advance Work Report Concerning Cases 1329 Conducted During Joint Field Activity 17-2VM (126th JFA)]

Knowledgeable Assessment
Vietnam has demonstrated extensive knowledge of this loss, but we have no evidence that officials recovered these men's remains.

Case Coordination Chronology:

<table>
<thead>
<tr>
<th>Coordination</th>
<th>Date</th>
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<tbody>
<tr>
<td>A-JOINT EXCAVATE VM (Site 1 VM 03267, Site 2 VM 03299)(REAFFIRM); AW VM RIT A (BT14 ONGOING)</td>
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</table>

Further Pursuit Information
JOINT EXCAVATE VM: This case passed an Excavation Decision. There are two isolated burial sites that will be excavated: Site 1 VM 03267 (278155) and Site 2 VM 03299 (277173). Both sites will be excavated by the Vietnam Reconstruction Foundation.
**October 2017 Note:** Site VM-03299 was closed during 17-4VM with no material evidence discovered. Site VM-03267 was begun during the same JFA, and will likely require two additional JFAs to complete. Its status is Open-General. See reporting in Joint section for 17-4VM.

**AW VM RIT A:** Interview located during Advance Work 15-3VM (119th JFA).

### Further Pursuit Deferred Information
**NA**

### No Further Pursuit Information
**NA**
AFPC/DPFCM
550 C Street West
JBSA-Randolph TX 78150

Terri Francisco-Farrell
1305 W. 42nd Ave.
Kennewick WA 99337

Dear Ms. Francisco-Farrell

The attached Translation of Vietnamese Advance Work Report which may relate to your brother, Major San Francisco, is forwarded for your information. We are furnishing this material in keeping with our policy to provide you with any information we receive on your loved one’s case. Note: Please be aware that the attached message contains language that may be considered graphic and/or disturbing.

If you have any questions concerning this material, please contact us on our toll free telephone (800-531-5501) or via email (AFPC.DPFC.POW.MIA@us.af.mil).

Sincerely

Bryan K. Snow

BRYAN K. SNOW
Air Force Missing Persons Branch
Signed by: SNOW.BRYAN.K.1127766904

Attachment
R 010232Z SEP 17
CASE 1329
FRANCISCO, SAN D. – Y USAF

R010232Z SEP 17
FM DEFENSE POW MIA ACCOUNTING AGENCY WASHINGTON DC//DETACHMENT TWO//
TO RUEHHI/AMEMBASSY HANOI
INFO RUEKJCS/CDR USPACOM LO WASHINGTON DC
RUEAIIA/CIA WASHINGTON DC
RUETIJS/CSG JOINT STAFF WASHINGTON DC
RHEFDIA/DIA WASHINGTON DC
RUICAAA/HQ USPACOM HONOLULU HI
RHEFLGX/SAFE WASHINGTON DC
RUEKJCS/SECDEF WASHINGTON DC
RUEHC/SECSTATE WASHINGTON DC
RHEHNSC/WHITE HOUSE NATIONAL SECURITY COUNCIL WASHINGTON DC
BT
CONTROLS
UNCLAS

BODY
SUBJ/TRANSLATION OF ADVANCE WORK REPORT CONCERNING
CONDUCTED DURING JOINT FIELD ACTIVITY 17-1VM (125TH JFA).
AKNLDG/COMMENTS IN THIS REPORT ARE BASED ON FIELD ANALYSIS AND ARE
NOT INTENDED TO PROVIDE FINAL ANALYTICAL CONCLUSIONS.
REF/A/RMG/CDR JTF-FA HONOLULU HI/170912Z JUN 96.
REF/B/RMG/CDR JTF FA HONOLULU HI/240912Z OCT 95.
REF/C/RMG/CDR JTF-FA HONOLULU HI/261922Z OCT 00.
REF/D/1:50,000 SCALE MAP.
REF/E/1:50,000 SCALE MAP.
REF/F/1:50,000 SCALE MAP.
REF/G/1:50,000 SCALE MAP.
REF/H/1:50,000 SCALE MAP.
REF/I/1:50,000 SCALE MAP.
NARR/REFERENCES:
A. REF A IS THE DETAILED REPORT OF EXCAVATION OF
B. REF B IS ORAL HISTORY (OH96-009) PROGRAM REPORT:
C. REF C IS ORAL HISTORY REPORT:
D. REF D IS U.S. WARTIME MAP DATA: NAME: CHA NOI; SHEET: 6244
III; SERIES: L7014; EDITION: 3-AMS, 1967.
E. REF E IS VIETNAM MAP DATA: NAME: THON 4; SHEET: E-48-57-C.
F. REF F IS U.S. MAP DATA: NAME: QUANG KHE; SHEET: 6244 ii;
SERIES: L7014; EDITION: 3-DMA, 1989.
G. REF G IS VIETNAM MAP DATA: NAME: QUYET THANG; SHEET:
E-48-57-D.
H. REF H IS U.S. WARTIME MAP DATA: NAME: BAN KARAI; SHEET:
6243 IV; SERIES: L7014; EDITION: 5-USARPAC, 1971.
RMKS/1. SUMMARY: DURING JOINT FIELD ACTIVITY (JFA) 17-1VM
(125TH JFA), A VIETNAM OFFICE FOR SEEKING MISSING PERSONS
(VNOSMP) TEAM CONDUCTED ADVANCE WORK (AW) FOR
PURSUANT TO U.S. REQUIREMENTS. THE TEAM REPORTEDLY INTERVIEWED TEN VETERANS OF
BINH TRAM 14, PEOPLE’S ARMY OF VIETNAM (PAVN) GROUP 559. NINE ARE
NAMED. OF THE NINE WITNESSES, ONLY ONE PROVIDED POW/MIA-RELEVANT
INFORMATION. PROVIDED INFORMATION CONCERNING HIS SEPTEMBER 1968 OBSERVATION OF THE NIGHT CRASH OF AN F-4 AIRCRAFT
AND HIS DISCOVERY OF THE HEADLESS BODY OF THE PILOT, STILL IN THE
COCKPIT OF THE WRECKED AIRCRAFT, ON THE MORNING AFTER THE CRASH.
RECOMMEND JOINT INTERVIEW OF
2. DETAILS: THE FOLLOWING IS A TRANSLATION OF THE AW REPORT FOR
(NOTE: TRANSLATOR/ANALYST COMMENTS APPEAR WITHIN DOUBLE
PARENTHESSES)).
((BEGIN TRANSLATION))
((PAGE ONE))
RIT INVESTIGATION TEAM - 121ST JFA
RESULTS OF THE ADVANCE WORK INVESTIGATION OF CASES
(ASSOCIATED CASE 1329)
1. CIRCUMSTANCES OF LOSS:
ON 1 SEPTEMBER 1968, WERE THE CREW ABOARD AN F-4D
AIRCRAFT IN A FLIGHT OF TWO ON AN ARMED RECONNAISSANCE MISSION WEST
OF DONG HOI (CITY, QUANG BINH PROVINCE). THE AIRCRAFT WAS STRUCK BY
GROUND FIRE AND CRASHED NEAR GRID COORDINATES ((GC)) 48Q XE 294 383
((INDIAN 1960 DATUM)), IN SON TRACH VILLAGE ((XAX SOWN TRACHJ)) ((BO
TRACH DISTRICT, QUANG BINH PROVINCE)). THE WINGMAN HEARD A STRONG
ELECTRONIC BEACON SIGNAL AND MADE CONTACT WITH
SEARCH AND RESCUE ((ISAR)) FORCES LATER RESCUED THERE
WAS NO CONTACT WITH
B. IN MARCH 1996 DURING THE 93RD JFA, THE ORAL HISTORY PROGRAM (OHP)
CADRE INTERVIEWED OF STATION A ((TRAMJ A)), BINH TRAM 14, IN SON TRACH
VILLAGE, BO TRACH DISTRICT ((HUYEENJ BOOS TRACHJ)), QUANG BINH
PROVINCE. ((ANALYST NOTE: A BINH TRAM [[BTJ]] WAS A REGIMENT-SIZED UNIT
UNIQUE TO THE WARTIME PEOPLE’S ARMY OF VIETNAM ((PAVN)) RESPONSIBLE

