Appendix 2

Case Summaries

APPENDIX 2

Individual POW, MIA, and KIA/BNR Cases

Committee investigators reviewed the case files of all priority cases and the majority of all other unaccounted-for cases on the list of 2,265 unaccounted-for servicemen.

Current Administration Lists

Since 1987, the Defense Department (DoD) has developed a list of priority cases totalling 269, less 73 resolved, for a total of 196 cases as of August 1992.

Included in the 196 cases are 135 cases designated "Last Known Alive" cases. These involve Americans whose loss incidents include facts suggesting that one of the Southeast Asian governments should have additional details about their fate. The results from U.S. investigations in Vietnam and Laos confirm this analysis. In September 1992, DoD added more cases to the priority list, all cases involving losses in Laos.

Priority List Development

In 1987, President Ronald Reagan appointed Gen. John W. Vessey, Jr. (USA-Ret.) to be the President's Special Emissary to Vietnam on the POW/MIA issue. This was the beginning of a renewed effort to resolve the fate of those unaccounted-for from the war in Southeast Asia.

In August 1987, Gen. Vessey's effort led to the preparation of a list of 380 individuals of priority interest. This compilation, often referred to as the Vessey I list, included 80 of DoD's current priority cases and became the focus of U.S. field investigations in Vietnam.

In November 1989, 39 more cases from the original Vessey I list were added to the priority category, producing a list of 119 priority cases, referred to as the Vessey II list. The priority cases that Gen. Vessey pursued were not developed by him personally, but represent the overall efforts of the DoD. Each list developed over the past five years has represented an expanding process of contacts and cooperation.

Today, 61 of those on the Vessey II list have been accounted for: 22 through the repatriation of remains; 39 through the discovery of compelling evidence that the man died, even though his remains have not yet been recovered.

The Last Known Alive List

At the time of the development of the Vessey II list, the Administration's accountability efforts were expanded -- from field investigations only in Vietnam to include a program of expanded cooperation and more regular field investigations in Laos. This resulted in the selection of 47 additional priority cases in Laos not previously included in either the Vessey I or Vessey II lists.

It also coincided with DoD's development of a list of 135 individuals last known by the U.S. to have been alive. The effort was part of a continually expanded process that never was intended to be an inflexible or all-encompassing list. It included 58 cases not yet resolved from the Vessey II list, plus 77 additional priority cases compiled after a focused, case-by-case review undertaken by DIA early in 1990 of the intelligence files of every unaccounted-for American; the review was similar in scope to those in the Vessey II list (some last known alive in captivity, others who could have been captured alive). Cases on DoD's priority case list are investigated in conjunction with Last Known Alive cases when they are in close proximity to a Last Known Alive case.

Case Summaries

The Senate Select Committee staff has prepared case summaries for the priority cases that the Administration is now investigating. These provide the facts about each case, describe the circumstances under which the individual was lost, and detail the information learned since the date of loss. Information in the case summaries is limited to information from casualty files, does not include any judgments by Committee staff, and attempts to relate essential facts. The Committee acknowledges that POW/MIAs' primary next-of-kin know their family members' cases in more comprehensive detail than summarized here and recognizes the limitations that the report format imposes on these summaries.

On Dec. 1, 1992, Vice Chairman Smith published a compendium of 324 compelling cases. A copy of the analyses of Committee staff and the Defense Intelligence Agency is attached.

These listings include abbreviated column headings with the following meanings:

REFNO : Case reference number

LNAME : Last Name

FMN : First and Middle Name initials

NSA : Information reportedly based on correlation by the National Security Agency

JSSA	:	Information from returning debriefings in JSSA documents
LNA	:	DoD Last Known Alive category
DIA79	:	Information in a 1979 DIA printout obtained by Committee staff from Senate Foreign Relations Committee investigator Tracy Usry
JTF	:	Joint Task Force casualty code now obsolete
NOK	:	Correlation from next-of-kin
POW	:	Listed POW by the Defense Department at Operation Homecoming
MISC	:	Other sources of information

Part One : Vessey 135 Discrepancy Cases

VESSEY 135 DISCREPANCY CASES

South Vietnam — Daniel A. Gerber
Eleanor A. Vietti
Archie E. Mitchell
(0011)

Mr. Gerber, Dr. Vietti and Mr. Mitchell were taken prisoner on May 30, 1962 while at a leprosarium near the South Vietnamese mountain town of Banmethuot. In November 1962, documents which stated that the three individuals captured on May 30th were killed were taken from hostile forces 50 kilometers southwest of the leprosarium. Mr. Gerber's passport was recovered in February 1963; missing were pages containing his name and photograph.

The three civilians were reported captured. Returning U.S. POWs had no information on their presence in the Vietnamese prison system.

Since April 1989, the Joint Casualty Resolution Center has interviewed subjects in Vietnam concerning this incident. All information obtained to date confirms that the three were captured and killed because they were suspected of being American spies. Their remains were reportedly disinterred in 1980 by unidentified persons, and they can not now be located.

South Vietnam — Donald G. Cook
(0050)

On December 31, 1964, Captain Cook was serving as an advisor with a South Vietnamese Marine battalion at Binh Gia, Phuoc Tuy Province. His unit was hit by a large Viet Cong force, and Captain Cook was captured. He was initially reported missing but was confirmed a prisoner in good health by Sergeant Comacho, who was released from captivity on July 9, 1965.

On December 2, 1965, Captain Cook joined two other U.S. POWs, Staff Sergeant Harold G. Bennett and Private Crafts, at a Viet Cong prison camp. They were held together at four different prison camps.

On December 22, 1970, the Provisional Revolutionary Government released a died in captivity list which included the name of Captain Cook whom it stated had died of malaria on December 8, 1967.

One American POW repatriated during Operation Homecoming reported being told by a prison guard that Captain Cook died of malaria in December 1967 while being moved between prison camps in northern

Tay Ninh Province.

Captain Cook's name was included on the Provisional Revolutionary Government's list of died in captivity released on January 27, 1973. In February 1980 Captain Cook was declared dead/body not recovered.

South Vietnam

Kurt C. McDonald
Edward R. Dodge
(0051)

On December 31, 1964, Captain McDonald, a U.S. Air Force pilot, and Sergeant First Class Dodge, a member of the 5th Special Forces Group, took off from Da Nang, Quang Nam Province, in an O-1F to conduct a visual reconnaissance mission en route to a Special Forces camp in the A Shau Valley, Thua Thien Province. They did not arrive and were declared missing. They were last seen by another aircraft approximately 12 nautical miles northwest of Da Nang while flying over Quang Nam Province.

On the morning of December 31, 1964, one homer beacon was broadcast on an emergency radio frequency, but this could not be correlated to an NRS-8 radio set that Sergeant Dodge was carrying to A Shau to be used in covert operations. A woodcutter reported in April 1965 that during that month he observed two U.S. POWs in Thua Thien Province at a point on the Lao/Vietnamese border. He learned that one of the Americans was a pilot and one was an infantryman. They were said to have been captured in June 1964 and were being marched off to the northwest. In 1966, a report was received from a former North Vietnamese Army soldier identifying a photograph of Sergeant Dodge as an inmate he saw at Hoa Lo Prison. Other reports of sightings of Americans passing through the particular area in which these individuals were lost were placed in their files.

Neither serviceman was ever confirmed alive in the Vietnamese prison system. Captain McDonald was declared dead/body not recovered in August 1982. Sergeant Dodge was declared dead/body not recovered in October 1977.

South Vietnam

James H. McLean
(0054)

On February 9, 1965, Sergeant McLean was assigned as a medic with an American advisory team working with the South Vietnamese Army's 876th Regional Force Company. He was reported captured when their position was overrun by Viet Cong forces and was identified in captivity by an prison escapee who stated Sergeant McLean was suffering from malaria when last seen alive.

Sergeant McLean was carried in a POW status at the time of Operation Homecoming. After the end of hostilities, he was declared dead/body not recovered. Returning U.S. POWs were unable to provide any information on his fate.

U.S. field team interviews in South Vietnam in March 1992 located a former nurse who worked at the Phuoc Long Province hospital. She described the arrival at her hospital of an individual corresponding to Sergeant McLean. He arrived at the hospital in April 1965 suffering from severe malaria. He died there approximately ten days after his arrival. The investigation of his loss incident is continuing.

South Vietnam — Charles A. Dale
David S. Demmon
(0094)

First Lieutenant Dale and Specialist 4th Class Demmon were flying reconnaissance in an OV-1C on June 9, 1965 and were last known located over Vinh Binh Province. They did not return from their mission. They were initially listed as missing in action, although U.S. intelligence began to receive reports indicating they had been captured.

In December 1970, a prisoner identified Demmon's photograph as the picture of an individual imprisoned in a POW camp in Kampong Cham Province, Cambodia. This led to his reclassification from missing in action to prisoner of war. Another report was received in March 1971 stating Demon was alive in a prison at Kratie, Cambodia in January 1970. The source was given a polygraph, and there was no indication of deception. Other reported sightings of unnamed caucasians were placed in Demmon's file as possibly correlating to him, including one in 1966 which placed him in Central Vietnam.

Demmon was carried as a POW at the end of Operation Homecoming. Both Demmon and Dale were later declared dead/body not recovered. Returning U.S. POWs were unable to provide any information on their fate.

In March 1992, a U.S. investigating team in Vietnam attempting to locate witnesses to the loss of the two-man crew interviewed residents of Cuu Long Province, the new name for Vinh Binh Province. They provided information concerning the downing of an aircraft correlating to the OV-1C involved in this incident. Local villagers stated that the aircraft crashed, and the bodies of the aircraft's two occupants washed up on the shore where they were buried by local residents. Efforts to locate their reported grave sites have not been successful to date.

South Vietnam

Walter L. Hall
Bruce G. Johnson
Fred M. Owen
Robert L. Curlee
Donald R. Saegaert
Joseph J. Compa, Jr.
Craig L. Hagen
(0096)

On June 19, 1965, those involved in this loss incident were on board a UH-1B helicopter on a combat operation into a landing zone six kilometers from the town of Dong Xoai, Phuoc Long Province. Their helicopter was hit by ground fire and crashed. Captain Johnson, an advisor to the South Vietnamese Army's 5th Infantry Division, reported to another helicopter in the area that the aircraft's crew and all others on board were dead and his position was receiving incoming enemy mortar fire. There was no further transmission from Captain Johnson after the end of the mortar fire. A later search of the area failed to produce any sign of the seven servicemen.

In late 1965, a Viet Cong produced film was captured which appeared to depict a portion of the battle at Dong Xoai. The film appeared to show the dead bodies of Sergeant First Class Owen and First Lieutenant Hall. Information was later received from another source that the seven U.S. were killed in this incident, four found in the helicopter and three others at the airstrip. Intelligence reports of unidentified U.S. POWs sightings several months before this incident occurred were received later and were placed in the file of these servicemen. One report associated with the capture of an American at the battle of Binh Gia was placed in Captain Johnson's file, but may have correlated to the capture of another Captain several months earlier.

Captain Johnson was initially reported missing. Returning U.S. POWs were unable to provide information about his precise fate or the fate of the others. Captain Johnson was declared dead/body not recovered in February 1978.

South Vietnam

Richard C. Bram
John F. Dingwall
(0108)

On July 8, 1966, Staff Sergeant Bram and Gunnery Sergeant Dingwall left their unit at Chu Lai Air Base for a hike in the surrounding countryside. They were last seen in a local hamlet.

Local South Vietnamese police reported on July 8th that the Viet Cong had captured and killed two Americans and then buried their

bodies. This report led to a muster of the unit and the discovery that Sergeants Bram and Dingwall were missing. A search of the area in which they were last seen produced hearsay information that the two had been captured, but there was conflicting information on their fate. They were never seen alive again, and their remains were never located.

Both individuals were initially declared missing. In September 1978 they were declared dead/body not recovered. Returning U.S. POWs were unable to provide any information on their survival in captivity, and U.S. investigation teams in Vietnam have been unable to learn anything further concerning their precise fate.

South Vietnam

Fred Taylor
Henry J. Gallant
(0109)

On July 13, 1965, Sergeants Taylor and Gallant were members of Detachment B-52, 5th Special Forces Group, with a Vietnamese reconnaissance patrol which encountered a hostile force 18 kilometers northwest of An Khe, Pleiku Province. Surviving patrol members reported last seeing Taylor assisting Gallant to cover as hostile forces pressed toward them. A search of the area after the engagement failed to locate any trace of them. They were both declared missing in action and, in July 1966, were declared dead/body not recovered. Returning U.S. POWs were unable to provide any information on their final fate.

North Vietnam

Charles J. Scharf
Martin J. Massucci
(0158)

On October 1, 1965, First Lieutenant Massucci and Captain Scharf were the crew of an F-4C, one in a flight of three aircraft on a strike mission over Son La Province, North Vietnam. Their aircraft was hit by hostile fire. After jettisoning their external tanks, one member of the flight reported seeing one fully deployed chute with the jettisoned material. There was no electronic contact with the crew. Both crewman were declared missing.

Returning U.S. POWs were unable to provide any information on their precise fate. Lieutenant Massucci was declared dead/body not recovered in February 1978. Captain Scharf was declared dead/body not recovered in January 1978.

In January 1991, U.S. investigators in Vietnam interviewed several witnesses to the crash of a U.S. aircraft which closely corresponded to this loss incident. Several witnesses stated that they observed two bodies at the crash site and had no information

that one might have survived the crash. Information from witnesses conflicts with information from U.S. personnel at the time of their loss who reported observing one fully deployed parachute.

South Vietnam

Samuel Adams
Charles G. Dusing
Thomas Moore

(0180)

On October 31, 1961, four U.S. Air Force sergeants were traveling by bus from the coastal resort town of Vung Tau toward Saigon. They were stopped by local Viet Cong forces and taken prisoner. On November 2, 1965, the four sergeants attempted to escape from custody, and Staff Sergeant Jasper N. Page was successful. He last saw Sergeant Adams as the Viet Cong were chasing him and shooting at him.

The status of the three was changed from missing in action to prisoners of war. All appeared on the Provisional Revolution Government's died in captivity list provided to the U.S. in January 1973. Their date of death was given as December 1965. The remains of the other three sergeants have never been returned. All were declared dead/body not recovered after the end of hostilities. Returning U.S. POWs were unable to provide any information on their fate.

In March 1992, the Joint Task Force interviewed a witness in Vietnam who described sightings of the four servicemen shortly after their capture at way-station B50. Information was also received that one prisoner escaped and the remaining three prisoners were shot. After burial, their bodies were later exhumed and reburied at a new location which has since been deforested, and the grave site can not be located.

North Vietnam

George I. Mims, Jr.
(0213)

On December 20, 1965, First Lieutenant Mims and Captain Robert D. Jeffery were the crewmen of an F-4C in a flight of four F-4 on a combat mission over North Vietnam. While over Ha Bac Province, their aircraft was hit by antiaircraft fire, turned into a fireball and fell apart. Captain Jeffery bailed out, landed safely, was captured and was repatriated during Operation Homecoming. During his post-release interviews, Captain Jeffery stated he never saw or heard anything about Lieutenant Mims from the time he, Jeffery, was captured until he was released;however, based on their loss incident he believed Lieutenant Mims may have been killed after

ejecting at a low altitude.

Lieutenant Mims was initially declared missing in action. He was later declared dead/body not recovered.

The Joint Casualty Resolution Center has investigated this incident and determined that Lieutenant Mims's aircraft crashed in Huu Lung District, Lang Son Province, and not Ha Bac Province as initially believed. Witnesses interviewed to date have stated that one crewman was killed in the crash of an aircraft which correlates to this incident. The case is still undergoing field investigation in Vietnam.

South Vietnam

James T. Egan
(0235)

On January 21, 1966, Lieutenant Egan was serving as Artillery Forward Observer with a patrol element of the 1st Force Reconnaissance Company. Their patrol was fired upon, and after the skirmish, Lieutenant Egan could not be located. The next day Lance Corporal Edwin R. Grissett, Jr. (Case 0236) was also declared missing when he became separated from the same patrol.

In April 1966, information was received that both Grissett and Egan were captured alive from a South Vietnamese Popular Force soldier who had just escaped from Viet Cong captivity. The soldier asserted that Corporal Grissett told him Lieutenant Egan was wounded and later shot by the Viet Cong. Another report was received from a different source that an American with an individual correlating to Corporal Grissett had been shot and killed.

Corporal Grissett was reclassified as POW during the war, but Lieutenant Egan was not. Neither were accounted-for at the end of Operation Homecoming, after which both were declared dead/body not recovered. Corporal Grissett's remains were repatriated and identified in June 1989.

In August 1990, U.S. field investigators in Vietnam interviewed eight witnesses concerning the capture of the two Marines. The information they provided did not lead to the recovery of any remains of Lieutenant Egan.

Vietnam

Cecil J. Hodgson
Frank N. Badolati
Ronald T. Terry
(0242)

On January 28, 1966, Sergeant First Class Hodgson and other patrol members were on a combat patrol in the An Lao Valley, Binh Dinh Province. They encountered a hostile force and evaded. Following the action the three could not be located and were declared missing.

Returning U.S. POWs were unable to provide any information on the three servicemen, and they were not reported alive in the Vietnamese prison system. After Operation Homecoming they were declared dead/body not recovered.

South Vietnam — Donald S. Newton
(0258)

On February 26, 1966, Sergeant Newton and Private First Class Wills were members of a long range reconnaissance patrol. They departed their patrol base on a short mission and were never seen again. After their disappearance information was received that two U.S. servicemen had been captured during a firefight. One was killed, and the second, named "Newton," was found wounded and was then captured alive.

Both were declared missing in action. Neither was classified as captured. After Operation Homecoming both were declared dead/body not recovered. Neither of their remains have been repatriated.

In August 1990, U.S. field investigators in Vietnam interviewed witnesses in Vietnam who described the ambush of two Americans. One was shot and killed, his body left behind on a river sandbank. The second was taken prisoner. En route to a higher headquarters, the Viet Cong unit found itself having to move to avoid detection from a U.S. heliborne operation. The American prisoner, believed to possibly correlate with Sergeant Newton, was shot and killed to ensure the unit could move and avoid detection. A grave site of the dead American was identified, but no remains could be located. In March 1991, U.S. field investigators interviewed another witness who provided generally similar information concerning the killing and burial of an American which closely correlated to this incident.

South Vietnam — William M. Collins
Delbert R. Peterson
Robert E. Foster
(0267)

On March 9, 1967, Captain Collins, Lieutenant Peterson and Staff Sergeant Foster were part of a six-man crew providing close air support to a Special Forces camp. Their aircraft was hit by

hostile ground fire and crash landed to the north of the A Shau Valley in Thua Thien Province. According to survivors, enemy small-arms fire hit and killed Foster and Collins. A-1E aircraft struck the surrounding enemy positions. Lieutenant Peterson was last seen moving into undergrowth. The survivors called out to Lieutenant Peterson but received no response. Special Forces personnel arrived later that day and found the bodies of Sergeant Foster and Captain Collins but were unable to recover them due to enemy activity. They could not locate Lieutenant Peterson.

Lieutenant Peterson was declared missing. Returning U.S. POWs had no information on his fate. He was declared dead/body not recovered in February 1978.

North Vietnam William R. Tromp
(0304)

On April 17, 1966, Lieutenant JG Tromp was the pilot of an A-1E from the *U.S.S. Kitty Hawk* on a night armed reconnaissance mission over the coastal area of southern North Vietnam. A surface-to-air missile was launched at their flight of two aircraft while over Ha Tinh Province. Tromp's aircraft was last reported crossing the coastline heading out to sea and descending in altitude. His last transmission was, "I have some kind of energ...," ending in mid-sentence. An air and sea search proved negative. He was declared missing in action. Radio Hanoi later announced the shoot down of several aircraft on April 17th and stated that several pilots were captured in Quang Binh and Ha Tinh Provinces. Tromp's aircraft was the only one lost that day.

July through September 1973, Lieutenant Tromp's under water crash site was searched by U.S. forces testing the recoverability of remains of U.S. airmen lost on over water losses. No remains could be located at his crash site. In July 1974, he was declared dead, remains unrecoverable.

On December 8, 1988, U.S. investigators in Vietnam met with witnesses from the area Lieutenant Tromp had been last seen crossing the coast. They described the shoot down of one of two aircraft which corresponded to the circumstances of Tromp's loss. They stated that the aircraft crashed in the sea off the coast, there was no visible wreckage and no indication anyone had survived.

In July 1989, U.S. investigators received additional hearsay information about the same shoot down associated with Cam Xuyen District, Ha Tinh Province. A refugee source in Hong Kong reported that an aircraft had been hit by groundfire as it was descending in altitude and that it soon burst into flames. The underwater crash site was reportedly surveyed by Vietnamese salvage officials in

1987, but the wreck was not salvaged.

South Vietnam Jimmy M. Malone
(0326)

On May 4, 1966, Private Malone was serving as a radio operator with his unit in Tan Uyen District, Bien Hoa Province. His unit, participating in Operation Hastings, had just completed its combat assault and was establishing its position with Private Malone's platoon on the unit's perimeter.

Private Malone was detailed to pick up mail from his weapons platoon. He departed his position along a trail outside of the perimeter but never returned. A search of the area located jungle-boot prints believed to have been made by Private Malone. The impression of the search party was that Private Malone had taken the trail but had made a wrong turn away from his unit's perimeter. The boot prints were later joined by sandal prints, and they both led to a fortified Viet Cong position. His squad came under hostile sniper fire during their search. The next day another platoon swept the area and located still more foot prints approximately 1500 meters away, but there was no trace of Private Malone.

Private Malone was declared missing in action. Returning U.S. POWs had no information about him. After Operation Homecoming he was declared killed in action/body not recovered based on a presumptive finding of death.

In June 1984, the Joint Casualty Resolution Center received a report about the recovery of remains in Tan Uyen District, now a part of Song Be Province. The remains and a dog-tag were reportedly turned over to local authorities. This report was placed in Private Malone's file due to the coincidence in loss location.

On March 12, 1992, a joint U.S./Vietnamese investigation in Thu Dau Mot District, Song Be Province, led to an interview with a former Political Officer from the 4th Artillery Company, 3rd Battalion, Dong Nai Regiment. The officer stated that a reconnaissance element from his unit had killed an American in the area where Private Malone disappeared and that he had recovered one web belt and a .45 caliber sidearm. The soldier was part of an American force which had just come to operate in the area. The body was buried along a trail near a stream in the area. A helicopter later appeared and broadcast an appeal for information about a missing serviceman. U.S. investigator's tended to discredit the account they were offered.

South Vietnam **Bennie Lee Dexter**
(0333)

On May 9, 1966, Airman Second Class Dexter departed Pleiku City for Banmethuot City by jeep. He never arrived at his destination, and an ensuing search turned up his jeep on May 11, 1966. Local civilians reported he had been stopped and taken prisoner. There were wartime reports about an American POW in captivity whose circumstances of capture were similar to that of Airman Dexter. One report asserted that he died of starvation in February 1967.

Airman Dexter was carried in a POW status at the end of Operation Homecoming. He was later declared dead/body not recovered. Returning U.S. POWs were unable to confirm his fate.

Joint Casualty Resolution Center field investigations in Vietnam during April 1989 led to the interview of witnesses who described Dexter's capture and imprisonment near Banmethuot. The same witnesses stated that he was shot and killed during an escape attempt and that his remains were buried nearby. U.S. investigators were unable to locate any evidence of his grave or remains.

South Vietnam **Louis Buckley, Jr.**
(0344)

On May 21, 1966, Sergeant Buckley, a member of the Motor Platoon of the 12th Cavalry, was with his unit in Binh Duong Province. His unit came under enemy attack at Landing Zone Hereford and was forced to withdraw. Sergeant Buckley was last seen in the area with blood on his shirt and arm. Friendly reinforcements arrived, but Sergeant Buckley could not be located.

He was initially declared missing in action. Returning U.S. POWs were unable to provide any information on his fate. In January 1978, he was declared dead/body not recovered.

In October 1981, U.S. intelligence received information from a Vietnamese refugee concerning the death of an American soldier in the area Sergeant Buckley disappeared. It could not be specifically correlated to Buckley.

South Vietnam **William Ellis, Jr.**
(0372)

On June 24, 1966, Ellis was declared missing while on a combat operation in Kontum Province. After the end of hostilities he was declared dead/body not recovered.

In December 1990, a U.S. field team in Vietnam reported the results of their recent field trip into the Central Highlands of South Vietnam. During their visit, they interviewed a doctor who saw several American POWs during 1967 or 1968 in western Kontum Province. The doctor was aware that one African-American had died at his hospital and that a dead American's body was preserved for use as a medical training aid.

The doctor also stated that three Caucasian Americans died there, and he believed they were buried nearby. These reports were tentatively correlated to Schiele (Case 1112), Van Bendegom (0762) and a then unidentified third Caucasian American. The report about the African-American appeared to correlate to Ellis (0372). Other information, possibly concerning Schiele, traced his movements from the area of his capture to his turnover, then to the 62nd Regiment and later to B-3 Front Headquarters.

South Vietnam — Robert H. Gage
(0381)

On July 3, 1966, Lance Corporal Gage and another Marine from the 1st Division left their platoon's position to find someone to do their laundry and entered Thanh Thuy Village, which is 15 kilometers south-southeast of Da Nang City, Quang Nam Province. When last seen, Corporal Gage was engaged in conversation with a woman. He never returned to his platoon's position and was declared missing. Friendly forces detained local village women on July 3rd and 4th but were unable to obtain information on Corporal Gage's fate. On July 5, 1966, the Marines learned that the Corporal had actually entered a Viet Cong controlled hamlet.

Returning U.S. POWs had no information on Corporal Gage's fate. In August 1974, he was declared killed in action/body not recovered based on a presumptive finding of death.

North Vietnam — Roosevelt Hestle, Jr.
Charles E. Morgan
(0386)

On July 6, 1966, Major Hestle and Captain Morgan were crewmen in an F-105 in a flight of four aircraft over Bac Thai Province. Major Hestle's aircraft was hit by hostile ground fire and crashed approximately 15 kilometers southwest of Thai Nguyen. Other aircraft on the scene neither saw chutes nor heard beepers.

Wartime intelligence information from a People's Army prisoner describing the capture of an African-American from an aircraft shot down over Tam Dao Mountain was tentatively correlated to the

capture of one crewman from this crew.

Both individuals were initially reported missing in action and were later changed to dead/bodies not recovered. In November 1970, U.S. military intelligence received information that Major Hestle and two other U.S. POWs were alive at a POW camp near Vinh. DIA believed this report was not true but was the product of a highly publicized visit by three POW wives to Vietnam early in 1970. Returning U.S. POWs reported hearsay information that Major Hestle was seen alive on a stretcher in a prison in Hanoi. He was not reported alive as of 1973.

U.S. investigators in Vietnam in January 1989 located a possible crash site associated with this incident and received hearsay information one pilot was buried at that site. Captain Morgan's remains were repatriated in July 1989. Vietnam turned over the identity card of Major Hestle in October 1982, but his remains have not been recovered.

South Vietnam

Robert L. Babula
Dennis R. Carter
Robert C. Borton
John L. Bodenschatz
(0439)

On August 28, 1966, the four PFCs were members of the 1st Marine Division and were with a fire team at an ambush site ten kilometers southwest of Da Nang City, Quang Nam Province. They failed to return from their mission and were declared missing. On September 4, 1968, Bodenschatz' dog-tags and a partial wrist watch were located. Local residents did not provide any information about the fate of the four men.

Returning U.S. POWs were unable to provide any information about their fate. They were declared dead/body not recovered based on a presumptive finding of death in November 1974.

South Vietnam

Lawrence B. Tatum
(0453)

On September 10, 1966, Tatum was the pilot of an A-1E which was hit by hostile antiaircraft fire and crashed eight kilometers north of the Rao Thanh River currently in Trung Luong District, Quang Tri Province. A forward air controller did not observe Tatum bail out but did hear an emergency beeper for approximately one minute. He later observed a presumable parachute slack in the trees on a hillside. He never saw Tatum safely on the ground. He observed hostile forces approach the parachute and evidently pull

it out of the tree.

Tatum was initially declared missing. After Operation Homecoming he was declared dead/body not recovered.

In April 1990 a U.S. team in Vietnam located a crash site with material consistent with that of an A-1E, but no personal artifacts were found. Local witnesses were unable to provide any information. A U.S. team located information in the records of People's Army Military Region 4 indicating that a U.S. pilot died in a crash on the date. The place and time correlated to Tatum's loss incident, but the pilot's name was not available.

North Vietnam John L. Robertson
(0459)

On September 16, 1966, Major Robertson and First Lieutenant Hubert F. Buchanan were in one in a flight of four F-4C aircraft on a mission over North Vietnam. They were engaged by hostile MIG aircraft while en route to their target. Major Robertson's aircraft was last seen in an aerial engagement with a MIG by other aircraft in their flight.

First Lieutenant Buchanan was captured alive and released in March 1973. During his post-release debriefing he described how their aircraft was attacked by a MIG-17 and that he was forced to eject. He did not have contact with Major Robertson during, or after, his ejection. Other U.S. POWs reported being questioned about Major Robertson on September 17th and having been told Major Robertson was dead.

Major Robertson was in MIA status as of Operation Homecoming. In June 1978, he was declared dead/body not recovered based on a presumptive finding of death.

In January 1987, U.S. intelligence received a report about the wartime crash of an F-4 aircraft which appeared to correlate to this incident. One crewman was reportedly captured, and one died in the crash. From February through April 1990, U.S. field investigators in Vietnam visited Hai Hung Province and interviewed witnesses who described an aerial encounter between a U.S. jet and a MIG aircraft. One crewman ejected and was captured. The team visited the crash site and determined the aircraft's wreckage had been dug up and removed to a nearby warehouse. The team was provided a small packet of remains, allegedly from the crash site, which were determined to be non-human. Also during April 1990, Vietnam repatriated remains it identified as Major Robertson which were later determined to be the skeletal remains of a large animal (possibly a horse or cow) and a piece of non-bone material, possibly a rock.

During November and December 1991, the site was excavated and personal property of an individual, probably American, was recovered and sent for analysis. Parts of the aircraft were recovered, including a data plate, as well as possible bone material. This case continues to undergo investigation.

South Vietnam Daniel L. Niehouse
(0529)

On November 25, 1966, Mr. Niehouse, a salesman for Ford Motor Company, was driving between Saigon and Dalat when he was stopped and detained by Vietnamese communist forces 20 kilometers north of the town of Xuan Loc. Three foreign civilians released from captivity on January 1, 1967 (Thomas R. Scales, Robert W. Monahan, Mrs. Ofelia T. Gaza) last knew Mr. Niehouse to be alive in captivity with them. Prior to their release, Mrs. Gaza's husband and an Australian civilian died in captivity.

Mr. Niehouse was reported missing and then captured. He was identified by the Provisional Revolutionary Government at Operation Homecoming as having died in captivity on April 12, 1967. His remains have not yet been repatriated. Other returning POWs were unable to provide information on his eventual fate.

South Vietnam Burt C. Small
(0607)

On March 6, 1967, Specialist Small was assigned to Quang Ngai Province from the 5th Special Forces Group as a member of Advisory Detachment 108. A South Vietnamese irregular force unit (CIDG) was ambushed, and, after the skirmish, Small was missing. A CIDG soldier later escaped and reported that Specialist Small had been captured alive.

His status was changed from missing in action to POW. After Operation Homecoming he was declared dead/body not recovered. His remains have never been repatriated and other returning U.S. POWs were unable to confirm that he was alive in any of the Vietnamese prisons in South or North Vietnam.

The Joint Casualty Resolution Center conducted field investigations in the area of Specialist Small's capture. They received information that Specialist Small had been captured alive and was wounded at the time of his capture. All members of the capturing unit are reportedly deceased.

North Vietnam John S. Hamilton
(0644)

On April 19, 1967, Major Hamilton was the pilot of an A-1E, one in a flight of two aircraft searching for two pilots downed over North Vietnam. While over Hoa Binh Province, Hamilton was attacked by four hostile MIG-17 aircraft, and his wingman observed pieces of his aircraft's outer wing fly off after it was hit by cannon fire. His aircraft crashed 24 kilometers southeast of Hoa Binh City. Major Hamilton was not seen ejecting from his aircraft and there was no electronic beeper heard. He was declared missing in action.

On April 19th, that same day, Hanoi radio reported the shoot down of an American rescue aircraft over Hoa Binh Province. This report, while not mentioning the fate of the pilot, was believed to correlate to Major Hamilton's incident of loss.

In September 1970, a People's Army of Vietnam soldier reported two caucasian pilots captured in Lac Thuy District in April 1968 after being shot down in aerial combat with MIG jet aircraft. The soldier identified a photograph of Major Hamilton as similar to one of those captured, and the report was placed in Major Hamilton's file as possibly relating to his capture. After Operation Homecoming, a reevaluation of this report led to a reversal of the wartime evaluation. It was determined that this incident actually correlated to Major Thomas Madison and Major Thomas Sterling who had been lost as described and who returned alive during Operation Homecoming.

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

In January 1991, a report was received about a grave with the remains of a U.S. pilot in the area where Major Hamilton was lost. Then, in May 1991, a source provided the rubbing of a dog-tag associated with Major Hamilton and a bone fragment and claimed that remains were recovered from an area near Vinh City, Nghe Tinh Province. This is a considerable distance away from his known crash site. In October 1991, another source visited the Joint Task Force office in Hanoi and turned over a bone fragment and identifying information about Major Hamilton. The source claimed his friend found Major Hamilton's remains at another location, this time in Quang Binh Province.

South Vietnam

Thomas A. Mangino
Paul A. Hasenbeck
David M. Winters
Daniel R. Nidds
(0646)

On April 21, 1967, Special Fourth Class Mangino and PFCs Hasenbeck, Winters, and Nidds, members of the 196th Light Infantry Brigade, were returning from a combat patrol. They had borrowed a sampan from local residents to make the return trip to a landing site near their unit in Binh Son District, Quang Ngai Province. A second sampan, the lead boat, reached the dock but was then out of sight of the other sampan following with only the four servicemen on board. Shortly thereafter came the sound of a burst of weapons firing. Twenty minutes later, the four patrol members had still not reached the dock, and a search party was sent to locate them.

Based on available information, the four men were last seen talking with several Vietnamese in another sampan. Later reports were received that four Americans had been captured by local Viet Cong forces on April 21st. Other reports were received that unidentified Americans were teaching English to Viet Cong female cadre and that Americans had been buried in the area. These reports were placed in the individuals' files as possibly pertaining to them.

In May 1991, a U.S. team was advised by a Vietnamese official that PFC Winters was dead. In August 1992, a joint U.S./Vietnamese team in the area of this incident interviewed witnesses with first hand or hearsay knowledge of it. The sources stated the four men were ambushed, and their bodies were thrown into the river to keep them from being observed by search and rescue helicopters. The bodies were later buried in three separate locations in an area which today is under the Song Tra River. In November 1992, Senate Select Committee on POW/MIA Affairs Chairman John Kerry received a wartime diary, describing the capture and subsequent death of the four U.S. servicemen, from People's Army of Vietnam Central Military Museum Director, Senior Colonel Dai. Senior Colonel Dai's diary appears to contain information correlating to this incident in which the four servicemen are recorded as having died. This case is still under active investigation by Joint Task Force-Full Accounting.

Returning U.S. POWs had no information on their fate. They were initially declared missing. Each was declared dead/body not recovered on separate dates between 1973 and 1978.

South Vietnam

Roger D. Hamilton
(0647)

On April 21, 1967, Lance Corporal Hamilton, a member of the 1st Marine Division, was with his unit in Quang Tin Province when it

began receiving heavy enemy fire and was forced to withdraw. Corporal Hamilton was last known wounded and was left behind during the unit's quick retreat. A search operation in the area through April 22nd failed to locate him. He was declared missing.

In August 1967, U.S. intelligence received information from two Vietnam People's Army prisoners that a U.S. Marine had been captured in April 1967 in circumstances similar to that of the loss of Corporal Hamilton. They were unable to provide any specific information on his eventual fate.

Returning U.S. POWs were unable to provide any information on the fate of Corporal Hamilton. After Operation Homecoming he was declared dead/body not recovered.

In August 1989, U.S. field investigators in Vietnam interviewed witnesses concerning the fate of Corporal Hamilton, but the U.S. investigators only received vague statements. Additional investigation in January 1991 led U.S. investigators to his reported burial site. They recovered one partial set of remains at one location and small bone fragments at a second site nearby. The reports were vague about whom the remains were associated, and it was not possible to correlate the remains to this incident.

North Vietnam — Michael J. Estocin
(0656)

On April 26, 1967, Lieutenant Commander Estocin was the pilot of an A-4E on a SAM suppression mission over North Vietnam. His aircraft was hit by a surface-to-air missile and went out of control, but he later regained control of it. Defense Department records state he was last seen entering overcast at 3,500 feet and crashed into coastal waters off Cat Ba Island. A search and rescue effort was suspended April 27, 1967. On that date, Radio Hanoi broadcast a reference to a shoot down and capture of a U.S. pilot possibly correlating to Commander Estocin's shoot down.

On April 29th, a People's Army newspaper article referred to the shoot down of an aircraft and a rescue helicopter coming to rescue the downed pilot. This report was placed in Commander Estocin's file as a possible correlation.

Commander Estocin was initially declared missing. His casualty status was later changed to POW based on sensitive source information. He was not reported alive during Operation Homecoming, and, in November 1977, he was declared dead/body not recovered.

A returning U.S. POW reported that another U.S. POW, whom he met in prison in North Vietnam, relayed a discussion he had had with Mrs.

Estocin prior to his own shoot down. Allegedly, the U.S. POW, Commander Stratton, had written that Commander Estocin was alive and a POW. In January 1974, the Defense Department confirmed that Commander Estocin had been misidentified as a POW in sensitive source material.