Reviewed by DPAA IAW 50 U.S.C §
435 Note & DoDM 5400.07
Date: 18 SEP 2017 Initials: RW
UNCLASSIFIED
UNCLASSIFIED


Provided the following information:

- One night, between the 13th and 15th days of the 8th lunar month of 1968 (4-6 september 1968), in the area of kilometer 13, on route 15, "determined to be victorious" route 20 (the road from Ha Tinh to the Viet Trung State Farm, Quang Binh (PROVINCE)), an F-4 aircraft that our air defense troops had shot and set afire crashed into the side of a stone mountain, near the area where the unit was stationed. At that time, (b)(6) was a (b)(6) for the 21st CO, 965th BN, BT14. The next morning, (b)(6) and Mr. Nguyen Huu Su ((NGUYEENX HWUX SWR)), of the 965th BN forces, from Yen Phong ((YEEN PHONG)) ((DISTRICT)), Bac Ninh ((PROVINCE)) (DECEASED) from the 965th BN bivouac area (the Cu Lac ((CUR LAC)) area, near Dap Tran [[DAAPJ TRANF], QUANG BINH - BT14) by auto it took approximately eight kilometers to get to the area of the site, where they discovered the wreckage of the aircraft. A CAUCASIAN PILOT was still in the cockpit, still clothed, headless. (b)(6) took 80 meters of the pilot's parachute, which he later divided among his fellow unit members. Presently (b)(6) still retains a piece of the parachute at his house. (b)(6) AND (b)(6) did not bury the pilot's body; neither do they know whether anyone else buried it or not. (b)(6) confirmed that whether he pointed it out on a map or went to the field, he could still determine the exact location where he discovered the aircraft wreckage. The other witnesses who were veterans of BT14, but who had no MIA-related information included:

(b)(6) 45 65 69 ((ANALYST NOTE: THESE THREE NUMBERS PROBABLY REPRESENT THE YEAR OF BIRTH, ENLISTMENT, AND DISCHARGE OR RETIREMENT FROM MILITARY SERVICE, RESPECTIVELY)). (b)(6) THANH HA ((THANH HAF)) ((VILLAGE)), THANH LIEM ((THANH LIEEM)) ((DISTRICT)), HA NAM ((PROVINCE)). TEL: (b)(6) TRUONG SON TROOPS HA NAM ((BDTS HAF NAM. THIS ACRONYM REPRESENTS EITHER THE SOURCE OF THE CONTACT (I.E., THE TRUONG SON TROOPS VETERANS ASSOCIATION OF HA NAM PROVINCE) OR THE GENERAL MILITARY CATEGORY IN WHICH PERFORMED HER SERVICE)) ENLISTED INTO THE 459TH CO, N25 ((GROUP; THE BATTALION-LEVEL

Reviewed by DPAA IAW 50 U.S.C. §
435 Note & DoDM 5400.07
Date: 18 SEP 2017
Initials: RW

QC by: DPAA
Date: 21 SEP 2017
Initials: LMR


C. IN OCTOBER 2008 DURING THE 93RD JFA, A JOINT TEAM ((RE)) INTERVIEWED REPEATED THE STATEMENT HE HAD PREVIOUSLY PROVIDED WHEN HE WAS INTERVIEWED BY THE HHP TEAM. BELIEVED THAT HE WOULD BE ABLE TO FIND THE SITE WHERE HE AND HIS SQUAD HAD BURIED AN AMERICAN PILOT, AND AGREED TO GUIDE A JOINT TEAM TO THE SITE. 