In July 1990, U.S. intelligence received information from a northern Vietnamese refugee about an aircraft shoot down which occurred in 1967 near Cat Ba Island. Remains were reportedly found in the water near the crash site. Also, skeletal remains were reportedly seized by Vietnamese officials from a refugee boat captured near Cat Ba Island in February 1989. In March 1991, U.S. investigators in Vietnam visited Cat Ba Island but were unable to develop any information regarding this loss incident. They were told by Vietnamese officials that Commander Estocin was believed to have drowned twenty nautical miles off Cat Ba Island. Other reports were received of a body washing up along the shore to the north of Cat Ba Island.

Commander John B. Nichols, retired, recently wrote of his own wartime combat experiences, published by the Naval Institute Press, entitled On Yankee Station. Commander Nichols was on the scene when Commander Estocin was hit and crashed. Commander Nichols described seeing Commander Estocin's aircraft invert, his tank blow off and his missiles fire. He followed him to the ocean and saw him impact, still inverted, but did not see a parachute come from the aircraft.

North Vietnam — Roger M. Netherland
(0667)

On May 10, 1967, Commander Netherland was launched in an A-4C from the *U.S.S. Hancock* as the leader of a flight of aircraft on a mission against Kien An Airfield near the port city of Hai Phong. Three surface-to-air missiles were launched at his flight, and the third missile exploded below his aircraft. His wingman reported observing him drop his external tanks and begin a left turn streaming fuel. His aircraft then did an inverted roll and crashed. There was no ejection seen. A search for sign of him was negative. He was initially declared missing in action. After the end of hostilities he was declared dead/body not recovered. Returning U.S. POWs were unable to provide any information that he was alive in the northern Vietnamese prison system.

In December 1982, a Vietnamese refugee reported the downing of a U.S. aircraft and described the recovery and burial of remains from the crash site. The incident appeared to correlate to that of Commander Netherland.

In September 1989, Vietnam returned the alleged remains of

Commander Netherland together with his identity card and wallet. Forensic examination of the remains concluded they belonged to an adult male but a board decided that they could neither rule out nor recommend identification of the remains.

A U.S. team in Vietnam during July 1990 conducted a survey of the crash site associated with Commander Netherland. The site location and information concerning the circumstances of the crash were consistent with the known facts surrounding Commander Netherland's loss. A return to the site in December 1991 resulted in witness interviews who provided their knowledge of the crash, including a description of human remains located in a position consistent with the results of a high angle high speed dive into the ground.

South Vietnam — **Carlos Ashlock (0678)**

On May 12, 1967, Corporal Ashlock and Lance Corporal Jose Agosto-Santos, members of the 5th Marine Regiment, were with their unit on an operation in Quang Nam Province. Their unit encountered two reinforced battalions of the Vietnam People's Army and withdrew. After the withdrawal, neither Ashlock nor Agosto-Santos could be located. Soon afterward, one unit member reported seeing People's Army troops carrying away Agosto-Santos. A report was also received from a local Vietnamese official that two wounded U.S. Marines had been seen in the custody of the Vietnam People's Army. This report was viewed as possibly correlating to Ashlock and Agosto-Santos. In June 1967, a former Viet Cong doctor at Hospital B-25 reported Ashlock was alive and had been treated at his hospital. He was last seen alive in July 1967. Both individuals were initially declared missing in action.

Corporal Agosto-Santos returned alive at Operation Homecoming. Neither he nor other returning POWs were able to provide any information on the fate of Corporal Ashlock. Corporal Ashlock was declared dead/body not recovered, in July 1976.

In March 1991, Vietnam repatriated remains identified as those of Carlos Ashlock. U.S. examination of those remains resulted in a determination that neither the remains identified by Vietnam as those of Corporal Ashlock nor any other remains turned over in March 1991 could be associated with Corporal Ashlock.

Recent field investigations in Vietnam have located witnesses who provided information concerning the capture of Corporal Ashlock. Witnesses reported burial sites, but they could not be positively confirmed, and no remains were recovered. The information these witnesses provided does not increase the knowledge already known that Corporal Ashlock was last known alive and in captivity.

Cambodia — Joe L. Delong (0689)

On May 18, 1967, Private First Class Delong was a machine gunner from the 1st Battalion, 8th Infantry, in Phu Pah District, Pleiku Province, South Vietnam. His unit's position, approximately 14 kilometers northwest of the village of Duc Co, was attacked and overrun by hostile forces. PFC Delong was missing after the unit reformed.

On May 20, 1967, a Viet Cong prisoner described an American in captivity who correlated to PFC Delong. Delong was listed as a POW at the time of Operation Homecoming.

In June 1967, a People's Army of Vietnam publication from the B-3 Theater of Operation, entitled Tay Nguyen, reported that the K4 Battalion had captured a U.S. POW, and this unit was transferred to regimental level. This was believed to refer to the capture of PFC Delong, and the regiment to which it referred was believed to be the 320th Regiment.

PFC Delong was listed by the Provisional Revolutionary Government as having died in captivity. His date of death was given as November 1967.

U.S. POWs repatriated during Operation Homecoming stated PFC Delong and two other U.S. POWs escaped from a B-3 Theater level POW camp on November 6, 1967, while they were being detained in Ratanakiri Province, Cambodia, approximately two kilometers from the border with Vietnam and an estimated 70 kilometers west of Kontum, South Vietnam. Several days later, the remaining POWs were shown PFC Delong's trousers by their prison camp commander and were told that Delong had been killed resisting capture. The two other U.S. POWs were recaptured.

South Vietnam — Walter P. Wrobleski (0703)

On May 21, 1967, Wrobleski was the pilot of a UH-1C helicopter, one in a flight of seven helicopters on an extraction mission into the A Shau Valley, Thua Thien Province. On board with him were Warrant Officer Corkran, Specialist Fourth Class Hall and Private First Class Szwed. While making a strafing run, their helicopter was hit by heavy machine gun fire which knocked out their engine. After being hit by another burst of fire, their helicopter went out of control and crashed, rolling down into a small ravine. Several minutes later a red ground panel was seen. Ten minutes later the helicopter exploded. A white ground panel was also seen three hours later.

PFC Szwed was rescued alive. WO Corkran and Specialist Hall were also located alive, and a line was dropped to them on the ground. While being lifted to the helicopter, it began to receive heavy enemy fire, and it lifted off, dragging Warrant Officer Corkran and Specialist Hall into trees which knocked them off the ladder to the jungle below. South Vietnamese Army forces recovered the body of Specialist Hall on May 22 and, on May 23rd, the body of Warrant Officer Corkran. All survivors stated Wrobleski was never seen alive after the crash.

During the war years, a former member of the People's Army of Vietnam stated he saw an American with a South Vietnamese Army POW being escorted north along the Ho Chi Minh Trail in May 1967. This report was placed in Wrobleski's file as a possible correlation to his case.

Wrobleski was initially declared missing. In February 1978, he was declared dead/body not recovered based on a presumptive finding of death. Returning U.S. POWs were unable to provide any information on his eventual fate.

In January 1991, U.S. investigators in Vietnam interviewed two witnesses to the crash of a helicopter correlating closely to this loss incident. They reported observing a body at the crash site, and other soldiers, possibly from nearby commo-liaison station T52, retrieved a watch from the dead serviceman. The team was taken to the crash site but was unable to locate any human remains or other artifacts.

North Vietnam

Kenneth F. Backus
Elton L. Perrine
(0706)

On May 22, 1967, Captain Perrine and First Lieutenant Backus were the crew of an F-4C, one of two aircraft in a flight against the Kep railroad yard. The second aircraft observed Captain Perrine's aircraft make a bomb run on the target and, five seconds later, observed a large explosion three miles east of the target in Lang Son Province. There were no chute and no beacon signals. There was 37mm and 57mm anti-aircraft fire in the area. However, the other aircrew could not confirm that Captain Perrine's aircraft was hit by hostile fire, and they could not pinpoint the crash site's precise location.

On May 24th, the New China News Agency reported the downing of a U.S. aircraft over Lang Son Province on May 22nd and stated that the pilots were captured. This aircraft was the only aircraft lost in the area on that date. Both crewmen were initially reported missing in action.

Returning U.S. POWs were unable to provide any information on the crew's fate. In February 1979, each was declared dead/body not recovered based on a presumptive finding of death.

South Vietnam

Brian K. McGar
Joseph E. Fitzgerald
John E. Jakovac
(0715)

On May 30, 1967, Sergeant Jakovac and PFCs McGar and Fitzgerald were members of a five man reconnaissance patrol in Quang Ngai Province. The team was deployed to counter hostile fire from a nearby hedgerow and to set up an observation point on a hill top. They failed to make a nightly radio check an hour and fifteen minutes after climbing the hill. A search and rescue effort located two other patrol members, both dead, in a shallow grave in the area. There was a trail of blood leading from the area, hand grenade fragmentations and U.S. and foreign shell casings which gave evidence to an engagement. The search effort continued for three days but failed to locate the other three missing patrol members.

Following their disappearance, U.S. intelligence received several reports about grave sites in the area. In July 1972, a former Viet Cong stated that he had seen two U.S. prisoners in Quang Tin Province in July 1967, and this report was placed in the files of these MIAs, although there was no specific correlation to them.

All three Marines were declared dead/body not recovered on different dates during 1975 and 1976. None of the three was reported alive in the Vietnamese prison system by returning U.S. POWs.

South Vietnam

Di Reyes Ibanez
(0723)

On June 5, 1967, Sergeant Ibanez was a member of a 3rd Marine Division reconnaissance patrol in Quang Tri Province. Shortly after midnight, a guard heard a moan and the sound of brush breaking from the area where Sergeant Ibanez was sleeping. A later search party recovered his rifle and pack. In the morning a patrol located a partial dental plate and blood trail. The blood trail led along a path from his last known location to a nearby village. A search of the area turned up freshly dug foxholes with evidence of recent occupancy and signs that something had been dragged along the trail. The partial plate was described by the unit's dental surgeon as identical to the teeth artificially replaced. Sergeant Ibanez was never found.

Sergeant Ibanez was initially declared missing. In March 1978, he was declared dead/body not recovered. He was not reported alive in the Vietnamese prison system by returning U.S. POWs.

South Vietnam Robert L. Platt, Jr.
(0728)

On June 10, 1967, Private First Class Platt was a member of a 101st Airborne Division patrol ambushed while on a search and destroy mission in South Vietnam. Platt, reportedly wounded several times, was left behind during his unit's withdrawal. He was declared missing.

In 1968, U.S. intelligence received a captured Viet Cong document apparently belonging to the 270th Transportation Regiment of Military Region 5, a unit operating in the area Private First Class Platt was last seen. It noted that an American Private First Class had been captured on June 10, 1967 and that he died of his wounds on June 11, 1967. This was viewed by U.S. intelligence as possible a correlation to PFC Platt. A Viet Cong prisoner interrogated shortly thereafter described seeing an American prisoner being brought to his medical unit which was destroyed in a U.S. bombing. The prisoner did not know if the American was killed or survived, and this report was also thought to possibly pertain to Platt.

In March 1978, Private First Class Platt was declared dead/body not recovered. Returning U.S. POWs were unable to provide any information on his fate.

In January 1991, U.S. investigators in Vietnam interviewed potential witnesses who were thought to be able to provide information about Platt. No new information on his precise fate was learned.

South Vietnam James Lee Van Bendegom
(0762)

On July 12, 1967, Private First Class Van Bendegom and other members of his 4th Infantry Division were on patrol when they engaged a hostile force in the Ia Drang Valley, Pleiku Province. PFC Van Bendegom was wounded and treated by a medic. He was left behind when his unit's position was overrun, and he was captured.

According to other U.S. POWs released during Operation Homecoming, it was rumored that PFC Van Bendegom was taken from Pleiku Province into Cambodia and was treated at a field hospital. His name did not appear on the PRG died in captivity list. He was declared dead/body not recovered in May 1973.

In April 1989, a U.S. field team in Vietnam interviewed former officers assigned to the B-3 Front, the People's Army of Vietnam theater headquarters in command of operations in Pleiku Province. They were unable to provide any information on PFC Van Bendegom. During 1992, U.S. investigators in Vietnam received information describing the death of three Americans in captivity. One death was correlated to PFC Van Bendegom.

North Vietnam

Ronald N. Sittner
(0804)
Charles Lane, Jr.
(0805)

On August 23, 1967, First Lieutenant Lane and his aircraft commander, Captain Larry E. Corrigan (Case 0805), were the crewmen of an F-4 aircraft on a strike mission against the Yen Vien railroad yard. Their aircraft was hit by an air-to-air missile fired by a MIG-21 making it one of two aircraft in their flight downed by MIG-21 missiles. Their aircraft was believed to have crashed in Thai Nguyen Province, North Vietnam. Captain Corrigan was captured alive and was repatriated during Operation Homecoming. Other members of their flight reported seeing three parachutes from the crewmen of the two downed aircraft. Three clear beepers were heard as well as one weak beeper which was believed to be associated with Lieutenant Lane. Captain Corrigan was the only individual shot down who was able to establish voice contact with those overhead.

Upon his release, Captain Corrigan reported seeing another individual moving around in his parachute, and he believed that individual to be Lieutenant Lane. Ha Noi press reported the aircraft downing but did not specify the number of crewmen captured. In August 1968, U.S. intelligence believed Lieutenant Lane had been captured alive and that he was in enemy custody, although his casualty status remained as missing in action.

The other aircraft's crew included Major Charles R. Tyler and Captain Ronald N. Sittner (0804). Major Tyler landed and was taken prisoner. He, too, was released alive during Operation Homecoming.

In October 1973, Lieutenant Lane's case was reviewed by the Department of Defense at the request of his next of kin, and his casualty status was changed to dead/body not recovered. Captain Sittner's case was reviewed at a later date, and he was also determined to be dead/body not recovered. Returning U.S. POWs were unable to confirm either individual alive in captivity in the northern Vietnamese prison system.

In November 1991, the Joint Task Force interviewed witnesses to the downing of the two F-4 aircraft and the reported sighting of either

3 or 4 parachutes. The location of their downing was determined to be in Tuyen Quang Province, not in Thai Nguyen Province. Witnesses reported the capture of two airmen and stated that they were unable to locate the other two crewmen until 1970 when the partial remains of one of the two was located. Local witnesses also stated that a nearby People's Republic of China military unit arrived at one of the crash sites and recovered the wreckage of one of the downed aircraft. They provided no other details about the incident. The Joint Task Force concluded that the reported partial remains may have correlated to the remains of Lieutenant Lane, who was not confirmed to have ejected from his aircraft but could have done so. In April 1992, a U.S. team interviewed additional witnesses and recovered personal artifacts from both grave sites that did not correlate to the two airmen.

South Vietnam **Kenneth L. Plumadore**
(0839)

On September 21, 1967, Lance Corporal Plumadore, a member of the 4th Marine Division, was wounded in action while engaging People's Army of Vietnam forces during Operation Kingfisher in the area of Dong Ha, Quang Tri Province. He and fourteen other members of his unit were left behind in the withdrawal from the battle area. When friendly forces retook the area they located fourteen dead Marines, two of bodies there were difficult to identity. Information later surfaced that one survivor was reported captured and was last seen being escorted North. Corporal Plumadore was declared dead/body not recovered in September 1967.

In April 1986, Vietnam returned remains of someone captured in the same engagement as the one during in which Corporal Plumadore became unaccounted-for. Information provided with the remains was that the remains belonged to an American serviceman captured at Con Thien who had died on September 27, 1967 at Vinh Linh, North Vietnam. Corporal Plumadore's records could not be used in remains identification because they were lost in an aircraft crash on October 2, 1967.

Subsequent to the return of the remains, U.S. intelligence located archival intelligence information, usually highly reliable, that indicated for the first time that someone, probably Plumadore, had been captured and taken North to Vinh Linh. He was last known alive on September 23rd in the area of Con Thien. He was the only individual who remained missing in the Con Thien area.

South Vietnam **Paul L. Fitzgerald, Jr.**
Olin Hargrove
(0867)

On October 17, 1967, Specialist Fitzgerald and Private First Class Hargrove were with their unit on a search and destroy mission in Binh Long Province. Their unit engaged a hostile force and suffered heavy losses. The two soldiers were last seen alive midway between U.S. forces and advancing Viet Cong. PFC Hargrove was reported wounded at that time.

In February 1972, a former Viet Cong reported observing one American captive in 1967 in the area where the two soldiers were lost. This report was thought to possibly correlate to one of the two missing soldiers. In December 1984, U.S. intelligence received reports about the recovery of U.S. remains from the general area where the two had last been seen.

Both soldiers were initially declared missing. Each was eventually declared dead/body not recovered in March 1978. Neither individual was reported alive in the Vietnamese prison system.

North Vietnam

James S. Morgan
(0903)
Kelly F. Cook
James A. Crew
(0904)

On November 10, 1967, Major Morgan and First Lieutenant Charles J. Honeycutt were the lead aircraft in a flight of two F-4 striking a target in Quang Binh Province. A forward air controller lost radio and radar contact with them at the point of their bomb release. Contact was also lost with the other F-4 crew, Lieutenant Colonel Cook and First Lieutenant Crew. On November 10, 1967, Radio Hanoi reported two F-4s were shot down on that date in Quang Binh Province.

All four airmen were initially reported missing in action. Returning U.S. POWs were unable to provide any sightings of any of them alive. However, one returning POW reported hearing a Radio Hanoi broadcast naming Lieutenant Honeycutt as one of the U.S. POWs held alive in captivity by North Vietnam. After the end of hostilities, the four pilots were declared dead/body not recovered based on a presumptive finding of death.

In May 1987, U.S. intelligence received information concerning the recovery of identification media and remains associated with Lieutenant Honeycutt. In December 1988, JCRC staff interviewed witnesses in Vietnam concerning Case 0903. They were taken to the alleged crash site and shown two purported graves which were excavated in April 1990. No remains were found.

U.S. investigators in Vietnam during March 1991 visited Le Ninh District and received information regarding the shoot down of Major

Morgan's aircraft. Vietnam turned over the identity card of Lieutenant Honeycutt together with his remains.

Based on intensive investigation in Vietnam, information in Vietnamese archival records and witness statements, it appears that one crewman in each aircraft died in the shoot downs. Available information also indicates the likelihood that Major Morgan and Lieutenant Crew both perished in their aircraft, but both Lieutenant Honeycutt and Lieutenant Colonel Cook parachuted alive from their aircraft and reached the ground seriously wounded. Both were later reported to have died.

North Vietnam — Herbert O. Brennan
Douglas C. Condit
(0928)

On November 26, 1967, Colonel Brennan and First Lieutenant Condit were the crew in one of two F-4C jet aircraft on a strike mission over North Vietnam. During their first pass over the target, their aircraft exploded causing the wreckage to land in the area of their target. There was no hostile fire noted at the time of their crash. There were no chutes or voice contact with the crewmen.

Search and rescue aircraft arrived and drew hostile fire from the crash site area. In addition, it appeared their signaling devices had been captured and were being used in an attempt to lure SAR aircraft into a trap.

Both crewmen were initially declared missing. During Operation Homecoming, neither was accounted-for as alive. Moreover, returning U.S. POWs were unable to confirm that Brennan and Condit were alive in captivity. Both were later declared dead/body not recovered.