D. DURING THE 112TH JFA IN AUGUST 2013, BECAUSE OF POOR HEALTH, COULD NOT ASSIST A JOINT TEAM TO GO TO THE SITE. E. IN AUGUST 2014, VNO(SMP) WAS NOT YET ABLE TO LOCATE BECAUSE THEY DID NOT KNOW HIS PERSONAL INFORMATION. VNO(SMP) SPECIALISTS SUGGESTED THEY CONTINUE TO LOOK FOR AND OTHER VETERANS OF THE SQUAD OF WHICH WAS THE LEADER AND WHO HAD PARTICIPATED IN THE BURIAL OF THE AMERICAN PILOT IN SON TRACH VILLAGE, BO TRACH DISTRICT, QUANG BINH (PROVINCE). 

*CASE 1329: ON 25 NOVEMBER 1968, AND FIRST LIEUTENANT FRANCISCO FLEW AN F-4D AIRCRAFT THAT WAS SHOT DOWN NEAR THE LAOS BORDER IN QUANG BINH PROVINCE. ELECTRONIC CONTACT WAS MADE WITH BOTH PILOTS, BUT DUE TO BAD WEATHER AND THE HEAVY FIREPOWER OF VIETNAMESE TROOPS, THE TWO PILOTS COULD NOT BE RESCUED. BOTH PILOTS ARE STILL UNACCOUNTED FOR. THE RESULTS OF UNILATERAL AND JOINT INTERVIEWS AND SITE SURVEYS IN RECENT JFAS HAVE DETERMINED: WITNESSES WHO ARE VETERANS OF THE 105TH BATTALION (BN), 280TH REGIMENT (REGT) (PARTICULARLY OF THE 1ST COMPANY ([CO]), 105TH BN, 280TH REGT AND FORMER VOLUNTEER YOUTH (FROM THANH HOA (PROVINCE)), (((AND))) OTHER UNITS OF BT14 OPERATED IN THE AREA WHERE CASE 1329 OCCURRED. VETERANS OF THESE UNITS WOULD VERY LIKELY BE ABLE TO ASSIST A JOINT TEAM TO DETERMINE THE BURIAL SITE MORE PRECISELY. 

2. REQUIREMENTS FOR THIS INVESTIGATION. CONTINUE TO LOCATE AND INTERVIEW VETERANS OF BT14. 3. RESULTS OF THIS INVESTIGATION. VNO(SMP) SPECIALISTS LOCATED AND INTERVIEWED TEN VETERANS OF BT1 TO FIND INFORMATION ABOUT CASE AND CASE 1329. AMONG THAT NUMBER WAS ONE WITNESS WHO HAD MIA-RELATED INFORMATION: BORN IN 1946, ADDRESS: VIET YEN ((VIEETJ YEEN))
WHERE HE WAS)

AN ARTILLERY COMPANY PROTECTING MISSILES IN HANOI AND THE NORTHERN PROVINCES. "DOES NOT HAVE ANY MIA-RELATED INFORMATION." E250, F367, D6, BT14

4. OBSERVATIONS AND RECOMMENDATIONS:
A. OBSERVATIONS:
The information provided by witnesses is MIA-related, so they need to be interviewed jointly to analyze and investigate to which as-yet-unresolved MIA case it is related, in order to have a direction for further investigation.

B. RECOMMENDATIONS: (i) The RIT team jointly interview witnesses and (ii) the RIT advance work team continue to locate and interview veterans of BT14 to find information concerning and other MIA-related information.

18 OCTOBER 2016
TEAM LEADER

((END TRANSLATION))

3. DPAA ANALYST COMMENTS:
A. The report translated above is half-complete, and appears to have been superimposed over the "shell" of an earlier report. The POW/MIA-related information provided by and as referenced in the "Observations" section of the original text, does not appear in the "Results" section of this report.

B. The information provided by possibly correlated with based on time frame, location, and circumstances of loss.

1. Identified his location at the time he observed the crash as the "DAP tran - Cu Lac" area of route 15 and route 20. This area is not identified on U.S. wartime maps, but REF G shows two hamlets named Cu Lac at GC 48Q XE 385 480 and GC 48Q XE 399 471. The U.S. wartime map of this area (REF F), roughly contemporary with this incident, does not show the second settlement, so the former location is likely the one near where he was stationed. "DAP Tran" in Vietnamese means "spillway" or "weir." There is a spillway on the Trooc River near Cu Lac 1 hamlet. The Ho Chi Minh Trail (variously noted on U.S. wartime maps as route 15 or route 101 within Vietnam) crossed the Trooc River via the Xuan Son Ferry that then operated one kilometer west of what is now Cu Lac 1 hamlet. Route 20 (now provincial route 20) began at the three-way junction at GC 48Q XE 363 458, 3.9 kilometers southwest of the ferry.

2. Identified the crash location as "kilometer 13 on route 15, "determined to be victorious" route 20 (the road from Ha Tinh to the Viet Trung state farm)." This description is not
VOLUNTEER YOUTH UNIT) BT14 ((ORIGINAL TEXT: )).  "DOES NOT HAVE ANY MIA-RELATED INFORMATION."

THANH LIEM ((DISTRICT)), HA NAM ((PROVINCE)). TEL: BDTS HA NAM, ENLISTED INTO THE C459 CO, N25 (VOLUNTEER YOUTH GROUP). IN 1966 (HE WAS IN) THE 6TH CO, BT14 OF AN ENGINEER CO. "DOES NOT HAVE ANY MIA-RELATED INFORMATION."

LY NHAN ((LYS NHAAN)) ((DISTRICT)), HA NAM ((PROVINCE)). TEL: BDTS HA NAM. ENLISTED INTO THE 252ND REGT (AIR DEFENSE), HAI PHONG. "DOES NOT HAVE ANY MIA-RELATED INFORMATION."

DONG HUNG ((DOONG HWNG)) ((DISTRICT)), THAI BINH ((PROVINCE)). "DOES NOT HAVE ANY MIA-RELATED INFORMATION."

KIEN XUONG ((KIEENS XWONG)) < THAI BINH ((PROVINCE)). BDTS THAI BINH. "DOES NOT HAVE ANY MIA-RELATED INFORMATION."

THUAN THANH DISTRICT ((HUYEENJ THUAANJ THANHF)), BAC NINH PROVINCE. TELEPHONE: BAC NINH ENLISTED INTO BT14, 781ST BN, GROUP 559, DROVE A TRUCK TRANSPORTING WEAPONS, AMMUNITION, AND FOODSTUFFS TO THE VIETNAM - AOS BORDER.

Y YEN ((YS YEEN)) ((DISTRICT)), NAM DINH ((PROVINCE)); TEL: BDTS NAM DINH "ENLISTED INTO THE 23RD REGT IN THUONG TIN ((THWONG TIN)) ((A DISTRICT OF FORMER HA TAY PROVINCE, NOW PART OF HANOI)). ((IN)) 1968 (HE WAS STATIONED AT) THE DONG LOC THREE-WAY INTERSECTION ((NGAX BA DOONGF LOOCH)) - HA DINH ((PROVINCE)) ((ANALYST NOTE: THIS LOCATION, AT GC 48Q WF 779 349, ON WHAT IS NOW NATIONAL ROUTE 15, WAS KNOWN AS THE START OF THE HO CHI MINH TRAIL. A MONUMENT CURRENTLY STANDS THERE)).

((PAGE THREE))

((IN)) 1969 (HE WAS IN) THE 24TH REGT ((ON)) ROUTE 20." "HE IS CURRENTLY IN DA LAT ((DAF LATJ)) FOR FUN; PER WHO TELEPHONED AND SPOKE WITH HIM.

BT14

TRUC NINH DISTRICT ((HUYEENJ TRWCJ NINH)), NAM DINH ((PROVINCE)). BDTS NAM DINH. ENLISTED INTO THE 250TH REGT, 367TH DIV,
ENTIRELY CLEAR. ROUTE 15 DOES RUN FROM THE HA TINH PROVINCE THROUGH THE VIET TRUNG STATE FARM (IN LE THUY DISTRICT, SOUTH OF DONG HOI CITY) BUT KILOMETER 13 OF THAT ROUTE LIES IN NORTHERN HA TINH PROVINCE. JOINT TEAMS HAVE EXCAVATED A SITE IN THIS AREA THAT IS POSSIBLY ASSOCIATED WITH (REF A). DPAA GEOGRAPHICAL REFERENCES ALSO SHOW A SEARCH AND RESCUE LOG LOCATION ASSOCIATED WITH NEARBY.

(3) FURTHER NOTED THAT WHEN HE AND THE LATE MR. SU DROVE TO THE CRASH SITE, THEY TRAVELLED FOR EIGHT KILOMETERS. IT WOULD HAVE BEEN 17 KILOMETERS FROM LOCATION TO KM 13 OF ROUTE 20. IF HE DROVE ONLY 8 KILOMETERS TO THE SITE, IT IS LIKELY THE SITE LAY WEST OF THE POINT WHERE ROUTE 20 ENTERS THE KARST RANGE. THE RECORD LOSS LOCATION OF RESOLVED CASE 1253 LIES APPROXIMATELY EIGHT KILOMETERS WEST OF CU LAC 1 HAMLET. THE RECORD LOSS LOCATIONS OF UNRESOLVED CASES 1144 AND 1188 LIE NEAR KILOMETERS 5 AND 6, RESPECTIVELY, OF ROUTE 20, THAT IS, APPROXIMATELY 8 TO 9 KILOMETERS SOUTH OF LOCATION. IT IS ALSO POSSIBLE THEREFORE, THAT AND MR. SU FOUND ONE OF THESE TWO LOCATIONS AFTER THEIR 8 KILOMETER DRIVE.

(4) THE LOSS OF OCCURRED ON 1 SEPTEMBER 1968. THIS IS CLOSER IN TIME TO THE DATE PROVIDED THAN THE LOSS DATES OF CASES 1144, 1188, AND 1253.


C. RECOMMEND JOINT INTERVIEW OF IF THE DETAILS REPORTED IN REF B AND C IS ACCURATE AND MR. SU MAY HAVE BEEN THE FIRST PERSONS TO VISIT THE CRASH SITE.

D. CONCUR WITH THE VNOSMP TEAM’S RECOMMENDATION THAT THEY CONTINUE TO LOOK FOR AND INTERVIEW VETERANS OF UNITS ASSOCIATED WITH BT14.

ADMIN

BT

#3306
AFPC/DPFCM
550 C Street West
JBSA-Randolph TX 78150-4716

Ms. Terri Francisco-Farrell
1305 W. 42nd Avenue
Kennewick WA 99337

Dear Ms. Francisco-Farrell

The attached Translation of Advance Work Report which may relate to your brother, Major San Francisco, is forwarded for your information. We are furnishing this material in keeping with our policy to provide you with any information we receive on your loved one’s case.

If you have any questions, please contact us on our toll free telephone (800-531-5501) or via email (AFPC.DPFC.POW.MIA@us.af.mil).

Sincerely

8/21/2017

Bryan K. Snow
BRYAN K. SNOW
Air Force Missing Persons Branch
Signed by: SNOW.BRYAN.K.1127766904

Attachment
R 050514Z JUL 17

BREAKING BARRIERS...SINCE 1947
CASE 1329
FRANCISCO, SAN D. - Y USAF

R050514Z JUL 17
FM DEFENSE POW MIA ACCOUNTING AGENCY WASHINGTON DC//DETACHMENT TWO//
TO RUEHHI/AMEMBASSY HANOI
INFO RUEKJCS/CDR USPACOM LO WASHINGTON DC
RUEAI1A/CIA WASHINGTON DC
RUEETJIS/CSG JOINT STAFF WASHINGTON DC
RUEFDIA/DIA WASHINGTON DC
RUEICAA/HQ USPACOM HONOLULU HI
RUEFLGX/SAFE WASHINGTON DC
RUEKJCS/SECDEF WASHINGTON DC
RUEHC/SECSTATE WASHINGTON DC
RUEHNSC/WHITE HOUSE NATIONAL SECURITY COUNCIL WASHINGTON DC

BT

CONTROLS
UNCLAS

BODY
SUBJ/TRANSLATION OF ADVANCE WORK REPORT CONCERNING CASE 1329
SUBJ/TRANSLATION OF ADVANCE WORK REPORT CONCERNING CASE 1329
CONDUCTED DURING JOINT FIELD ACTIVITY 15-4VM (120TH JFA).
REF/A/RMG/CDR JPAC HICKAM AFB HI/100742Z APR 15.
REF/B/DOC/I:50,000 SCALE MAP SHEET.
REF/C/DOC/I:50,000 SCALE MAP SHEET.