U.S. investigators in Vietnam during November 1988 interviewed witnesses in Bo Trach District, Quang Binh Province. The team also located a crash site within 500 meters of Colonel Brennan's loss location and confirmed the wreckage as that of an F-4. The team was unable to locate any information regarding the crew. The team did learn that the aircraft was shot down while attacking a People's Army of Vietnam anti-aircraft unit that was providing security for an engineer road building unit. One witness stated Vietnamese officials had already recovered seven skeletal remains associated with U.S. aircraft lost in the area.

South Vietnam — Michael Millner
(0930)

On November 29, 1967, Staff Sergeant Millner, a member of Detachment B-34, 5th Special Forces Group, was with a provincial reconnaissance unit when it was attacked by a Viet Cong company approximately 35 kilometers north of Loc Ninh, Phuoc Long Province. A member of his unit, Sergeant Paul Posse, later stated he saw Sergeant Millner being captured. When last seen he was not wounded. U.S. intelligence received a report in October 1974 concerning the sighting of a captured American circa October 1967 in the area Sergeant Millner was last seen, but it could not be correlated specifically to him.

Sergeant Millner was initially declared missing. In July 1974 he was declared dead/body not recovered. Returning U.S. POWs had no information about him.

Cambodia

Robert H. Grzyb
(0937)

In the late morning of December 11, 1967, a U.S. Army private assigned at Pleiku City, South Vietnam, reported to his unit that he, Mr. Grzyb, and two Koreans had been ambushed by the Viet Cong on the afternoon of December 10, 1967. Mr. Grzyb was reportedly wounded in the arm, and one of the Koreans was killed, when they were ambushed north of Pleiku City where they had gone to buy pigs.

A subsequent investigation revealed a Vietnamese police officer, a neighbor, and Mr. Grzyb departed Pleiku at noon on December 10th in a Vietnamese police jeep. It was located by an aircraft spotter late that afternoon at the village of Plei Pok 25 kilometers north of Pleiku. The damaged jeep was recovered, and its FM radio and battery had been removed. The body of the dead policeman was found there with a bullet wound in the head which had apparently been fired at close range. Plei Pok villagers said Mr. Grzyb and the policeman were ambushed by Viet Cong just outside their village after buying five small pigs for 500 Vietnamese dong, equivalent to approximately $4.00. The policeman was killed, and Mr. Grzyb was apparently abducted.

Further police investigation determined Mr. Grzyb, a former U.S. Army serviceman and unemployed U.S. civilian in Vietnam without proper identification at the time, had been arrested in Pleiku on September 30th by the Vietnamese National Police following the discharge of a pistol which blinded a young Vietnamese boy. Mr. Grzyb was attempting to sell the pistol to another serviceman at the time of the incident. A search of his residence led to the recovery of a .45 caliber sub-machine gun. Also during that time, he was wanted for the illegal sale of 384 cases of stolen U.S. Government C-rations. Mr. Grzyb was jailed and fined and was released from jail on November 11, 1967, at which time he told U.S. authorities he wanted to apply for Vietnamese citizenship. The

American private who claimed he was with Mr. Grzyb was on an unauthorized absence from Pleiku at the time of the incident, having been confined to the city after his release from a U.S. military jail in November 1967. When captured, Mr. Grzyb never mentioned any Koreans with him. He said he was in the U.S. Army, wounded in the side when captured, and had been due to rotate from Vietnam the day after his capture.

Mr. Grzyb was first listed by Department of State and DIA in 1970 as unaccounted-for after receiving his file from JPRC. He was listed as a POW at the time of Operation Homecoming and, in January 1973, was listed by the PRG as having died in captivity.

Seven returning U.S. POWs described Mr. Grzyb's incarceration with them at a People's Army of Vietnam B-3 Theater of Operations prison along the Vietnam/Cambodia border where he died one evening late in 1968 while suffering from malaria and malnutrition. Wartime reports related his name as "Gzip" or "Gzeb." One wartime report from a Vietnam People's Army Captain described Mr. Grzyb's presence at the prison while suffering from malaria. Two other reported sightings of Americans in captivity were placed in Mr. Grzyb's file but, apparently, did not pertain to him.

North Vietnam

Roger B. Innes
Leonard M. Lee
(0952)

On December 27, 1967, Lieutenant Commander Lee and Lieutenant JG Innes were crewmen of an F-4B on a strike mission over Nghe An Province. Their aircraft was seen on radar as it started its bomb run on target, but other flight members were unable to actually observe the aircraft during its bomb run. The aircraft disappeared and could not be located during a subsequent search. There were no chutes and no beepers.

In May 1972, a People's Army of Vietnam soldier described the downing of two U.S. aircraft in Quynh Luu District, Nghe An Province. He heard that one airman was killed and one was captured. The captured pilot was last seen being escorted north on Highway 1. This report was believed to be a possible correlation to this aircrew because it was the only loss in the area at that time.

* *

Both crewmen were initially declared missing and, in April 1977, were declared dead/body not recovered. Neither airman was reported alive in the Vietnamese prison system by returning U.S. POWs.

South Vietnam

Richard W. Fischer

(0977)

On January 8, 1968, Lance Corporal Fisher was with an ambush team in Dien Ban District, south of Da Nang City, Quang Nam Province. He left his ambush site with a one-legged girl and was never seen again. A search and rescue party attempting to locate him was fired upon. A later search failed to locate any trace of him but an older local resident did say that an American had been taken prisoner. The non-commissioned officer in charge of the ambush was recommended for court-martial for permitting a member of the team to leave the site. In 1970, a former Vietnam People's Army Lieutenant Colonel provided information, possibly hearsay, that Corporal Fisher had been killed and buried.

Corporal Fisher was initially declared missing. In December 1978, he was declared dead/body not recovered. Returning U.S. POWs were unable to provide any information about him being alive in the Vietnamese prison system.

South Vietnam William D. Johnson
(0997)

On August 19, 1968, Private First Class Johnson was a rifleman from the 4th Infantry Division on a search and destroy mission with his unit in the mountainous central highlands area of Sa Thay District, Kontum Province. His unit encountered hostile forces and six men were declared missing; four were last seen at the initial point of contact, one of whom was PFC Johnson. PFC Johnson was reported alive after the hostile fire had stopped.

The partially decomposing bodies of five of the six missing soldiers were later located. Their remains showed major destructive injuries associated with fragmentation munitions. PFC Johnson was not located with the others.

Returning U.S. POWs had no information on his eventual fate. In March 1979, he was declared killed in action/body not recovered based on a presumptive finding of death.

In 1974, DIA received a report of a possible collaborator seen in coastal Quang Ngai Province. The American was reportedly captured from a truck convoy, and two others with him had escaped. While not correlated to PFC Johnson, a copy of the report was placed in his file for unknown reasons.

North Vietnam Michael Dunn
Norman E. Eidsmoe
(1004)

On January 26, 1968, First Lieutenant Dunn and Lieutenant Commander Eidsmoe were on a solo mission against Vinh Airfield. Their aircraft disappeared from radar contact approximately ten kilometers north of Vinh City, and both airmen were declared missing.

In April 1972, a former People's Army of Vietnam soldier reported observing an American POW in Nghe An Province in January 1968. The report was placed in the case files of those involved in the incident as only a possible correlation to Commander Eidsmoe. Several returning U.S. POWs reported hearing a name similar to his while in Son Tay Prison in November 1968, but it was never confirmed that he was alive.

Lieutenant Dunn was declared dead/body not recovered in November 1973. Commander Eidsmoe was declared dead in January 1978.

South Vietnam Henry F. Blood
(1017)

Blood was a missionary with the Christian Missionary Alliance (CMA) in the South Vietnamese mountain town of Banmethuot. On February 1, 1968, the CMA compound was overrun by Vietnamese communist forces during the opening phase of the 1968 Tet Offensive. Another American civilian who was also captured and returned during Operation Homecoming, Michael D. Benge, described being held with Blood until July 1968 when Blood became ill, died and was buried near their prison camp in the Central Highlands.

At Operation Homecoming Blood's name appeared on the Provisional Revolutionary Government died in captivity list. The date of death was recorded as October 17, 1972.

Blood's burial site location was investigated in December 1990 by a U.S. field team. During that investigation, the Joint Casualty Resolution Center learned that Blood's grave had been opened in 1987. The remains recovered by Dac Lac Province security officials, which were reportedly Blood's remains, were given to U.S. officials in February 1988. U.S. records confirm there was a repatriation in April 1988, but the remains have not yet been identified.

South Vietnam Elizabeth "Betty" A. Olsen
(1018)

Ms. Olsen was captured on February 1, 1968 at the Christian Missionary Alliance compound in Banmethuot City, South Vietnam. A returning POW, Michael Benge, reported Olsen was brought to his

prison camp after capture. They were being taken on foot toward Cambodia when Olsen died. Benge buried her near the Cambodian border.

Olsen appeared at Operation Homecoming on the Provisional Revolution Government's died in captivity list; the date of death was September 26, 1968.

In December 1990, the Joint Casualty Resolution Center interviewed witnesses in Vietnam who described her burial near commo-liaison station T8 in Quang Duc Province, South Vietnam. Her remains have not yet been located.

South Vietnam

Joseph S. Zawtocki
Dennis W. Hammond
(1042)

On February 8, 1968, Corporals Zawtocki and Hammond were captured in South Vietnam during the 1968 Tet Offensive. They were initially held with other U.S. POWs who were present when Zawtocki and Hammond died in captivity. Hammond's name appeared on the Provisional Revolutionary Government's died in captivity list, and his date of death was recorded as March 7, 1970. Both were later declared dead/body not recovered.

In August 1985, the remains of American POWs who died in captivity in South Vietnam in Quang Nam Province, the same prison camp where Hammond and Zawtocki were held, were repatriated by Vietnam. Zawtocki's remains were identified. The remains attributed to Corporal Hammond were determined to be the remains of a Southeast Asian Mongoloid. Based on all available information, the remains of those who died in this jungle prison had been recovered by Vietnamese officials during the 1970s.

South Vietnam

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

On February 12, 1968, Gunn, Groth, Brown and Roe were members of a UH-1H on a night medical evacuation flight. Their aircraft disappeared in Darlac Province. A search and rescue effort failed to locate them. The four crewmen were initially declared missing.

In July 1971, a Vietnam People's Army defector identified a photograph of First Lieutenant Brown as an individual he had seen at a POW camp near Vinh City in August 1970. U.S. POW returnees

were never able to confirm that Lieutenant Brown and the other crewmen.

In July 1974, the wreckage of the UH-1H was located by a woodsman, but there was no trace of the crewmen. All four crewmen were declared dead/body not recovered on different dates between October 1973 and September 1978.

South Vietnam Robert W. Hunt
(1065)

On February 28, 1968, Corporal Hunt was a member of an M-41 tank crew in combat with hostile forces in Hoc Mon, a suburb of Saigon. He was last seen standing on the tank when it took a direct hit from two rocket propelled grenades. The next day friendly forces recovered the bodies of two tank crewmen, but there was no sign of Corporal Hunt. He was declared missing.

In January 1973, the Provisional Revolution Government reported the death of PFC James J. Scuiter while in captivity. However, PFC Scuiter's remains were located and recovered from the scene of the combat where Corporal Hunt was declared missing. It was believed that the PRG had misidentified the remains.

Corporal Hunt was declared dead/body not recovered in September 1978. He was not identified alive in the Vietnamese prison system.

In 1975 U.S. interviewers located a former soldier from the People's Army 84th Regiment, 9th Infantry Division. He described himself as the individual who had fired the rocket propelled grenades which disabled the M-41 tank and stated that an African-American had been captured on that date.

Since 1985, U.S. intelligence has received several reports about an African-American killed in action and buried in the Hoc Mon area. While not identified as Corporal Hull, these reports are similar to the location and circumstances pertaining to his loss.

South Vietnam James E. Hamm
(1086)

On March 14, 1968, First Lieutenant Hamm and Major Gary L. Tresmer were flying an F-4D, one in a flight of two aircraft on a close air support mission over Thua Thien Province. Their aircraft was hit by hostile fire on the fourth pass over the target. Both crewmen ejected and good chutes were seen. Search and rescue forces established radio contact with the crewmen, but rescue attempts were hampered by a large hostile force in the area. Lieutenant

Hamm radioed that he thought he had a broken leg, but radio contact was eventually lost with him. Major Tresmer was subsequently rescued alive.

In June 1971, a U.S. Army unit located the back seat from the F-4D. It was confirmed to be from Lieutenant Hamm's aircraft because it was a seat installed in his F-4 after the aircraft was obtained from Iran and issued to the 366th Tactical Fighter Wing.

Lieutenant Hamm was initially declared missing in action. On February 2, 1974 he was declared dead/body not recovered based on a presumptive finding of death. Returning U.S. POWs were unable to provide information on his eventual fate.

During April and May 1992, U.S. investigators in Vietnam interviewed witnesses concerning this incident. One witness, a woman from a unit on the scene, described having approached a wounded pilot who pointed his pistol at her. She shot and killed the pilot. She turned over the pilot's wrist watch, pistol and other material to members of a nearby unit of the Vietnam People's Army who then retrieved the pilot's body and buried it.

South Vietnam — **James M. Ray**
(1093)

Private First Class Ray was captured in South Vietnam on March 18, 1968. He is reliably reported to have died in captivity in 1969. In January 1973, the Provisional Revolutionary Government reported that he died in captivity on November 6, 1969. After Operation Homecoming, he was declared dead/body not recovered based on information from returning U.S. POWs.

South Vietnam — **Walter A. Cichon**
(1112)

Specialist Cichon was a member of the 4th Infantry Division which encountered People's Army of Vietnam forces in Kontum Province on March 30, 1968. He was hit in the head while moving up a hill. A member of his unit found him, and he had a gash above the ear and a hole in the back of his head. He was not moving and had turned white. Believing that he was dead, his unit pulled back, and he was left behind. He was declared missing in action.

In April 1968, the U.S. Army's 525th Military Intelligence Group forwarded information from two former North Vietnamese Army soldiers who reported that their 320th Regiment had captured an American soldier in Kontum Province in March 1968. The soldier had a head wound and was taken to facility T-3 in the tri-border area

of Laos, Vietnam and Cambodia. Facility T-3 was known by U.S. intelligence to be a commo-liaison way station. This report was believed to possibly correlate to Cichon.

U.S. intelligence later obtained a document which described the capture of an American on March 30, 1968 in the Chu Tang area by elements of unit K-7. The American was taken to a surgical station of Group 21, a designator of the 1st Division to which the 66th and 320th Regiments belonged. Unit K-7 has been associated with the 7th Battalion, 66th Regiment. This report was believed to possibly correlate to the capture of Cichon.

In January 1972, DIA changed its internal casualty status for Cichon and listed him as a POW, although the U.S. Army continued to list him as missing in action. During Operation Homecoming, returning U.S. POWs were unable to confirm his precise fate. In October 1974, he was declared dead/body not recovered based on a presumptive finding of death.

In December 1990, U.S. investigators visited Sa Thay District, Gia Lai-Kon Tum Province as part of a joint U.S./Vietnamese investigation team. They interviewed witnesses in the area where Cichon was last seen who had served with People's Army of Vietnam forces during the war years. Medical personnel who served in the area described an American brought to the 66th Regiment treatment station in 1968. The information appeared to correlate to Cichon. Medical personnel from Hospital V84 also described an American with a head wound whom arrived at the B3 Theater Headquarters treatment station and who seemed to resemble Cichon. These witnesses also described a half dozen American POWs brought into their hospital. They were, however, unable to describe the precise fate of each American and could not provide the names of the six or seven Americans taken to this hospital.

South Vietnam John W. Held
(1131)

On April 17, 1968, Captain Held was the pilot of an A-37A scrambled from Bien Hoa Air Base for a mission in Phuoc Long Province. His aircraft was hit by hostile ground fire, and Captain Held ejected and landed approximately 300 meters north of the aircraft's crash site. Rescue forces landed and located his parachute in trees, but no one was in the parachute. There were foot prints beneath the parachute and four trails leading from the area. The search team fanned out and searched the area but could not locate any sign of Captain Held. Aircraft hovered over the area for five hours but were unsuccessful in locating him. Later, a voice that sounded Vietnamese broadcast from his radio, and these transmissions continued until April 19th, but it was never followed by the proper authentication signal. Captain Held was initially declared missing

in action.

In January 1975, U.S. intelligence received a report of a wartime sighting of three Americans and one Korean being moved north along the Ho Chi Minh Trail. This report was filed in Captain Held's file although the description of the three Americans did not appear to correlate to Captain Held.

After the end of hostilities, Captain Held was declared dead/body not recovered based on a presumptive finding of death. Returning U.S. POWs had no information on his precise fate.

In March 1992, U.S. investigators in Vietnam traveled to Bu Dang District, Song Be Province and interviewed three witnesses who described locating a dead pilot in the area where Captain Held landed. They also located an apparent crash site, however, the witnesses provided different accounts of the recovery of the body, and the investigators were unable to rule out the possibility that one of more of the tribesmen had been involved in the pilot's death. The team was unable to locate any human remains.

South Vietnam Walter R. Schmidt, Jr.
(1205)

On January 9, 1968, Lieutenant Schmidt's A-4E aircraft was shot down by hostile ground fire over the A Shau Valley in Thua Thien Province, South Vietnam. He ejected and landed safely and established voice contact with search and rescue forces to whom he reported that he had a hurt hand and a possible broken leg. SAR forces observed him on the ground and established that enemy forces were within 20 meters of his location.

Lieutenant Schmidt was carried as a POW at the time of operation Homecoming and was declared dead/body not recovered after the end of hostilities. Returning U.S. POWs were unable to provide any information on his fate.

Joint Casualty Resolution Center investigations in the A Shau Valley during August 1989 failed to locate any witnesses who could provide information on the crash site or the reported capture of Lieutenant Schmidt. They were also unable to locate any evidence about his aircraft or his grave site.

South Vietnam

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

On August 1, 1968, Warrant Officer Fernan, First Lieutenant Russell, Specialist Fourth Class Fowler and Specialist Fifth Class Hastings disappeared while on board a UH-1C helicopter during a flight through bad weather in Song Be Province. A search for them was unsuccessful.

On August 6, 1971 local woodcutters discovered the helicopter wreckage. Partial remains belonging to Warrant Officer Fernan were recovered, but none were recovered of the other three crewmen. The possibility that the other three crewmen might have survived arose due to the condition of the wreckage.

The four crewmen were initially declared missing and, after the end of hostilities, were declared dead/body not recovered. They were not reported alive in the Vietnamese prison system.

In June 1989, U.S. field investigators in Vietnam located six individuals who witnessed an American being captured after he was injured in an aircraft crash in 1968. The American was taken first to Bu Dang District Headquarters and then to the Phuoc Long Province POW camp. As a result of malaria, the prisoner was taken to Hospital 370 where he died one week later and was buried nearby. This report is viewed as possibly correlating to the fate of one of the aircraft's survivors. Additionally, a doctor recently interviewed in Vietnam identified the photograph of Lieutenant Russell as the patient brought to his hospital from a nearby POW camp. He stated that the American died at the hospital and was buried nearby. No reports correlated to other survivors.

South Vietnam

Humberto Acosta-Rosario
(1258)

On August 22, 1968, Private First Class Acosta-Rosario's element of the 25th Infantry Division was attacked by hostile forces in the Ben Cui Rubber Plantation east of Tay Ninh City, Tay Ninh Province. After his unit withdrew, PFC Acosta-Rosario was determined to be missing, and he was declared so. When his unit reoccupied the abandoned position, they could not find any trace of him. Some freshly dug graves were located and bodies were exhumed, but it was determined that they were probably members of the People's Army unit which encountered PFC Acosta-Rosario's unit.

PFC Acosta-Rosario was last seen with his M-60 machine gun as his unit was receiving enemy 60mm mortar fire. His platoon sergeant

stated that he believed PFC Acosta-Rosario had been hit by enemy fire prior to the unit's withdrawal.

Subsequent to the engagement, friendly forces captured documents from the Vietnam People's Army 7th Infantry Division dated August 23, 1968. The documents reported the capture of two Americans on August 22nd. Although the names of the two were not provided, the specificity of the date and area of capture permitted a tentative correlation to the capture of PFC Acosta-Rosario and PFC Walter Ferguson (Case 1260).

After Operation Homecoming, there was an effort to locate any information about PFC Acosta-Rosario's fate. In 1974 there was information that an American had been captured alive in the Ben Cui Rubber Plantation, but it could not be correlated to him. Information was received in the late 1980s which mentioned the recovery of remains of a deceased American, but this also could not be correlated to Acosta-Rosario.

Returning U.S. POWs were unable to provide any information on Acosta-Rosario's eventual fate. In March 1978, Acosta-Rosario was declared dead/body not recovered based on a presumptive finding of death.

South Vietnam

Walter Ferguson
(1260)

On August 23, 1968, Private First Class Ferguson, a member of the 25th Infantry Division, was captured east of the town of Loc Ninh, Binh Long Province. Returning U.S. POWs captured in South Vietnam were held with him in Tay Ninh Province. In June 1970, PFC Ferguson appeared to have been mentally affected by months in captivity. For example, he would frequently jump on guards, put voodoo hexes on them and would then be beaten by the guards.

In approximately June 1970, the U.S. POWs held in Tay Ninh Province were moved across the border into Cambodia. During this move, PFC Ferguson asked to go to the toilet, and he was taken away. Another U.S. POW heard a guard call Ferguson's Vietnamese name several times, and then there was a shot followed by a moan. One returnee was told by the prison commander than Ferguson had been shot and killed during an escape attempt.

In January 1973, the Provisional Revolutionary Government identified PFC Ferguson as having died in captivity in May 1970. His remains have not yet been recovered. In May 1973, he was declared dead/body not recovered based on a presumptive finding of death.

South Vietnam **Dallas R. Pridemore**
(1274)

On September 8, 1966, Staff Sergeant Pridemore was visiting a local Vietnamese family in the suburbs of Saigon in Thu Duc District, Gia Dinh Province. He was abducted during the visit. Wartime reports indicated he was last seen alive in Svay Rieng Province, Cambodia in January 1969, and he was believed already dead when a skull, said to be his, was found in April 1969. Another report was received of the sighting of an individual resembling Sergeant Pridemore in Memot, Cambodia in April 1974.

Sergeant Pridemore was listed as a POW at the end of Operation Homecoming. He was later declared dead/body not recovered.

U.S. investigators in Vietnam in June and October 1989 interviewed witnesses who stated that Sergeant Pridemore had been captured alive. They said he was initially imprisoned in Binh Duong Province and was later transferred to the custody of the Liberation Army Headquarters. Other witnesses stated Sergeant Pridemore was being detained at a rustic prison in Cambodia when he was allegedly killed in a U.S. bombing. Further investigation conducted in April 1992 resulted in interviews with the former commander of the 1st Special Action Group, Sub-Region 4, who stated that Sergeant Pridemore's Vietnamese girlfriend was a local agent who compromised him and arranged for his capture.

In February and March 1992, U.S. investigators received additional information that Pridemore was sent to Binh Duong Province after capture. From there, he was taken toward the B-3 Front Theater Headquarters. He may have been taken into Cambodia in 1969.

South Vietnam **Dickie F. Finley**
(1308)

On October 21, 1968, Private First Class Finley and four other unit members were conducting a reconnaissance patrol approximately 45 kilometers northwest of Banmethuot, Darlac Province. They encountered a hostile force and evaded to a helicopter pickup point. The helicopter which arrived to pick up the unit had to take off due to heavy enemy fire, and PFC Finley could not be extracted. A search effort on October 23rd proved negative.

PFC Finley was initially declared missing. In November 1976, he was declared dead/body not recovered. Returning U.S. POWs were unable to provide any information about his presence in the Vietnamese prison system nor his fate.

South Vietnam

Jack D. Erskine
(1321)

On November 13, 1968, Mr. Erskine, a civilian engineer engaged in a road survey, was driving along the coastal highway south of Phan Rang in the Binh Thuan/Ninh Thuan border area when he was stopped at a Vietnamese communist ambush. Documents recovered in February 1970 were artist renderings of Mr. Erskine in captivity. In January 1975, a South Vietnamese Army Regional Force battalion found his identity card in an abandoned house.

Mr. Erskine was initially reported missing and was carried in captivity at Operation Homecoming. Returning U.S. POWs were unable to provide any details regarding his fate.

Recent Joint Task Force Full Accounting interviews of witnesses in Vietnam has produced statements from former Vietnamese communist officials attesting to the capture of Mr. Erskine. He was reportedly killed by a prisoner escort officer while being taken to the Military Region Headquarters. The escort officer was reportedly killed in action during the war. Neither Mr. Erskine's remains nor his burial site has been located.

North Vietnam

Bradley G. Cuthbert
Mark J. Ruhling
(1327)

On November 23, 1968, Captains Cuthbert and Ruhling were in an RF-4C on a reconnaissance mission of a surface-to-air missile site in North Vietnam. While over Bo Trach District, Quang Binh Province, Captain Cuthbert's wingman observed their aircraft hit, break apart and burst into flames. No chutes were observed.

Two to three minutes later, Captain Ruhling was safely on the ground and in contact with his wingman. He was later captured alive by North Vietnamese ground forces. During his debriefing he reported seeing Captain Cuthbert alive in his chute with his hands up in the risers. Captain Cuthbert was not seen alive in the northern Vietnamese prison system. On November 23, 1968 North Vietnam reported the shoot down of an RF-4C and the death of one of the aircraft's crewmen.

In August 1989, Joint Casualty Resolution Center personnel interviewed witnesses in Quang Binh Province concerning this case. They recovered the dog-tag of Captain Cuthbert from local villagers. They also received hearsay information that after landing safely on the ground, Captain Cuthbert was beaten to death by local wood cutters. JCRC was taken to the purported grave site which appeared to relate to an entirely separate air loss incident.

Captain Cuthbert was initially declared missing in action. In May 1975, he was declared dead/body not recovered. His remains have not yet been repatriated.

North Vietnam

San D. Francisco
Joseph C. Morrison
(1329)

On November 25, 1968, Major Morrison and First Lieutenant Francisco were the crewmen in an F-4D on an reconnaissance escort mission over Quang Binh Province, North Vietnam. Their aircraft was hit by hostile fire while over the target. The crash site location was not observed, but there was a beeper. Search and rescue personnel zeroing in on the beeper were driven off by small arms fire. SAR personnel continued with a good beeper and voice communications with Major Morrison until contact was lost on the 26th. SAR forces reported two badly garbled communications which appeared to come from Lieutenant Francisco.

On November 26, 1968 the Vietnam People's Army published news which referenced the shoot down of U.S. aircraft and the capture of two U.S. pilots, although it did not specifically mention of either crewman by name.

Both crewmen were initially reported as missing in action. Lieutenant Francisco was declared dead/body not recovered in June 1978. Returning U.S. POWs did not report either one being alive in the northern Vietnamese prison system.

A Joint Casualty Resolution Center investigation in Quang Binh Province on August 9, 1989 located the crash site of their aircraft. They also received hearsay information that one or two crewmen were buried in the area.

In July and August 1991, JCRC was provided documents from Bo Trach District, Quang Binh Province which identified both crewmen as casualties. There was also an indication that U.S. wartime remains had already been recovered from the area. The JCRC also visited the museum of the 280th Air Defense Regiment which contained wartime memorabilia. This included Major Morrison's U.S. Air Force issued revolver and a data plate from their aircraft which credited the 105th Air Defense Battalion, 280th Regiment, with the shoot down.

South Vietnam

Tanos E. Kalil
(1375)

On February 8, 1969, Mr. Kalil and two other civilian technical

representatives, James A. Newington and John J. Fritz, all under contract to the U.S. Army's 34th General Support Group, were traveling in a convoy in the area of the town of Long Thanh in Dong Nai Province. Their convoy was ambushed by Vietnamese communist forces, and the three were captured.

Mr. Kalil was listed as a prisoner at the time of Operation Homecoming. The Provisional Revolutionary Government reported he had died in captivity on June 13, 1969. His remains have not yet been repatriated.

Mr. Newington and Mr. Fritz returned alive from captivity. They reported that Mr. Kalil was extremely ill and incoherent in June 1969 as a result of a kidney problem. On June 10, he was given four injections by camp staff; it appeared that he died after those injections. He was removed from the prison. Guards later returned and removed all Mr. Kalil's belongings. They said he was merely being taken to a hospital and was not dead.

North Vietnam John M. Brucher
(1388)

Captain Brucher was the pilot of an F-105, one in a flight of two aircraft under the control of a forward air controller in Laos and in the area of the Ban Karai Pass. Captain Brucher's aircraft rolled in on the target and released his ordnance. On pull out from the attack, two fireballs came from the rear of his aircraft. His bombs hit the target area, exploded, and approximately two seconds later his own aircraft impacted in the ground and exploded.

Fifteen seconds later a forward air controller observed a good parachute, heard a good beeper, and established radio contact with Captain Brucher who had a dislocated shoulder and was suspended in a tree unable to free himself. His location was plotted to be in Bo Trach District, Quang Binh Province.

Hostile ground fire and darkness suspended the search and rescue effort until the next day, February 19th. His parachute was located, but it appeared slack, and no radio contact was made.

Captain Brucher was declared missing in action. On February 19th, a Vietnam People's Army unit reported this incident which occurred in the area of Commo-Liaison Station T-6, Route 20, and Binh Tram 14, Group 559 to Military Region 4. In 1972, Secretary of Defense Laird referenced Captain Brucher's case as one of 14 cases which the U.S. called on the Democratic Republic of Vietnam to account for because it was known he had been captured. In fact, there was no hard evidence confirming him alive in captivity.

Returning U.S. POWs were unable to account for Captain Brucher. In

January 1974, he was declared killed in action/body not recovered based on a presumptive finding of death.

In August 1989, a joint team of U.S. and Vietnamese investigators visited the area of Captain Brucher's loss but were neither able to locate his crash site nor witnesses to his incident of loss. During a January 1991 visit, a joint team was told that Vietnamese officials had recovered seven sets of U.S. remains from the Ban Karai Pass area during the 1970s.

South Vietnam John T. McDonnell
(1402)

On March 6, 1969, Captain McDonnell was the pilot of an AH-1G Cobra helicopter hit and downed by hostile fire in Thua Thien Province. His crew member, a First Lieutenant, was rescued alive on March 7 but was unable to provide any information on the fate of Captain McDonnell. A search mission was also unsuccessful.

Captain McDonnell was declared missing and, in February 1977, was declared dead/body not recovered. Returning U.S. POWs were unable to shed any light on his fate.

U.S. investigators in Vietnam during January 1991 interviewed witnesses who described the capture of an American pilot in the area where Captain McDonnell disappeared. They reported he had a broken and bleeding arm when taken prisoner and brought to a People's Army of Vietnam regimental headquarters which received instructions to transport him to the Tri Thien Hue Military Region Headquarters. He died en route, was buried, and the U.S. field team was shown his purported burial site. The site was excavated but no remains were located.

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

On April 14, 1969, Specialist Fourth Class Dahill, Staff Sergeant Newton and Sergeant Prevedel, Special Force personnel from Detachment B-52, 5th Special Forces Group, were on a reconnaissance mission in Quang Nam Province. They made contact with hostile forces on April 16th. On April 17th, Dahill radioed his location at noon and reported that they were under attack and requested air extraction. There was no further contact with the team. A search of the area between April 18 and 25 failed to turn up any sign of the three missing servicemen, and they were declared missing in action. Later, a Viet Cong POW reported sighting two American POWs in Quang Nam Province in May 1969. This report was placed on the

files of those in this loss incident as possibly correlating to the survival of two of the patrol members.

The three missing Green Berets were not accounted for during Operation Homecoming. In September 1978 they were declared killed in action/body not recovered, based on a presumptive finding of death.

In March 1991, Vietnam returned one tooth, uniform parts and a small quantity of human remains that were purportedly associated with the three missing servicemen. A review board determined that the limited quantity of material could not conclude any correlation to the missing servicemen.

South Vietnam — Donald L. Sparks (1456)

On June 17, 1969, Private First Class Sparks, a member of the Americal Division, was with his platoon when it was ambushed in Central Vietnam. He fell to the ground wounded. Reports were received that he had been captured, and, in May 1970, a letter of his was located which had been written after capture. He was reclassified as a POW. A wartime report from a South Vietnamese soldier described the death of an American named "Don" held with him at a POW camp in 1971.

PFC Sparks was not accounted-for during Operation Homecoming, and other U.S. POWs were unable to confirm his fate. In November 1979, he was declared dead/body not recovered.

In April 1989, U.S. investigators interviewed witnesses in Vietnam who described the evacuation by elements of the 31st Regiment of an American POW. This information was correlated to PFC Sparks. In August 1990, a U.S. team received additional information from witnesses about the capture of an American by the Vietnam People's Army 31st Regiment, 2nd Division which was again correlated to PFC Sparks. In January 1992, a U.S. field team in Vietnam interviewed an individual that described an American POW with a leg wound in Quang Tin Province. This case is still under active investigation.

South Vietnam — Gary B. Scull (1572)

On March 12, 1970, Second Lieutenant Scull was an advisor serving with a South Vietnamese battalion at a bridge outpost in Quang Tri Province. Their position came under heavy attack, and the bunker in which he was located appeared to have partially collapsed. When the bunker was recaptured and dug out, there was no sign of

Lieutenant Scull.

Lieutenant Scull was not reported alive in the Vietnamese prison system. He was initially declared missing and, after the end of hostilities, was declared dead/body not recovered.

In December 1974, a former soldier of the Vietnam People's Army reported seeing an American POW in June 1971. The American had been captured by elements of the 52nd Regiment, 320th Division, in Quang Tri Province. He was being taken to the B-5 Front Headquarters. This report possibly correlates to Lieutenant Scull. An account of Vietnam People's Army operations published in North Vietnam after 1975 included a wartime photograph which appeared to be taken from the vantage point of the bunker where Lieutenant Scull was last seen.

A U.S. field team recently visited the area where Lieutenant Scull was last seen in his bunker. They excavated a shallow grave and recovered a small amount of human remains. They were unable to locate any witnesses to the engagement.

South Vietnam Eugene L. Wheeler
(1598)

On April 21, 1970, Major Wheeler and Captain Charles E. Hatch were the crewmen in an OV-10A on a reconnaissance mission over South Vietnam. Their aircraft was hit by hostile ant-aircraft fire and crashed in Quang Nam Province. Both airmen were able to exit their aircraft and landed alive on the ground. Captain Hatch was in contact by radio with search and rescue forces. The next morning, Captain Hatch reported that Vietnam People's Army forces were closing in on Major Wheeler's position. He then heard automatic weapons firing, the sound of pistol shots and then had no further contact with Major Wheeler.

Captain Hatch was rescued alive, and Major Wheeler was declared missing in action. He was not accounted for during Operation Homecoming and was later declared dead/body not recovered based on a presumptive finding of death.

In April 1991, U.S. investigators in Vietnam located a member of the militia unit which claimed it shot down the aircraft associated with this loss incident. The witness stated he heard that Vietnam People's Army forces had shot and killed the pilot who, at the time, was resisting capture. The team received hearsay information the pilot was buried nearby, but the information did not appear to be credible. U.S. investigators also received information on the location of the crash site and confirmed its location after receiving a data plate from the aircraft.

South Vietnam

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

On June 23, 1970, Sergeant First Class Joe P. Pederson, Private Robert P. Phillips and Specialist Fourth Class Rozo, members of the 595th Signal Company, departed the town of Lai Khe to drive to Phuoc Vinh. They never arrived at their intended destination and were declared missing. Information culled from enemy POWs during the war claimed that two individuals were captured alive during the ambush of their vehicle. Additional information was received that the two were initially taken to the Sub-Region 5 Headquarters and were then taken in the direction of Cambodia. Other information alleged they were in a prison from which they attempted to escape, resulting in one of them being killed and the other successfully escaping.

Rozo, Phillips and Pederson were all listed as POW at the end of Operation Homecoming. They were later declared dead/body not recovered. Returning U.S. POWs were unable to provide any information on their fate.

The Joint Casualty Resolution Center field investigators in Vietnam have located witnesses to the imprisonment of the three Americans. Two were in captivity when they reportedly attempted to escape from a jungle prison and were killed by mines around the prison.

South Vietnam

Bernard H. Plassmeyer
(1660)

On September 11, 1970, Plassmeyer was the pilot of an A-4E on a support mission near the A Shau Valley, Thua Thien Province. It appeared that his aircraft was downed by hostile groundfire and crashed in the target area. There was no evidence of a parachute, and no beeper signal was heard. A later search located the wreckage and from its condition determined that Plassmeyer's aircraft had disintegrated upon impact. That same day, a forward air controller saw a parachute and torso harness in some nearby trees. There appeared to be blood on the harness. Plassmeyer was initially declared missing in action.

Returning U.S. POWs had no information on his precise fate, and he was later declared dead/body not recovered based on a presumptive finding of death.

In March 1991, U.S. investigators in Vietnam located the crash site associated with this incident. They were unable to locate any witnesses to the shoot down and could not locate any remains. However, they did locate fragments of the aircraft's ejection seat

and a face piece which indicated the pilot did not eject from the aircraft prior to impact.

South Vietnam Douglas F. Strait
(1668)

On October 18, 1970, Specialist Fourth Class Strait and two others were in an OH-6A observation helicopter on a flight to Phuoc Vinh Province. Their helicopter was hit by hostile groundfire and crashed 28 kilometers northeast of Tan Uyen. The remains of two of the crewmen were later recovered as well as three crew helmets. One was badly burned, one was destroyed and one was undamaged. There were ground signs suggested the third crewman may have been captured.

Specialist Straight was initially declared missing. In November 1975, he was declared dead/body not recovered. He was not reported alive in the Vietnamese prison system.

In 1983, U.S. intelligence received information about the crash site of a U.S. aircraft and buried remains in the where area Specialist Strait was lost, but this report could not be correlated specifically to Specialist Strait.

South Vietnam Clive G. Jeffs
(1723)

On March 12, 1971, First Lieutenant Jeffs was the pilot of an F-100D, one of two aircraft on a combat mission over Darlac Province. His engine flamed out, and he was forced to eject. Other aircraft heard a good beeper but could not establish voice contact with Lieutenant Jeffs. A search and rescue effort for ten days did not locate any sign of him, and he was declared missing in action.