NARR/REFERENCES:
A. REF A IS THE DETAILED REPORT OF INVESTIGATION OF CASE 1329
CONDUCTED DURING JOINT FIELD ACTIVITY 15-2VM (118TH JFA).
B. REF B IS U.S. WARTIME MAP DATA: NAME: BAN KARAI; SHEET: 6243 IV;
RMKS/I. SUMMARY: DURING JOINT FIELD ACTIVITY (JFA) 15-4VM (120TH
JFA), VIETNAM OFFICE FOR SEEKING MISSING PERSONS (VNOSMP) MEMBERS OF
THE RESEARCH AND INVESTIGATION TEAM (RIT) CONDUCTED ADVANCE WORK
(AW) FOR CASE 1329 PURSUANT TO U.S. REQUIREMENTS. THE VNOSMP REPORT
STATES THE TEAM INTERVIEWED 14 VETERANS OF BT14, FIVE OF WHOM ARE
NAMED.

A FORMER RUNNER IN THE 105TH ANTI AIRCRAFT ARTILLERY
BATTALION PROVIDED INFORMATION CONCERNING TWO INCIDENTS:
(1) A MAY 1968 INCIDENT IN WHICH AN AIRCRAFT NEAR THE CA ROONG FORD IN BO TRACH DISTRICT, QUANG BINH
PROVINCE. AND OTHERS EVENTUALLY LOCATED THE AIRCRAFT
WRECKAGE AND BURIED THE SHATTERED BODIES OF TWO CREW MEMBERS. THIS INFORMATION POSSIBLY CORRELATED WITH RESOLVED CASE 0761, BUT TWO OTHER INCIDENTS, CASES 1105 AND 1243, CANNOT BE EXCLUDED FROM CONSIDERATION.

(2) A 1967 INCIDENT IN WHICH THE UNIT SHOT DOWN AN F-4 AIRCRAFT. A MEMBER OF THE UNIT SHOT AND KILLED A PILOT WHO WAS CAUGHT IN A TREE. THE PILOT'S BODY WAS BURIED ON THE BANK OF THE CA ROONG STREAM, NEAR RAO BUT HAMLET, BO TRACFI DISTRICT. THIS INFORMATION POSSIBLY CORRELATED WITH CASE 1329 BASED ON EXACT DATE AND LOCATION. A FORMER VOLUNTEER YOUTH MEMBER TURNED ENGINEER SOLDIER, OBSERVED THE 25 NOVEMBER 1968 EJECTION OF TWO CREWMEN NEAR THE CA ROONG FORD. SHE HEARD ONE OF THE PILOTS WAS PURSUED, CAPTURED, AND BURIED. THIS INFORMATION CORRELATED WITH CASE 1329 BASED ON EXACT DATE AND LOCATION. NAMED THREE OTHER WITNESSES TO THESE EVENTS, ALL OF WHOM HAVE BEEN INTERVIEWED BY JOINT TEAMS.

2. DETAILS: THE FOLLOWING IS A TRANSLATION OF THE RIT ADVANCE INVESTIGATION REPORT FOR CASE 1664 (NOTE: TRANSLATOR/ANALYST COMMENTS APPEAR WITHIN DOUBLE PARENTHESES).

((BEGIN TRANSLATION))

RIT TEAM - 120TH JFA

RESULTS OF THE ADVANCE INVESTIGATION OF CASE 1329/Q. BINH ((QUANG BINH PROVINCE))

I. CIRCUMSTANCES OF LOSS:

ON 25 NOVEMBER 1968 AND SECOND LIEUTENANT FRANCISCO WERE FLYING AN F-4D AIRCRAFT THAT WAS SHOT DOWN NEAR THE LAOS BORDER IN QUANG BINH PROVINCE. ELECTRONIC CONTACT WAS MADE WITH BOTH PILOTS, BUT DUE TO BAD WEATHER AND INTENSE FIREPOWER OF VIETNAMESE TROOPS, THE TWO PILOTS COULD NOT BE RESCUED. BOTH PILOTS ARE UNACCOUNTED FOR.

II. REQUIREMENTS FOR THIS INVESTIGATION.

LOCATE WITNESSES WHO BURIED OR WHO KNOW THE BURIAL PLACE OF THE TWO PILOTS IN THIS CASE.

III. RESULTS OF THIS INVESTIGATION:

A. THE RESULTS OF UNILATERAL AND JOINT INTERVIEWS AND SITE SURVEYS DURING RECENT JFAS HAVE DETERMINED: THE WITNESSES WERE VETERANS OF THE 105TH (ANTIAIRCRAFT ARTILLERY ([AAA])) BATTALION ([BN]), 280TH (AIR DEFENSE) REGIMENT ([REGT]) (ESPECIALLY VETERANS OF THE 1ST COMPANY ([CO]), 105TH BN, 280TH REGT), AND FORMER MEMBERS OF THE VOLUNTEER YOUTH (FROM THANH HOA ([PROVINCE])) AND OTHER UNITS BELONGING TO BT14 ([BINH TRAMJ 14. A BINH TRAM [BT]) WAS A REGIMENT-SIZED UNIT OF PEOPLE'S ARMY OF VIETNAM ([PAVN]) GROUP 559 RESPONSIBLE FOR THE MOVEMENT OF PERSONNEL AND MATERIEL ALONG THE HO CHI MINH TRAIL)) THAT OPERATED IN THE AREA WHERE CASE 1329 OCCURRED. VETERANS OF THESE UNITS HAVE GREAT POTENTIAL TO ASSIST THE JOINT TEAM TO DETERMINE THE BURIAL SITES MORE EXACTLY.
WRECKAGE AND BURIED THE SHATTERED BODIES OF TWO CREW MEMBERS. THIS INFORMATION POSSIBLY CORRELATED WITH RESOLVED CASE 0761, BUT TWO OTHER INCIDENTS, CASES 1105 AND 1243, CANNOT BE EXCLUDED FROM CONSIDERATION.

(2) A 1967 INCIDENT IN WHICH THE UNIT SHOT DOWN AN F-4 AIRCRAFT. A MEMBER OF THE UNIT SHOT AND KILLED A PILOT WHO WAS CAUGHT IN A TREE. THE PILOT'S BODY WAS BURIED ON THE BANK OF THE CA ROONG STREAM, NEAR RAO BUT HAMLET, BO TRACH DISTRICT. THIS INFORMATION POSSIBLY CORRELATED WITH CASE 1329 A FORMER VOLUNTEER YOUTH MEMBER TURNED ENGINEER SOLDIER, OBSERVED THE 25 NOVEMBER 1968 EJECTION OF TWO CREWMEN NEAR THE CA ROONG FORD. SHE HEARD ONE OF THE PILOTS WAS PURSUED, CAPTURED, AND BURIED. THIS INFORMATION CORRELATED WITH CASE 1329 BASED ON EXACT DATE AND LOCATION. NAMED THREE OTHER WITNESSES TO THESE EVENTS, ALL OF WHOM HAVE BEEN INTERVIEWED BY JOINT TEAMS.

2. DETAILS: THE FOLLOWING IS A TRANSLATION OF THE RIT ADVANCE INVESTIGATION REPORT FOR CASE 1664 (NOTE: TRANSLATOR/ANALYST COMMENTS APPEAR WITHIN DOUBLE PARENTHESES).

((BEGIN TRANSLATION))

RIT TEAM - 120TH JFA

RESULTS OF THE ADVANCE INVESTIGATION OF CASE 1329/Q. BINH ((QUANG BINH PROVINCE))

I. CIRCUMSTANCES OF LOSS:

ON 25 NOVEMBER 1968, MAJOR MORRISON AND SECOND LIEUTENANT FRANCISCO WERE FLYING AN F-4D AIRCRAFT THAT WAS SHOT DOWN NEAR THE LAOS BORDER IN QUANG BINH PROVINCE. ELECTRONIC CONTACT WAS MADE WITH BOTH PILOTS, BUT DUE TO BAD WEATHER AND INTENSE FIREPOWER OF VIETNAMESE TROOPS, THE TWO PILOTS COULD NOT BE RESCUED. BOTH PILOTS ARE UNACCOUNTED FOR.

II. REQUIREMENTS FOR THIS INVESTIGATION.
LOCATE WITNESSES WHO BURIED OR WHO KNOW THE BURIAL PLACE OF THE TWO PILOTS IN THIS CASE.

III. RESULTS OF THIS INVESTIGATION:

B. DURING THE 120TH RIT JFA, VNOSMP SPECIALISTS LOCATED AND INTERVIEWED 14 WITNESSES WHO WERE VOLUNTEER YOUTH (FROM THANH HOA) AND OTHER UNITS OF BT14 IN ORDER TO FIND INFORMATION CONCERNING CASE 1329. AMONG THE WITNESSES INTERVIEWED WERE FIVE WHO PROVIDED INFORMATION CONCERNING CASE 1329 AND OTHER MIA-RELATED INFORMATION AS FOLLOWS:

1. BORN IN 1946, ADDRESS: DONG XA ((DOONG XAS)) ((VILLAGE)), DONG HUNG ((DOONG HWNG)) ((DISTRICT)), THAI BINH ((PROVINCE)). TEL: (b)(6) (b)(6)


3. PROVIDED MIA-ASSOCIATED INFORMATION AS FOLLOWS:

   a. BORN IN 1946, ADDRESS: NHAN HAU ((VILLAGE)), LY NHAN DISTRICT ((HUYEENJ LYUH HAN)), NAM HA ((PROVINCE)).

   b. ADDRESS: NHAN HAU ((VILLAGE)), LY NHAN DISTRICT ((HUYEENJ LYUH HAN)), NAM HA ((PROVINCE)).

   c. ADDRESS: NHAN HAU ((VILLAGE)), LY NHAN DISTRICT ((HUYEENJ LYUH HAN)), NAM HA ((PROVINCE)).

   d. ADDRESS: NHAN HAU ((VILLAGE)), LY NHAN DISTRICT ((HUYEENJ LYUH HAN)), NAM HA ((PROVINCE)).

* FIRST ((SET OF)) INFORMATION:

   - IN APPROXIMATELY MAY 1968 ((b)(6)) UNIT (DIRECTLY [[RESPONSIBLE]]) WAS PRESENTLY IN ((b)(6)) DONG LA ((DOONG LAJ) ((VILLAGE)), DONG HUNG, THAI BINH SHOT DOWN AN AD-6 [[THAT IS, AN A-1]] AIRCRAFT IN THE AREA OF THE CA ROONG FORD ((NGAAMF CA RO-ONG)), BO TRACH ((BOOS TRACHJ) ((DISTRICT)), QUANG BINH ((PROVINCE)) (ON ROUTE 21). ((b)(6)) UNIT ORGANIZED A SEARCH FOR THE DOWNED AIRCRAFT. NOT UNTIL APPROXIMATELY ONE WEEK LATER DID (b)(6) AND HIS FELLOW SOLDIERS FIND THAT THE AIRCRAFT HAD CRASHED APPROXIMATELY THREE KILOMETERS FROM THE FORD. THE BODIES OF TWO PILOTS WHO DIED IN THE AIRCRAFT WERE DISINTEGRATED. (b)(6) AND HIS FELLOW SOLDIERS RECOVERED SOME WAR BOOTY (HE COULD NOT REMEMBER SPECIFICALLY WHAT) AND HANDED IT OVER TO SUPERIORS. (b)(6) AND HIS FELLOW SOLDIERS BURIED THE BODIES OF THESE TWO PILOTS AT CA FOONG HAMLET ((BANR CA RO-ONG)). THE BURIAL SITE WAS APPROXIMATELY TEN METERS FROM THE AIRCRAFT WRECKAGE. THESE TWO BODIES WERE BURIED CLOSE TOGETHER. THE PERSONS WHO PARTICIPATED WITH (b)(6) IN THE BURIAL INCLUDED:

   a. WHO AT THAT TIME WAS THE ((b)(6)) OF THE 16TH CO, 24TH BN, BT 14. ADDRESS: NHAN HAU VILLAGE ((XAX NHAAN HAAUJ)), LY NHAN DISTRICT ((HUYEENJ LYUH HAN)), NAM HA ((PROVINCE)).