Returning U.S. POWs were unable to provide any information on Lieutenant Jeff's eventual fate. He was later declared killed in action/body not recovered based on a presumptive finding of death.

In August 1974, an F0199 crash site was located in Kron Bong District. From all available evidence, the pilot had ejected from the aircraft prior to its crash, and the site appeared to correlate to Lieutenant Jeff's crash site. There was no sign of any remains at the crash site.

In December 1990, U.S. investigators in Vietnam visited Kron Bong District. They interviewed witnesses who reported finding a parachute they believed had belonged to the pilot. The team was unable to obtain any information on the pilot's fate.

South Vietnam **David P. Soyland**
(1747)

On May 17, 1971, Warrant Officer Soyland was the aircraft commander of an UH-1H extracting a reconnaissance team from Quang Tri Province. The helicopter took hostile fire and began to turn over in the air as a rocket propelled grenade round severed the tail boom. A recovery team deployed in the area on May 18th located two crew members alive and recovered remains associated with the aircraft's pilot, Warrant Officer Pearce. The search and rescue forces did hear a loud beeper and saw a man in a white T-shirt running along a ridge line. They lost contact with him. The search continued through May 27th but was unable to locate Warrant Officer Soyland.

Enemy documents captured later that were dated May 1971 indicated a Vietnam People's Army unit had captured one American. The date and the circumstances did not permit a specific correlation to Warrant Officer Soyland.

Warrant Officer Soyland was declared missing in action. He was not reported in the Vietnamese prison system by returning U.S. POWs and, after hostilities ended, was declared dead/body not recovered.

South Vietnam **Danny D. Entrican**
(1748)

On May 8, 1971, First Lieutenant Entrican was the team leader of a long range reconnaissance team on a mission in Thua Thien Province. His team was attacked by hostile forces at which time team members became separated. Entrican was last seen attempting to evade and was apparently wounded. A search and rescue effort was unable to locate him.

Vietnam People's Army documents captured after Lieutenant Entrican was declared missing stated a unit based in Savannakhet Province, Laos had captured an American in May 1971. Due to several losses in this general area during the month of May, this report could not be specifically correlated to Lieutenant Entrican. In June 1973, a Vietnam People's Army soldier reported observing an American First Lieutenant captured in May 1971 at a radio station in South Vietnam. This report was placed in Lieutenant Entrican's file as a possible correlation to him.

Returning U.S. POWs were unable to provide information about Entrican being alive in the Vietnamese prison system. After the end of hostilities he was declared dead/body not recovered.

South Vietnam **Madison A. Strohlein**
(1756)

On June 22, 1971, Staff Sergeant Strohlein and three others were parachuted into Quang Nam Province. Sergeant Strohlein radioed after landing that he was injured and requested medical evacuation. Near noon on June 22nd, hostile forces attacked the team, and Sergeant Strohlein's radio went silent. A search and rescue effort in the area the following day found weapons and evidence of a firefight, but there was no sign of Sergeant Strohlein.

Sergeant Strohlein was initially declared missing and, in October 1974, was declared dead/body not recovered. Returning U.S. POWs were unable to provide any information about him.

In August 1990, a U.S. field team traveled to Hien District, the area Sergeant Strohlein was declared missing. They interviewed witnesses who described an engagement and provided the team with a bone fragment which was determined to be non-human. In July 1991, a further trip back to the area led to an interview with local residents who described a large engagement between a local guerilla unit and a joint U.S./Vietnamese unit. One American was said to have been shot and killed during the engagement. This particular engagement could not be correlated specifically to the loss incident of Sergeant Strohlein due to the absence of any large Vietnamese force with him.

South Vietnam **James F. Worth**
(1810)

On April 1, 1972, Corporal Worth was the naval member of a gunfire liaison team in Gio Linh District, Quang Tri Province. This incident coincided with the launching of the Spring 1972 offensive by the Vietnam People's Army.

Corporal Worth's team was hit by a heavy ground attack and was forced to withdraw. At that point, Corporal Worth was determined to be missing. On the afternoon of April 2nd, Corporal Worth came up on his radio with a message that he was on his way overland to Dong Ha. He never arrived.

Corporal Worth was initially declared missing and, in December 1976, was declared dead/body not recovered. He was never reported alive in the Vietnamese prison system.

North Vietnam **Thomas E. Dunlop**
(1816)

On April 6, 1972, Commander Dunlop was flying an A-7E, one in a flight of two aircraft. His wingman observed Dunlop's aircraft being hit by a surface-to-air missile and breaking apart, the wreckage landing in an area approximately 14 kilometers south of the coastal town of Dong Hoi, Quang Binh Province. There was no chute or beeper. His seat was found two days later.

In 1975, a member of the Vietnam People's Army reported that on April 6, 1972 he observed an American airman being captured after landing in Quang Binh Province. The location and the date closely correlated to Commander Dunlop's shoot down and was the only aircraft downed that day in Quang Binh Province.

Commander Dunlop was initially declared missing and, in April 1973, was declared dead/body not recovered. He was not reported alive in the northern Vietnamese prison system.

South Vietnam

Bruce C. Walker
Larry W. Potts
(1820)

On April 7, 1972, Lieutenant Walker took off in an OV-10 from Da Nang Air Base and flew north to Hue City and picked up Lieutenant Potts, a naval artillery observer, to coordinate naval gunfire on hostile ground targets in the area south of the Demilitarized Zone separating North and South Vietnam. A forward air controller in the target area received a radio report from Lieutenant Walker confirming that the OV-10 had been shot down. Search and rescue forces located two parachutes on the ground and established radio contact with both Lieutenants, but hostile ground fire drove off the SAR aircraft. Visual and radio contact was maintained with Lieutenant Walker, but all contact was lost with Lieutenant Potts.

Lieutenant Walker was able to use his signal mirror over the next several days to help SAR forces pinpoint his location as he directed air strikes against camouflaged enemy ground targets. Finally, on April 15th, a survival kit was dropped to him. The SAR forces worked with Lieutenant Walker to have him move toward the east, and, on April 18th, they determined his eastward movement was much quicker than anticipated. That morning Lieutenant Walker radioed that he had encountered hostile forces and, at 0718 hours, was receiving enemy fire. This was the last transmission from him.

An F-4 dropped ordnance around his position and this caused hostile ground forces to partially withdraw. When last seen, Lieutenant Walker was lying in a ditch within 50 yards of 20 enemy soldiers coming after him. Shortly after that, two U.S. officers reported that hostile forces came upon Lieutenant Walker's radio and that there was whistling, yelling, and laughing before the radio transmission was apparently turned off.

On April 7th, a Vietnamese unit reported from Quang Binh that two pilots had been captured the previous night. Others reports on April 7th mentioned one aircraft shot down, but there was no mentioned of the fate of the crew. Also on April 6th, Radio Hanoi broadcast a report about the downing of aircraft in Quang Binh and the Vinh Linh Special Zone, but there was no reference to the capture of any aircrews.

In April 1972, a People's Army of Vietnam soldier reported seeing an American POW approximately seven kilometers north of Lieutenant Walker's last known location. He was reportedly one of two crewmen from an OV-10 downed by a heat seeking surface-to-air missile on April 1, 1972. A second crewmen, an African-American, was killed trying to escape. Other reports of the sighting of an African-American who was wounded, captured alive, and died circa July 1972 in prison camp K-4 in Quang Binh Province were received.

A joint U.S./Vietnamese investigation was conducted in Gio Linh District, Quang Tri Province in July 1990. A reported grave site was excavated, but no remains were recovered. Witnesses stated the remains were exhumed several years after they were first buried. The team was unable to visit the area of the former K-4 prison camp in Quang Binh Province.

Lieutenants Walker and Potts were declared missing, and returning U.S. POWs were unable to provide information on their precise fate. By January 1980, both had been declared dead/body not recovered based on a presumptive finding of death.

South Vietnam — Larry K. Morrow
(1868)

On May 29, 1972, Specialist Fourth Class Morrow was the gunner/observer on an OH-6A helicopter conducting a visual reconnaissance in Kontum Province. Enemy ground fire hit his aircraft causing it to crash and burn. On June 29, 1972, South Vietnamese Army forces searched the crash site and recovered Specialist Morrow's flight helmet and the skeletal remains of other crewmen who perished in the incident. The crash site area was later struck by a B-52 airstrike.

Specialist Morrow was initially declared missing in action. Returning U.S. POWs had no information on his precise fate. In November 1973, he was declared killed in action/body not recovered based on a presumptive finding of death.

On December 21, 1973, a Vietnam People's Army defector reported having seen an American POW in June 1972 at a location approximately 55 kilometers from the crash site. This report was placed in Specialist Morrow's file. In August 1974, the crash site was searched again, but no further human remains were recovered.

In August 1983, U.S. intelligence received information concerning the downing of a U.S. aircraft in the general area of Specialist Morrow's loss incident. One airman was reportedly killed and one captured. This report was also placed in Specialist Morrow's file. In December 1990, U.S. investigators in Vietnam visited the area of this loss incident. They interviewed a former Vietnam People's Army officer with knowledge of the area and some responsibility for U.S. POWs held in the area. Although they had information on some U.S. POWs, they had no information about Specialist Morrow, including an indication as to whether or not he had been captured alive.

South Vietnam Daniel Borah
(1927)

On September 24, 1972, Lieutenant Borah was the pilot of an aircraft on a strike mission against People's Army of Vietnam troops west of Quang Tri City, Quang Tri Province. Barrage fire from 37mm anti-aircraft guns in the area of his position hit his aircraft, and it burst into flame. He was seen ejecting from the aircraft and was in voice contact while coming down in his parachute. Then, several short beeper bursts were heard, but there was no further voice contact with him. He landed in trees and his parachute was observed being pulled down through the foliage.

On September 24, 1972, a People's Army of Vietnam unit reported that it shot down an A-7 and captured the live pilot. This report was believed to be evidence of his capture, and Lieutenant Borah was subsequently reclassified from missing in action to POW.

On September 24, 1972, a People's Army unit also reported firing at and hitting an F-4B. In another report, one F-4 was reportedly downed with one pilot captured and one killed. On September 24th, Radio Hanoi reported its forces in the Vinh Linh Zone area of the Demilitarized Zone had shot down an F-4.

Lieutenant Borah was not accounted for during Operation Homecoming, and returning POWs had no information on his precise fate. In July 1977, he was declared dead/body not recovered based on a presumptive finding of death.

A January 1989 U.S./Vietnamese joint investigation in the area of Lieutenant Borah's crash site did locate aircraft wreckage, but the specialists were unable to conclude the specific type of aircraft to which the material pertained and were unable to correlate it to Lieutenant Borah's loss incident. Local witnesses with information about the fate of Lieutenant Borah could not be located.

South Vietnam

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

On January 27, 1973, Lieutenant Peterson and Captain Morris were the crew in an OV-10A from Nakhon Phanom Air Base, Thailand on a forward air control mission against a target in Quang Tri Province, South Vietnam. Their aircraft was apparently hit by a shoulder fired SA-7 ground-to-air missile and went into a spin, and both crewmen ejected. A witness heard the transmission, "I'm going to be captured," and identified it as Lieutenant Peterson's voice. Another witness observed hostile forces on the ground gathering up the airmen's parachutes approximately 25 to 35 minutes after they were shot down. A search and rescue force was unable later to locate them.

At the time of their shoot down, a Vietnamese People's Army unit radioed that it had shot down one OV-10 and four F-4 at approximately nine o'clock on the morning of January 27, 1973. Another radio report confirmed the shoot down of an OV-10 on January 26th. These reports were correlated to the loss of this crew and the loss of Commander's Hall and Kientzler in an F-4D which occurred in the same area. Upon his release from captivity, Commander Kientzler stated that he saw the OV-10 get hit and the crewmen eject. He also saw an estimated group of 30 Vietnam People's Army soldiers on the ground firing their automatic weapons at Lieutenant Peterson and Captain Morris as they were coming down in their parachutes. Commander Hall was not accounted-for, and Commander Kientzler was told in Hanoi by his captors that he was the last (live) U.S. POW of the war.

Peterson and Morris were declared missing in action. Returning U.S. POWs had no direct knowledge of their precise fate. After Operation Homecoming they were declared dead/body not recovered based on a presumptive finding of death.

In March 1973, U.S. intelligence received information from a former People's Army soldier describing a crash site in the area where the aircraft of Peterson and Morris crashed. The wreckage was said to be of an aircraft shot down three days before the cease-fire. Two U.S. airmen were buried in graves at that location. In another report in 1974, one U.S. pilot was reported to have been captured alive and seen in the area on January 30th, and the second pilot was reportedly killed. Both reports were placed in the files of those associated with this loss incident.

The area of this loss location was visited by a joint U.S./Vietnamese team in May 1990. Witnesses interviewed stated that both pilots had landed safely and had engaged surrounding Vietnam People's Army forces. Both pilots were killed in the exchange of fire. One witnesses reported two bodies were seen on the ground where the two pilots had landed.

South Vietnam

Harley H. Hall
(1982)

On January 27, 1973, Commander Hall and fellow crewman Lieutenant Commander Phillip A. Kientzler were crewmen in an F-4J in a flight of aircraft attacking People's Army of Vietnam supplies and moving vehicles in Quang Tri Province, South Vietnam. Their aircraft was hit by hostile anti-aircraft fire, and both ejected. Other aircraft heard beeper signals but were unable to establish voice contact with either crewmen.

Commander Kientzler was captured by People's Army of Vietnam forces and was repatriated during Operation Homecoming. During his post-release debriefing he stated that both he and Commander Hall were fired upon by ground forces while they were still coming down in their parachutes. He was wounded in the leg. He did not hear a beeper from Commander Hall after landing. After capture, he was told by a People's Army guard that Commander Hall was dead.

Both crewmen were initially reported as missing in action, and both were later reclassified as prisoner. Commander Hall was subsequently declared dead/body not recovered.

During 1989, the Joint Casualty Resolution Center visited the area of Commander Hall's shoot down and received information from witnesses that he was seen dead on the ground with a fresh wound in the right thigh. He was reportedly buried in the area, and his grave has reportedly been dug up on several occasions by persons searching for his remains. No evidence of his remains could be found at his purported grave site.

South Vietnam

Clemie McKinney
Joseph G. Greenleaf
(2044)

On April 14, 1972, McKinney and Greenleaf were the crewmen of an F-4, one in a flight of three aircraft on a combat mission over Quang Tri Province, South Vietnam. Their aircraft was hit by hostile anti-aircraft fire and crashed approximately twenty-five kilometers northwest of Quang Tri City.

Both individuals were initially reported missing and, after the war, were declared dead/body not recovered. Neither individual was reported alive in the northern Vietnamese prison system.

McKinney's remains were repatriated on August 14, 1985. Vietnam reported that he died in November 1972.

In July and August 1991, a Defense Intelligence Agency officer with a field team in Vietnam inspected documents and artifacts at the museum belonging to the People's Army of Vietnam 280th Air Defense Regiment. Included in the war memorabilia was a shovel captured from an unidentified U.S. pilot by elements of the 103rd Battalion, 280th Regiment. The date and location correspond to this loss incident. This case still continues under active investigation.

Part Two : Smith 324 Compelling Cases

BOB SMITH
NEW HAMPSHIRE

United States Senate
WASHINGTON, DC 20510-2803

U.S. POW/MIAs WHO MAY HAVE SURVIVED IN CAPTIVITY

Prepared by the Office of Senator Bob Smith
Vice-Chairman, Senate Select Committee on POW/MIA Affairs

December 1, 1992

This listing contains the names of 324 still unaccounted for U.S. personnel from the Vietnam Conflict. Approximately 300 of these personnel were last known alive in captivity in Vietnam and Laos, last known alive, out of their aircraft before it crashed, or their names were passed to POWs who later returned. A handful of the cases involves incidents where the aircraft was later found on the ground with no sign of the crew. This listing is based on all-source U.S. intelligence and casualty reports, information provided by POWs who were returned, lists of POWs and/or last known alive personnel prepared by the Defense Intelligence Agency, and other information made available to the Vice-Chairman, Select Committee on POW/MIA Affairs. (The difference between 300 and 324 accounts for known incidents where one or more unidentified crew members were captured from a crew of more than one, or the aircraft was found with no trace of the crew.)

Based on the high number of MIAs at the end of the war who are still unaccounted for (currently 1,170 persons for whom the USG does not know their fate), it is probable that a significant percentage of the MIAs not on this 324 list actually survived their incident and could have been captured. Apparently, only the Vietnamese and Laotians would know their fate, as the U.S. Government does not. Given this reality, the list of 324 names which follows is at best conservative.

Moreover, it should be noted that this number is consistent with the overall numbers represented in the volume of detailed eyewitness and hearsay accounts of reported U.S. POWs in captivity following the war in Vietnam and Laos which have been the focus of investigation by Committee staff.

(Note: This is a working document expected to be revised and updated as selected MIA files, eyewitness and hearsay post-war POW reports, special intelligence, returnee debriefs, and other information continue to be analyzed by the Vice Chairman.)

Acosta-Rosario, Humberto USA - last known alive (DoD April 1991 list).

Adam, John G. USAF - Laos, name mentioned by Soviet correspondent. (NSA intercept correlation)

Adams, Lee Aaron USAF - Heasay second hand knowledge of Adams survival provided by POW returnee Michael L. Brazelton. (See Brazelton debrief B050)

Algard, Harold L. USA - possibly captured alive according to NSA intercept correlation (intercept - three out of five from JU21A incident alive and captured.)

Allard, Richard M. USA - POW identified by family members in Vietcong film clips. Mother claims to Associated Press (3/9/73) to have been allowed to see Allard in NVN prison camp in Cambodia. (see AP story 3/9/73)

Allinson, David J. USAF - good chute observed.
(see Tomes and Smith debriefs, T032 and S104)).
good chute, DIA 1979 report.

Anderson, Gregory Lee USAF - beeper heard for short period.
DIA analytical comment, 1979.

Anderson, Robert D. USAF - believed to have ejected from aircraft according to POW Returnee Latella debrief L079.

Andrews, William R. USAF - voice contact made on ground, wounded.
DIA analytical comment, 1979.

- POW according to second hand hearsay information obtained through prison communication (see POW Returnee Brady and Talley debriefs, B096 and T001)

Ard, Randolph J. USA - Laos, out of aircraft before crash.
(JTF-PA Survive Code 1)

Armstrong, John W. USAF - Laos, known captured. Interviewed by Soviet correspondent. (NSA intercept correlation.)

Ashlock, Carlos USMC - last known alive (DoD April 1991 list)

Avery, Robert D. USMC - POW according to passed down list.

POW Early Returnee Norris Charles memorized a list of reported prisoners which included Avery's full name.

Avers, Gerald F. USAF - POW held in cell 5 at Hao Lao prison according to hearsay information Gartley debrief (G006)

Avers, Richard L. USAF - Laos, possible correlation as POW in Cu Loc and Zoo prisons according to hearsay information provided by POW returnee Leo Hyatt H097)
- Shoot-down of aircraft confirmed by Hanoi radio with no mention of fate of crew.

Babula, Robert L. USMC - last known alive (DoD April 1991 list)

Backus, Kenneth F. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Baker, Arthur D. USAF - Laos, believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Balcom, Ralph C. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Bancroft, William W. USAF - possibly captured according to NSA intercept correlation (one known captured from crew of two)

Bannon, Paul W. USAF - Laos, possible correlation to live-sighting information and intelligence pertaining to 1981 Nhom marrot activities (25 June 1981 Defense Department closed-door testimony)

Barden, Howard L. USAF - Laos. survival possible, DIA 1979 rpt.

Beene, James A. USN - name heard in prison communication according to hearsay knowledge by POW returnee James Mulligan M131.

Begley, Burriss N. USAF - Name scratched on floor at Ha Lo prison. (see Stutz debrief 123)
- last known direct voice contact with Begley was during incident when Begley stated he was ejecting from his aircraft.

Bennett, William G. USAF - POW according to second hand info. Reported as prisoner on Hanoi radio broadcast. (see Overly debrief.)

Bodenschatz, John E. USMC - last known alive (DoD April 1991 list)

Bogiages, Christos C. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Borah, Daniel V. USN - hostile captured, (DoD June, 1973 list)
- believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)
- known captured according to NSA intercept correlation.

Borton, Robert C. USMC - last known alive (DoD April 1991 list)

Bouchard, Michael USN - Laos, possible POW in good health according to notes obtained in prison by POW returnee Roger Miller. The name "Boucher" was passed.

Bram, Richard C. USMC - last known alive (DoD April 1991 list)
- reported as POW by SVN Pol. (DIA 1979 report)

Brandenberg, Dale USAF - Laos, EC47Q, Baron 52, believed to have been captured according to analysts in 1973 based on NSA intelligence reports.

Brashear, William J. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

- believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Brennan, Herbert O. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Breuer, Donald C. USMC - Laos, good parachute reported by enemy, enemy reports they are attempting capture according to NSA intercept correlation.

Brown, George R. USA - Laos, known to be alive on the ground during helicopter exfiltration. When the rope ladder broke and hostile forces

approached, the helicopter departed leaving Brown and Huston, alive and unwounded. Search team inserted four days later. No sign of Brown or Huston. (JCRC report)

Brown, Harry W. USA - last known alive (DoD April 1991 list)

Brown, Robert M. USAF - Laos/NVN, Captured alive according to same day intelligence report indicating capture of pilot(s) of a low flying aircraft in same location and giving orders to "conceal the accomplishment." (No other shootdowns correlate to this report.) Intelligence report one week later requested special Vietnamese team to transport the hulk of an F-111. NSA analyst recalls Brown on list of POWs moved to Sam Neua for movement to USSR. Brown's military ID card has surfaced in good condition at military museum in Vinh. NVN defector states intact portion of F-111 sent to China same month as Brown shootdown, NVN photographers not allowed to keep photos of the F-111.

Brownlee, Charles R. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Brownlee, Robert W. USA - Evaded on ground with RVN Lt. (POW Returnee William Reeder debrief)

Brucher, John M. USAF - voice contact made, injured in parachute in tree. DIA report, 1979. last known alive (DoD April 1991 list)

Buckley, Louis USA - last known alive (DoD April 1991 list)

Buell, Kenneth R. USN - possibly captured according to NSA intercept correlation (one pilot captured from incident)

Bunker, Park G. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Burnett, Sheldon J. USA - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Bynum, Neil S. USAF - Laos, one pilot parachuted and probably captured according to NSA intercept correlation. (F4D-two seater)

Carlock, Ralph L. USAF - Laos, POW, captured by PL forces according to FBIS intercepted PL radio

communication.
- believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Carr, Donald Gene USA - Laos, reported as POW (DoD DOI Rpt. July, 1971)

Carroll, John L. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Carter, Dennis R. USMC - last known alive (DoD April 1991 list)

Champion, James A. USA - Survived helicopter and was observed walking away from site in good physical condition armed with an M-16 rifle. M154 debrief.

Chestnut, Joseph L. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)
- captured according to NVN records. (Source: Bob Destatte, Bill Bell JTF-FA
- sighted alive in captivity after the war. Source: Bill Bell, JTF-FA

Cichon, Walter A. USA - possibly captured according to DIA analytical comment, 1979.
- last known alive (DoD April 1991 list)
- listed as POW by DIA, 1973.
- NSA correlation as captured.
- wartime ralliers reported Cichon as captured (DIA 1992 analytical comment)
- U.S. field investigation has identified Vietnamese witness who states Cichon was captured and transferred to higher authorities.

Clark, Richard C. USN - good chute observed. (DIA analytical comment, 1979.)
- hostile captured (DoD June 1973 list)
- listed as POW by DIA, 1973.
- name on memorized list of POWs according to information from POW returnee C.P. Zuhoski.

Clarke, Fred L. USAF - Laos, one parachute observed from mid-air collision, possible correlation. (DIA report, 1979)

Clarke, George W. USAF - Laos/VN, hostile captured. (DoD June 1973 list)
- listed as POW by DIA, 1973.

- last known alive, Laos.
(DoD April 1991 list)

Coady, Robert F. USAF - Laos, hearsay POW - Rumble debrief.
(DIA 3 Oct. 1969, State 25 Sept. 1969)

Cohron, James D. USA - Laos, last known alive (DoD April 1991 list.)

Collamore, Allan P. USN - first hand contact by tap code in prison system made by POW returnee James Mulligan.

Condit, Douglas C. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Cook, Dwight W. USAF - identified as POW by Thai returnees, 1973.
- possibly captured according to NSA intercept correlation.

Cook, Kelly F. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Cornwell, Leroy J. USAF - Laos, name reported by POW returnee Arthur Cormier. (JSSA).

Cramer, Donald R. USA - name passed on a note in Cu-Loc/Zoo prison according to POW Returnee Charles. Name in the POW memory bank according to POW Returnees Jeffrey and Charles.

Creed, Barton S. USN - Laos, voice contact on ground, DIA 1973. "may have been captured" DIA rpt. 1979.
- JTF-FA Survive Code 1 (13 March 1992)
- listed as POW by DIA, 1973.
- last known alive (DoD April 1991 list)
- NSA intercept correlation.

Cressman, Peter R. USAF - Laos, EC47Q, Baron 52, believed to have been captured according to analysts in 1973 based on NSA intelligence reports.

Crew, James A. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Cristman, Frederick L. USA - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Crockett, William J. USAF - possibly captured according to NSA intercept correlation. (one pilot

captured from two-seater aircraft)

Cushman, Clifton E. USAF - POW according to hearsay information obtained by POW returnee Hyatt (H097 debrief) Name mentioned in French news report following incident.

Cuthbert, Bradley G. USAF - Seen alive in good chute (according to Ruhling debrief R053)
- believed to have successfully got out of his aircraft and was alive (DoD April 1991 list)

Dahill, Douglas E. USA - last known alive (DoD April 1991 list)

Dale, Charles A. USA - last known alive (DoD April 1991 list)

Danielson, Benjamin F. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Davies, Joseph E. USAF - believed to be alive according to prison communication information obtained by POW returnee Mulligan (M131 debrief)

Davidson, David A. USA - Laos, captured alive by enemy forces according to NSA/DIA intercept correlation.

Davis, Edgar F. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Debruin, Eugene H. - Laos, pilot of C-46. Shown alive in photo.

DeLong, Joe L. USA - listed as POW by DIA (Cat.3) (31 January 1992 deposition)

Demmon, David S. USA - hostile captured (DoD June 1973 list)
- listed as POW by DIA, 1973.
- last known alive (DoD April 1991 list)

Dexter, Bennie L. USAF - POW, capture witnessed, DIA 1979 rpt.
- hostile captured, (DoD June 1973 list)
- last known alive (DoD April 1991 list)
- hearsay information obtained by POW returnee Donald Rander (R047)

Dickson, Edward A. USN - ejected from aircraft DIA analytical comment, 1979.

Dinan, David T. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Dingwall, John F. USMC - possible POW according to SVN Pol., Search negative. DIA report, 1979.

- last known alive (DoD April 1991 list)

Dodge, Edward R. USA - last known alive (DoD April 1991 list)

Donahue, Morgan USAF - one parachute observed from mid-air collision, Donahue subject of subsequent live-sighting reports (CIA/DIA).

Dooley, James E. USN - identified as POW by Thai returnees, 1973. POW Returnee Daugherty heard that his name had been seen on wall. (Daugherty debrief)

Duckett, Thomas A. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Dunlop, Thomas E. USN - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Dunn, Michael E. USN - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Edwards, Harry S. USN - possibly a POW according to hearsay information in the prison system. (Flom, Mahoney debriefs)

Egan, James T. USMC - last known alive (DoD April 1991 list)

Eidsmoe, Norman E. USN - POW according to second hand info., possible Son Tay (Naughton debrief.)
- believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Elliot, Robert M. USAF - captured, POW according to several "reliable" intelligence reports (NSA/DIA analytical comment)

Ellis, William USA - last known alive (DoD April 1991 list)

Ellison, John C. USN - positively identified as a POW in picture shown to POW returnee Robert Flynn by Chinese cadre while in captivity. Ellison appeared in good condition in picture, which showed a group of 10-12 guarded American POWs being marched through a crowd of people. Ellison was in the front row.

- Ellison's name carved in tree at Dogpatch

prison camp near Chinese border according to two unidentified returnees that contacted Ellison's family.

Entrican, Danny D. USA - last known alive (DoD April 1991 list)
- radio interception indicated Entrican had been captured and was to be moved north to Hanoi according to POW returnee (see returnee debrief Jon Cavaiani C139)

Estocin, Michael J. USN - possible POW according to second hand information from Rivers, Mayhew, and Smith debriefs.
- hostile captured (DoD June 1973 list)
- listed as POW by DIA, 1973.
- last known alive (DoD April 1991 list)

Fallon, Patrick M. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Finley, Dickie W. USA - last known alive (DoD April 1991 list)

Fischer, Richard W. USMC - last known alive (DoD April 1991 list)

Fitzgerald, Joseph E. USA - last known alive. (DoD April 1991 list)

Fitzgerald, Paul L. USA - last known alive. (DoD April 1991 list)

Fors, Gary H. USMC - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Foulks, Ralph E. USN - possible POW according to POW returnee Ballard debrief and DIA possible correlation in 1973.

Fowler, Donald R. USA - last known alive (DoD April 1991 list)

Francisco, San D. USAF - voice contact on ground, DIA rpt. 1979
- POW according to NSA report, 11/27/68
- listed as POW by DIA, 1973.
- last known alive (DoD April 1991 list)

Fryer, Bruce C. USN - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Gage, Robert H. USMC - last known alive (DoD April 1991 list)

Galbraith, Russell D. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Gallant, Henry J. USA - last known alive (DoD April 1991 list)

Garcia, Ricardo M. USA - Laos, out of aircraft before crash.

(JTF-FA Survive Code 1)

Gassman, Fred A. USA - Laos, captured alive by enemy forces according to NSA/DIA intercept correlation.

Gates, James W. USA - Laos, radio contact on ground. (DIA rpt.)
- out of aircraft before crash (JTF-FA Survive Code 1)
- believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Gerstel, Donald A. USN - known captured according to NSA intercept correlation.

Glasson, William A. USN - Down and captured in China according to Peking Bulletin and Peking Radio. Information obtained by POW returnee Phillip Smith.

Gould, Frank A. USAF - Laos, alive and awaiting rescue according to Giroux, Peter J. returnee debrief G104.

- out of aircraft before crash. (JTF-FA Survive Code 1)

- SAR team reported seeing mirror flashes from area where rest of crew was picked up, but nightfall prevented further rescue attempts (JCRC).

- parachuted onto hill, awaiting rescue, voice contact and beeper heard. Ground search following day found helmet and parachute, but no sign of Gould.

- Gould is the subject of live-sighting reports from Laos in the 1990's. (DIA Stoney Beach reports)

Grace, James W. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)
attempted rescue unsuccessful.
family member post-capture identification in Communist propaganda film. (PL guard)

Graf, John G. USN - Believed to be alive as POW in VietCong controlled area in 1973 according to POW returnee Robert White.
- hostile captured (DoD June 1973 list)
- listed as POW by DIA, 1973.

Green, Frank C. USN - known captured according to NSA intercept correlation.

Greenleaf, Joseph G. USN - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)
- one parachute seen according to "generally reliable sources" (DIA analytical comment)

Greenwood, Robert R. USAF - Laos, POW at "Zoo" prison in Vietnam according to second hand info -- see Brunhaver B102 debrief.
- out of aircraft before crash. JTF-FA Survive Code 1

Greiling, David S. USN - POW according to second hand info. Name heard in system (Anderson debrief)
- Hostile captured (DoD June 1973 list)
- listed as POW by DIA, 1973.

Groth, Wade L. USA - last known alive (DoD April 1991 list)

Gunn, Alan W. USA - last known alive (DoD April 1991 list)

Hamilton, John S. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Hamilton, Roger D. USMC - last known alive (DoD April 1991 list)

Hamm, James E. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Hargrove, Olin USA - last known alive (DoD April 1991 list)

Harris, Jeffrey L. USAF - possibly captured according to NSA intercept correlation.

Harris, Reuben B. USN - Crew Down and captured in China according to Peking Bulletin and Peking Radio. Information obtained by POW returnee Phillip Smith.

Harrison, Donald L. USA - POW according to POW Returnee Wesley Rumble - based on second hand list.

Hasenback, Paul A. USA - last known alive (DoD April 1991 list)

Hastings, Steven M. USA - last known alive (DoD April 1991 list)

Held, John W. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Helwig, Roger D. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Hentz, Richard J. USA - possibly captured alive according to NSA intercept correlation (intercept - three out of five from JU21A incident alive and captured.)

Herold, Richard W. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Hesford, Peter D. USAF - Laos, believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Hess, Frederick W. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Hestle, Roosevelt USAF - Seen alive at Heartbreak prison, possibly tortured and carried on stretcher. (Bolstad debrief, B091) believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Hicks, Terrin D. USAF - Believed to have been captured alive and taken to Dong Hoi for medical treatment of a broken leg, according to information from POW returnee debriefs. (Uyeyama and Shanahan, U004 and S021)

Hodgson, Cecil J. USA - last known alive (DoD April 1991 list)

Holland, Melvin A. USAF - Laos, possibly captured, based on report the following day by Thai survivor of Lima Site 85 incident, and comments by former PL General Singkapo in 1991, whose subsequent recanting remains suspect. (Both sources stated three Americans were captured by NVN troops during the incident.)

Holley, Tilden S. USAF - POW according to hearsay information obtained by returning POWs Ellis, Fisher and Heiliger - see debriefs E028, F045, and H085.) Ellist reported full name. Possibly held in Cu Loc and the Zoo

prisons.

Holmes, David H. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 2) Search and Rescue unable to locate pilot. (DIA 1979 report)

Holmes, Frederick L. USN - POW believed to have been held at CuLoc and Zoo prisons. (Kiern debrief, K046)

- known to have ejected from aircraft. (Source: DIA analytical comment)

Hrdlicka, David L. USAF - POW in Laos, voice recording and [illegible] /Pravda photograph including his name.
- letter signed by Hrdlicka while in captivity appeared in NVN/PL magazine.

Huberth, Eric J. USAF - Cambodia, possibly captured according to NSA intercept correlation. (F4D two seater - one known captured)

Hunt, Robert W. USA - Possibly captured according to DIA 1979 analytical comments.
- last known alive in proximity to enemy forces. (DoD April 1991 list)

Hunter, Russell P. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Huston, Charles G. USA - Laos, known to be alive on the ground during helicopter exfiltration. When the rope ladder broke and hostile forces approached, the helicopter departed leaving Brown and Huston, alive and unwounded. Search team inserted four days later. No sign of Brown or Huston. (JCRC report)

Ibanez, Di R. USMC - last known alive. (DoD April 1991 list)

Jackson, Paul V. USAF - Laos, known captured according to NSA intercept correlation. (L19, 01D)

Jakovac, John A. USA - last known alive. (DoD April 1991 list)

Jeffs, Clive G. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Jewell, Eugene M. USAF - hearsay information on possible survival of Jewell obtained by POW returnee

Edward Brudno. (Other possibly related hearsay information obtained by POW returnees Risner, Rivers, and Rutledge on name "Jual" heard on Voice of Vietnam or camp radio. Closest correlation is Jewell, Eugene M. USAF)

Johns, Vernon Z. USA - hostile captured (DoD June 1973 list)
- listed as POW by DIA, 1973.
- last seen alive (DIA 1979 report)

Johnson, Bruce G. USA - last known alive (DoD April 1991 list)

Johnson, William D. USA - last known alive (DoD April 1991 list)

Johnston, Steven B. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Jones, Bobby M. USAF - POW seen alive in camp in November, 1972. (Metzger debrief M133). Hearsay information of Bobby "M." Jones obtained by returnee Mulligan. A "B. Jones" was also seen alive in prison by returnee Orson G. Swindle. Finally, POW returnee Richard Vogel also had hearsay information of a POW named Bob Jones.

- two beeper signals believed to have been heard following Bobby Jones' incident. (DIA analytical comment)

Jordan, Larry M. USN - Crew Down and captured in China according to Peking Bulletin and Peking Radio. Information obtained by POW returnee Phillip Smith.

Kennedy, John W. USAF - known captured according to NSA intercept correlation.

Ketchie, Scott D. USMC - Laos, out of aircraft before crash. (JTF-FA Survive Code 2)

- known captured according to NSA intercept correlation.

Kiefel, Ernest P. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Kier, Larry G. USA - possible POW held in isolation (S098 debrief - USAF correlation.)

Knutson, Richard A. USA - POW shot down in January, 1973.
- Contact and discussion with POW returnee LeBlanc.

Koons, Dale F. USAF -- POW in good physical condition held in the Plantation prison according to first-hand and hearsay reports by returning POWs. (Doss D057, Smith S107, Schwertfeger S182)

Kosko, Walter USAF - military ID card seen in prison (Berg debrief B083)
known to have ejected from aircraft.

Kryszak, Theodore E. USAF - Laos, no trace of crew, wreckage sited.

Kubley, Roy R. USAF - Laos, survival possible according to DIA 1979 analytical comments.

LaFavette, John W. USA - Laos, radio contact on ground. (DIA 1979 report.)
- out of aircraft before crash. (JTF-FA Survive Code 1)
- believed to have successfully got out of his aircraft and was alive on the ground. last known alive (DoD April 1991 list)

Lane, Charles USAF - Two good chutes seen. One of the two crewmembers (unidentified) was known to have been alive on the ground according to Carrigan debrief C078.

Lawrence, Bruce E. USAF - Name heard in prison system communication according to POW returnee Mulligan M131.

Lee, Leonard M. USN - believed to have successfully got out of his aircraft and was alive on the ground. last known alive (DoD April 1991 list) Dead (DIA 1979 analytical comment)

Leeser, Leonard C. USAF - beeper heard for short period.

Lemon, Jeffrey C. USAF - Laos, possibly captured alive, according to NSA intercept correlation. (F4D Two-seater, one captured, one found dead.)

Lerner, Irwin S. USAF - survived incident, down okay according to crewmember debrief Klomann (K082)

Lester, Roderick B. USN - orders given by enemy to capture the two pilots from this aircraft according to NSA intercept correlation.