   b. PRESENTLY IN DUY Tien DISTRICT ((HUYEENJ ZUY TIEEN)), HA NAM (PROVINCE).

   c. AND ((b)(6)) PRESENTLY IN NHAN HAU ((VILLAGE)), LY NHAN ((DISTRICT)), NAM HA ((HA NAM PROVINCE)).

   d. ((b)(6)) PRESENTLY IN NHAN HAU ((VILLAGE)), LY NHAN ((DISTRICT)), NAM HA ((HA NAM PROVINCE)).

* SECOND ((SET OF)) INFORMATION:

   - IN APPROXIMATELY 1967, IN THE AREA OF THE BANKS OF THE CA ROONG STREAM ((SUOIS CA RO-ONG)), NEAR BUT HAMLET ((BANR BUTJ)), BO TRACH ((DISTRICT)), QUANG BINH ((PROVINCE)) AN F-4 AIRCRAFT WAS SHOT DOWN BY ((b)(6)) UNIT. THE PILOT PARACHUTED BUT WAS CAUGHT IN A TREE. ((b)(6))

Reviewed by DPAA 4AW 50 U.S.C. § 435 Note & DoDM 5400.07
Date: 17 JUL 2017 Initials: RW
A soldier from [REDACTED] only knew that [REDACTED] [PROVINCE] used an AK to shoot the pilot dead. He was buried on the bank of the CA ROONG stream, near but Hamlet, Bo Trach ([DISTRICT]), Quang Binh ([PROVINCE]).

Dong Xa ([VILLAGE]), ([DONG HUNG DISTRICT, THAI BINH PROVINCE]) and (B) [REDACTED] (DONG BINH, DONG XA) recommended ([WE]) locate and interview (A) [REDACTED] to seek additional information concerning this incident.

(2) [REDACTED] (B) [REDACTED] [PROVINCE], (DONG HUNG DISTRICT, THAI BINH PROVINCE) and (DONG BINH, DONG XA) born in 1946; address: [REDACTED] [PROVINCE] enlisted in May 1965 into volunteer youth unit (CI 15-N363). From May 1965 to December 1966, CI 15-N363 belonged to BT 14, GROUP 559. From January 1967 to September 1969 (she was) an engineer soldier of the 5th CO, 2ND BN, BT14, GROUP 559. In October 1969 she was discharged and returned to her locality.

(3) [REDACTED] (B) [REDACTED] [PROVINCE] born in 1946; address: Quang Thinh ([VILLAGE]), THANH HOA CITY. Enlisted in May 1965 into volunteer youth unit (CI 115-N263). From May 1965 to December 1966, CI 115-N263 belonged to BT 14, GROUP 559. From January 1967 to September 1969 (she was) an engineer soldier of the 5th CO, 2ND BN, BT14, GROUP 559. In October 1969, she was discharged and returned to her locality.

(4) [REDACTED] (B) [REDACTED] [PROVINCE] born in 1944; address: Quang Thinh ([VILLAGE]), QUANG XUONG ([QUANGRXWONG]) ([DISTRICT]) THANH HOA ([PROVINCE]). Enlisted in May 1965 into volunteer youth unit (CI 115-N263). From May 1965 to December 1966, CI 115-N263 belonged to BT 14, GROUP 559. From January 1967 to September 1969 (she was) an engineer soldier of the 5th CO, 2ND BN, BT14, GROUP 559. In October 1969,
HE WAS DISCHARGED AND RETURNED TO HIS LOCALITY PROVIDED INFORMATION SIMILAR TO THAT OF ABOVE. (5) BORN IN 1947; ADDRESS: TAN KHANG (TAAN KHANG) (VILLAGE), NONG CONG (NOONG COONGS) (DISTRICT), THANH HOA (PROVINCE). ENLISTED IN MAY 1965 INTO VOLUNTEER YOUTH UNIT C115-N263. FROM MAY 1965 TO DECEMBER 1966, C115-N263 BELONGED TO BT14, GROUP 559. FROM JANUARY 1967 TO SEPTEMBER 1970 (SHE WAS) AN ENGINEER SOLDIER OF THE 5TH CO, 2ND BN, BT14, GROUP 559. IN OCTOBER 1969 (SHE WAS) DISCHARGED AND RETURNED TO (HER) LOCALITY PROVIDED INFORMATION SIMILAR TO THAT OF ABOVE.

IV. OBSERVATIONS AND RECOMMENDATIONS.
A. OBSERVATIONS:
- THE INFORMATION PROVIDED BY IS DIRECTLY ASSOCIATED WITH THE BURIAL OF A PILOT AND SHOULD BE ANALYZED (TO DETERMINE) ASSOCIATION WITH ANY UNRESOLVED MIA CASE TO HAVE A DIRECTION FOR CONTINUED INVESTIGATION.
- DID NOT PERSONALLY PARTICIPATE IN THE BURIAL OF THE PILOT INVOLVED IN CASE 1329, BUT THEY WERE WITNESSES WHO KNEW FACTS ABOUT THIS CASE. IF SEEN TO BE NECESSARY, THE JOINT RIT COULD INTERVIEW THEM.

B. RECOMMENDATIONS:
- THE RIT JOINTLY INTERVIEW
- THE ADVANCE INVESTIGATION TEAM (RIT) SHOULD CONTINUE TO LOCATE AND INTERVIEW VETERANS OF BT14: VOLUNTEER YOUTH, THE 1ST AND 2ND BNS OF BT14, AND OTHER VETERANS WHO MIGHT KNOW INFORMATION CONCERNING CASE 1329 OR OTHER MIA INFORMATION 18 SEPTEMBER 2015 TEAM LEADER ((SIGNED))

(END TRANSLATION))

3. DPAA ANALYST COMMENTS:
(B) [06] stated that he and his fellow soldiers recovered and buried the disintegrated remains of two crewmen. It is possible that the 17th JFA excavation of the confirmed case 0761 site recovered remains from that site which had not been recovered and buried by [06] and the others.

(C) Case 0761 involved the 12 July 1967 loss of a T-28D aircraft and its two crewmen. [06] stated the aircraft was an "AD-6" (i.e. an A-1). An A-1 aircraft was normally, but not exclusively flown by a single pilot. There are no known A-1 losses in the area of the CA ROONG FORD. So, while both the T-28 and A-1 aircraft were propeller-driven, only the T-28 normally carried a crew of two.

(D) However, [06] stated that it took his team a week to find the crash site, which lay three kilometers from the CA ROONG FORD. The case 0761 crash site lies 516 meters northwest of the Ford. It seems unlikely that soldiers who were familiar with the CA ROONG FORD area would have taken so long to find a crash site lying so close to their position.

(E) Another incident in the CA ROONG FORD area involving two crewmen who did not eject from their aircraft prior to impact is case 1105. Case 1105 involves the 27 March 1968 loss of the crew of an F-4D aircraft. Despite extensive field investigation of several F-4 crash sites in the CA ROONG FORD area, have not produced a positive identification of the case 1105 crash site. The general aircraft type [06] provided is inconsistent with case 1105, but the time frame he provided for this incident is closer to that of case 1105 than case 0761. In addition, the length of time [06] and his comrades spent in searching for this crash site, and what they found and did when they got there suggest a possible correlation with case 1105.

(F) Another possible candidate for correlation with [06] information is case 1243, an F-4 that crashed on 1 August 1968 with the loss of both crewmen, neither of whom was seen to eject prior to the crash. Joint teams have been unable thus far to locate the crash site of this aircraft. However, the wartime loss coordinates (48Q YE 270 206, WGS-84 datum) lie three kilometers northeast of the CA ROONG FORD, a location that is consistent with [06] recollection of the site at which he and his team located and buried two remains.

(G) These inconsistencies cannot be resolved without a joint interview of [06] depending on the results of that interview, a survey of the crash site where he and his comrades buried remains might be necessary.

(2) An F-4 shot down in 1967 near but Hamlet, [06] shot one pilot who had ejected from this aircraft and was caught in a tree. The body was buried near but Hamlet and the CA ROONG STREAM.
(A) THIS INFORMATION POSSIBLY CORRELATED WITH REFNO 1329, BASED ON AIRCRAFT TYPE, LOCATION, AND CIRCUMSTANCES OF LOSS. THE TIME FRAME PROVIDED IS NOT CONSISTENT WITH CASE 1329. IT IS ALSO NOT CLEAR FROM THE VNOSMP REPORT HOW MUCH OF INFORMATION CONCERNING THIS INCIDENT WAS BASED ON HEARSAY RATHER THAN DIRECT OBSERVATION.

(B) CASE 1329 INVOLVES THE 25 NOVEMBER 1968 LOSS OF BOTH CREWMEN OF AN F-4D AIRCRAFT THAT WAS SHOT DOWN NEAR THE CA ROONG FORD. BOTH CREWMEN EJECTED SUCCESSFULLY AND WERE IN CONTACT WITH SEARCH AND RESCUE FORCES. CONTACT WITH ONE CREWMAN WAS LOST ON THE DAY OF THE INCIDENT, AND WITH THE SECOND CREWMAN THE FOLLOWING MORNING.


(E) SEVERAL PREVIOUS INVESTIGATIONS HAVE OBTAINED INFORMATION INDICATING THAT ONE OF THE CASE 1329 CREWMEN WAS CAPTURED BUT KILLED DURING A U.S. AIRSTRIKE, AND THAT THE OTHER WAS SHOT AND KILLED WHEN HE RESISTED CAPTURE. THERE IS CONFLICTING WITNESS INFORMATION AS TO WHICH CREWMAN MET HIS END IN WHICH SET OF CIRCUMSTANCES. AS A RESULT, ANALYSTS CANNOT YET DECIDE WHICH OF THE TWO CREWMEN INVOLVED IN CASE 1329 WAS REPORTEDLY SHOT AND KILLED BY THE INFORMATION IS CLEARLY ASSOCIATED WITH CASE 1329, HOWEVER, AND NOT ONE OF THE MANY OTHER CASES THAT OCCURRED IN THIS AREA.

B. PERSONALLY OBSERVED TWO CREWMEN EJECT FROM AN AIRCRAFT NEAR THE CA ROONG FORD ON 25 NOVEMBER 1968. THIS INFORMATION CORRELATED WITH CASE 1329 BASED ON DATE, LOCATION, NUMBER OF CREWMEN OBSERVED, AND CIRCUMSTANCES OF LOSS. HOWEVER, DID NOT PERSONALLY PARTICIPATE IN THE SUBSEQUENT PURSUIT, CAPTURE, AND BURIAL OF ONE OF THE CREWMEN: SHE NAMED THREE PERSONS WHO DID SO. ALL THREE HAVE ALREADY BEEN INTERVIEWED BY JOINT TEAMS (REF A).

C. RECOMMEND JOINT INTERVIEW OF ALSO RECOMMEND
UNCLASSIFIED

VNOSMP ATTEMPT TO LOCATE AND INTERVIEW [REDACTED] OF HAI DUONG (CITY OR PROVINCE).

ADMIN