Lewandowski, Leonard J. USMC - name heard on radio and photo seen in magazine according to hearsay information from POW returnee Leo

Hyatt.

Lewis, James W. USAF - Laos, believed to have successfully got out of his aircraft and was alive on the ground. last known alive (DoD April 1991 list)

Long, John H. USAF - POW held in Hanoi in good physical condition according to first-hand observation by POW returnee Brande. Brande reported Long's full name. Seen in Citadel, Holiday Inn, Vegas prisons.

Lull, Howard B. USA - POW, seen alive and evading, and subsequently captured according to POW Returnee Mark Smith and Albert Carlson debriefs.

Luna, Carter P. USAF - Laos, voice contact on ground. (JTF-FA Survive Code 1)
- listed as POW by DIA, 1973.
- likelihood he was captured (DIA 1992 analytical comment)

Lundy, Albro L. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)
- alleged post-capture photo positively identified by family members.

Malone, Jimmy M. USA - last known alive (DoD April 1991 list)

Mamiya, John M. USAF - identified by Thai returnees, 1973.

Mangino, Thomas A. USA - last known alive (DoD April 1991 list)

Marik, Charles W. USN - good chute. (DIA report 1979)

Marker, Michael W. USA - possibly captured alive according to NSA intercept correlation (intercept - three out of five from JU21A incident alive and captured.)

Martin, Russell D. USAF - Laos, no trace of crew, wreckage found.

Massucci, Martin J. USAF - possible last known alive (one of the two crewmembers were known to have been last known alive - see Scharf, Charles J.) DoD April 1991 list.

Matejov, Joseph A. USAF - Laos, EC47Q, Baron 52, believed to have been captured according to analysts in 1973 based on NSA intelligence reports.

Mauterer, Oscar USAF - Laos, ejected and possibly captured.

(DIA analytical comments, 1979 rpt.)
- out of aircraft before crash. (JTF-FA Survive Code 1)
- believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

McCarty, James L. USAF - good chute observed by SAR. (See Jackson J044, Marshall M168, Hanton and McDowell debriefs) - F4D 6/24/72

McCleary, George C. USAF - POW later positively identified in 1969 in XMAS photo. (POW returnee Charles C141 and McNish M126 debriefs)

McCrary, Jack USAF - radio contact (DIA 1979 report)

McDonald, Joseph W. USMC - identified as POW held at Ha Lo prison in good physical condition according to first hand contact by POW returnee Rayford R049 debrief).
- "possibly captured" according to DIA comments, 1979.

McDonald, Kurt C. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

McDonnell, John T. USA - last known alive (DoD April 1991 list)

McElvain, James R. USAF - Name possibly heard on radio broadcast. (Shumaker debrief S097)

McGar, Brian K. USA - last known alive (DoD April 1991 list)

McIntire, Scott W. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)
- possible POW according to NSA correlation. Possible conflicting SAR information.

McLean, James H. USA - POW, capture confirmed by Viet. POWs, according to 1979 DIA report.
- hostile captured, DoD June 1973 list.
- listed as POW by DIA, 1973.
- last known alive, DoD April 1991 list.

McPherson, Everett A. USMC - Name believed to have been passed on prisoner list in Cu Loc prison according to POW returnee Norris Charles debrief.

Mellor, Fredric M. USAF - voice contact, uninjured.

Melton, Todd M. USAF - Laos, EC47Q, Baron 52, believed to have been captured according to analysts in 1973 based on NSA intelligence reports.

Milius, Paul L. USN - Laos, out of aircraft before crash. (JTF-FA Survive Code 2)

Millner, Michael USA - last known alive (DoD April 1991 list)

Mims, George I USAF - believed to have successfully gotten out of his aircraft before crash and was alive on the ground (DoD April 1991 list)

Mitchell, Harry E. USN - possibly seen (1979 DIA report)

Miyazaki, Ronald K. USAF - survival possible from crash, but no sign (according to analytical comments by DIA, 1979).

Moreland, James L. USA - last seen alive and unwounded on the ground according to POW Returnee Thompson debrief.

Morgan, James S. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Morris, George W. USAF - Good chute, Possible voice contact. (Kientzler debrief, DIA 1979 report)
- believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Morrissey, Robert D. USAF - Laos/NVN, Captured alive according to same day intelligence report indicating capture of pilot(s) of a low flying aircraft in same location and giving orders to "conceal the accomplishment." (No other shootdowns correlate to this report.) Intelligence report one week later requested special Vietnamese team to transport the hulk of an F-111. NSA analyst recalls Brown on list of POWs moved to Sam Neua for movement to USSR. NVN defector states intact portion (possibly the ejection capsule) of F-111 sent to China same month as Morrissey/Brown shootdown, NVN photographers not allowed to keep photos of the F-111.

Morrow, Larry K. USA - last known alive (DoD April 1991 list)

Mossman, Harry S. USN - orders given by enemy to capture both pilots from this incident according to NSA intercept correlation.

Mullen, William F. USMC - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Mullins, Harold E. USAF - Laos, no trace of crew, wreckage sited.

Mundt, Henry G. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

- believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Netherland, Roger M. USN - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Newton, Charles V. USA - last known alive (DoD April 1991 list)

Newton, Donald S. USA - last known alive (DoD April 1991 list)

Nichols, Hubert C. USAF - name "Nickoles" seen on prison wall at Heartbreak and Zoo prisons in November, 1972. (See POW returnee debriefs Young Y008, Zuberbuhler Z009 and Brunson B190) Possible correlation to either Hubert Nichols or POW returnee Aubrey Nichols.

Nidds, Daniel R. USA - last known alive (DoD April 1991 list)

O'Grady, John F. USAF - ejected (DIA 1979 report) captured (NVN sources, 1991)

Osborne, Rodney L. USA - possibly captured alive according to NSA intercept correlation (intercept - three out of five from JU21A incident alive and captured.)

Parker, Woodrow W. USAF - POW at Citadel and Country Club prisons. Indirect contact (wall tapping) reported by POW Returnee Overly (debrief 0025).

Parsley, Edward M. USAF - Reported as possible POW "name familiar" (Coffee debrief C088.)

Paschall, Ronald P. USA - pulled alive out of aircraft by crewmember prior to explosion. Crewmember susbsequently captured alone. No further details known. (Astorga debrief)

Patterson, James Kelly USN - Alive on ground (4 days) (Russell debrief R045)
- "probably captured with broken leg" according to DIA analytical comment, 1979.
- hostile captured, DoD June 1973 list
- listed as POW by DIA in 1973.
- enemy captors told crewmember POW returnee McDaniel that Patterson had been injured but was better now.

Pender, Orland J. USN - Possible POW, name heard by returnee Rudloff debrief (R085)

Perrine, Elton L. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Perry, Randolph A. USAF - Possibly heard on Voice of Vietnam or camp radio. (Risner, Rivers debriefs)
- Name also reported by POW returnees Rutledge and Shumaker.

Peterson, Delbert R. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Peterson, Mark A. USAF - Good chute, Possible voice contact. (Kientzler debrief, DIA 1979 report)
- believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)
- reported as captured according to NSA intercept correlation.

Phillips, Daniel R. USA - last seen alive and unwounded during ground fighting by returnee Dennis Thompson.

Phillips, Robert P. USA - hostile captured (DoD June 1973 list)
- listed as POW by DIA, 1973.
- last known alive (DoD April 1991 list)

Pierson, William C. USA - POW according to prison communications

and hearsay name on note passed in prison. (Charles and Mulligan POW Returnee debriefs.)

Pike, Dennis S. USN - Laos, out of aircraft before crash. (JTF-FA Survive Code 2)

Pittmann, Allan D. - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Plassmeyer, Bernard H. USMC - believed to have successfully got out of the aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Platt, Robert L. USA - last known alive. (DoD April 1991 list)

Plumadore, Kenneth L. USA - last known alive (DoD April 1991 list)
- captured by PAVN forces (JTF-FA Narrative)

Pogreba, Dean A. USAF - Believed shot down and captured in China. (Thorsness debrief T03)
- Supporting data from Select Committee deposition points toward shoot-down and possible capture of Pogreba in China.
- Several additional returned POWs reported that Pogreba was believed to have been shot down over China.

Preston, James A. USAF - Laos, name heard by several returned POWs over Voice of Vietnam or Camp Radio. (Hyatt, Risner, Rivers, Rutledge, Shumaker.)

Prevedel, Charles F. USA - last known alive (DoD April 1991 list)

Price, Bunyan D. USA - Seen alive evading. JSSA list.
- Helicopter found, no trace of subject. (DIA analytical comment, 1979)
- hostile captured, DoD June 1973 list.
- listed as POW by DIA, 1973.
- last known alive, DoD April 1991 list.

Pridemore, Dallas R. USA - kidnapped from girlfriend's house. South Vietnam (DIA 1979 report)
- hostile captured, DoD June 1973 list.
- listed as POW by DIA, 1973.
- last known alive, DoD April 1991 list.

Pruett, William D. USAF - Beeper heard for short period.

Puentes, Manuel F. USA - Last seen moving, wounded in ambush.

Pugh, Dennis G. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)
- known captured according to NSA intercept correlation.

Ransbottom, Frederick J. USA - POW according to information provided by POW returnee Julius Long. Long had first-hand observation of Ransbottom.

Raymond, Paul D. USAF - name heard in prison communication according to POW returnee James Mulligan M131.

Reed, James W. USAF - Laos, known to have parachuted from aircraft, orders given by enemy to capture the individual according to NSA intercept correlation.

Rehe, Richard R. USA - observed wounded at NVA interrogation post in 1968 by POW Returnee Daly.
- listed as POW by DIA (31 Jan. 92 dep.)

Richardson, Dale W. USA - no trace of subject, helicopter found. (DIA report 1979)
- Richardson got out of aircraft alive after it was downed and evaded. (Maslowski, Young, Crowson debriefs)

Robertson, John L. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

- positively identified by family members in alleged post-capture photograph.

Roe, Jerry L. USA - last known alive (DoD April 1991 list)

Rose, Luther L. USAF - Laos, no trace of crew, wreckage found.

Ross, Jospeh S. USAF - Last name seen on prison wall at Heartbreak prison according to Young, Zuberbuhler, and Brunson debriefs. (see Thompson)

Rowley, Charles S. USAF - Laos, positively identified as a POW by returnee Lawrence Stark from "either propaganda picture or group of Laos POWs viewing film shown at Hanoi Hilton with Stark in February, 1973. (Stark debrief)
- Additional information obtained from Select Committee deposition of US

Embassy official from Laos during war.

Rozo, James Milan USA - hostile captured (DoD June 1973 list)
- listed as POW by DIA, 1973.
- last known alive (DoD April 1991 list)

Russell, Peter J. USA - last known alive (DoD April 1991 list)

Scharf, Charles J. USAF - last known alive (one of the two crewmembers were known to have been last known alive -- see Massucci, Martin J.) DoD April 1991 list.

Schmidt, Walter R. USMC - Landed alive, NVA approaching. (DIA 1979 analytical comment)
- Captured alive, JSSA.
- Possibly shot, JSSA.
- listed as POW by DIA, 1973.
- hostile captured (DoD June 1973 list)
- last known alive (DoD April 1991 list)

Schultz, Sheldon D. USA - Laos, no sign of crew.

Schumann, John R. USA - POW last known alive working on a rice mill, heavy manual labor, chopping wood, 40 push-ups, developed congested lungs according to POW returnee Douglas Ramsey.

Scull, Gary B. USA - last known alive (DoD April 1991 list)
- NSA correlation 03/13/70.

Serex, Henry M. USAF - possibly survived as prisoner of war. (information under Committee evaluation)
- one person from crew known captured according to NSA intercept correlation.

Seymour, Leo E. USA - Laos, last known alive (DoD April 1991 list)

Shafer, Phillip R. USA - listed as POW by DIA, 1973.
- last known alive, (DoD April 1991 list)
- possible propaganda broadcast made by Shafer while in captivity.

Shark, Earl E. USA - listed as POW by DoD PW/MIA Task Group, 1975.

Shelton, Charles, USAF - captured by P.L. forces, voice contact.

Shinn, William C. USAF - beeper heard for short period.

Shriver, Jerry M. USA - POW according to POW returnee Norris Charles. "Charles seems positive this man is a PW" (USAF 1973 comment.)

Sigafoos, Walter H. USAF - Laos, possibly captured according to NSA intercept correlation (F4D two-seater, one captured, one found dead).

Singleton, Daniel L. USAF - Laos, possibly captured according to NSA intercept correlation (F4E - two seater - one captured)
- POW early returnee (1969) Wesley Rumble listed a "Larry Singleton" on a list of hearsay names that he was given to memorize. Daniel L. Singleton was shot down in January, 1969.

Sittner, Ronald N. USAF - Two good chutes seen. One of the two crewmembers (unidentified) was known to have been alive on the ground according to Carrigan debrief C078.

Skinner, Owen G. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Small, Burt C. USA - Captured with wounded leg. DIA 1979 rpt.
- listed as POW by DIA, 1973.
- hostile captured, DoD June 1973 list.
- last known alive, DoD April 1991 list.

Smith, Harding E. USAF - Laos, no trace of crew, wreckage found.

Smith, Warren P. USAF - Laos, out of aircraft before crash. (JTF-FA Survival Code 1)

Soyland, David P. USA - last known alive (DoD April 1991 list)

Sparks, Donald L. USA - Sent letter home as POW. Last seen with wounded foot. (JSSA list, DIA 1979.)
- listed as POW by DIA, 1973.
- hostile captured (DoD June 1973 list)
- last known alive (DoD April 1991 list)
- known to have been captured according to several returnees.
- first hand observation claimed by POW returnee Carroll Flora on March 5, 1973 at HaLo, Vegas, Hanoi Hilton prisons.

Sparks, Jon M. USA - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Spinelli, Domenick A. USN - possible POW. Name referenced by POW returnee Richard George Tangeman. Spinelli subject of subsequent post-war live-sighting information.

Steen, Martin W. USAF - good chute (DIA 1979).

possibly alive when found (Young debrief)

Stevens, Larry J. USN - Laos, alleged post-capture photograph positively identified by family members.

Stewart, Peter J. USAF - alleged post-capture photograph positively identified by family member.

Stewart, Virgil G. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Strait, Douglas F. USA - believed to have successfully got out of the aircraft (OH6A) and was alive on the ground. Last known alive. (DoD April 1991 list)

Strawn, John T. USA - possibly captured alive according to NSA intercept correlation (intercept - three out of five from JU21A incident alive and captured.)

Strohlein, Madison A. USA - last known alive (DoD April 1991 list)

Sutton, William C. USAF - beeper heard for short period.

Tatum, Lawrence B. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Taylor, Fred USA - last known alive (DoD April 1991 list)

Thompson, William J. USAF - POW according to second hand report of wall-tapping (Vohden debrief.)
- Second hand info from CIA captive Weaver. (see Ross)

Tigner, Lee M. USAF - possibly captured according to NSA intercept correlation (one pilot captured from two seater aircraft)

Townsend, Francis W. USAF - listed as POW by DIA, 1973.
- last known alive (DoD April 1991 list)
- known to have ejected from aircraft (POW Returnee Gauntt debrief)

Trent, Alan R. USAF - Cambodia, possibly captured according to NSA intercept correlation (F4D two seater - one pilot captured)

Tromp, William L. USN - hostile captured (DoD June 1973 list)

- listed as POW by DIA, 1973.
- last known alive (DoD April 1991 list)

Utley, Russel K. USAF - Laos, possibly captured according to NSA intercept correlation (F4E two seater, one captured).

Walker, Bruce C. USAF - believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

- known to have evaded for 11 days, maintaining radio contact. (DIA 1979 analytical comment) Spotter aircraft subsequently reported Walker was surrounded by 40 NVN troops.

- known captured according to NSA intercept correlation.

- Military ID card found in Hanoi military museum (January, 1992)

Walker, Lloyd F. USAF - Laos, survival possible but no sign. (DIA 1979 analytical comments)

Walker, Samuel F. USAF- Laos, one parachute observed, mid-air collision. (DIA analytical comment 1979)

Walton, Lewis C. USA - radio interception indicated Walton and Entrican had been captured and was to be moved north to Hanoi according to POW returnee (see returnee debrief Jon Cavaiani C139). Note: DIA suspects Entrican was captured by hostile forces. Entrican and Walton were together.

Warren, Ervin USAF - Laos, no trace of crew, wreckage found (DIA analytical comment, 1979)

Warren, Gray D. USAF - Laos, one pilot parachuted and probably captured according to NSA intercept correlation. (F4D-Two seater)

Wheeler, Eugene L. USMC - voice contact, last known alive (DoD April 1991 list)

White, Charles E. - last known alive (DoD April 1991 list)

Wilkins, George H. USN - identified alive by Thai returnees.

Williams, Robert J. USA - POW reportedly seen in Vietnamese magazine photograph, JSSA.

Williamson, James D. USA - Laos, POW according to hearsay information, JSSA.
no sign of crew, DIA.
- believed by POW returnees Friese and and Uyeyama to have signed propaganda statement.

Winters, David M. USA - last known alive (DoD April 1991 list)

Worth, James F. USMC - last known alive (DoD April 1991 list)

Wood, Don C. USAF - Laos, identified in Pathet Lao film, possibly captured. (DIA, 1979)

- believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Wood, William C. USAF - Laos, out of aircraft before crash. (JTF-FA Survive Code 1)

Wright, David I. USAF - possibly captured according to NSA intercept correlation (one captured from crew of two)

Wright, Thomas T. USAF - Laos, believed to have successfully got out of his aircraft and was alive on the ground. Last known alive. (DoD April 1991 list)

Wrobleski, Walter F. USA - last known alive (DoD April 1991 list)

Zich, Larry A. USA - POW seen alive in early 1973 according to POW returnee Lawrence Stark. Zich was believed to be among a group of POWs viewing a propaganda film in late February/early March according to Stark, or had been seen in a propaganda photograph.

SMITH 324 COMPELLING CASES

Laos

Eugene H. Debruin
(0018)

On September 5, 1963, an Air America C-47 transport on which Mr. Debruin was a "kicker" was shot down by hostile ground fire over Savannakhet Province. It crashed approximately twenty two kilometers northeast of Muang Phine. Eugene Debruin and four non-U.S. crewmen parachuted out and were captured. According to the Pathet Lao, the remaining two American civilian crewmen who were not reported to have bailed out died in the crash. On May 31, 1966, the Pathet Lao spokesman in Vientiane, Soth Phetrasy, confirmed that Mr. Debruin was alive and in captivity.

Information from an American escapee and a Thai captured with Mr. Debruin recounted Mr. Debruin's capture and prison chronology through July 3, 1966, the last time they knew Mr. Debruin to be alive with them in Khammouane Province. Accounts of the prison escape include information that four of the seven prison guards were killed during the escape attempt. One Thai who escaped and was recaptured was not killed after recapture.

A photograph of Mr. Debruin was later obtained by Air America in May 1969 and showed Mr. Debruin in captivity circa 1965. A credit card and other information concerning the dead pilot was later obtained through private sources.

On September 25, 1982, Pathet Lao Colonel Khamla Keuphithoune told a visiting National League of Families delegation that Eugene Debruin was killed attempting to escape from captivity.

Information has surfaced from American POW hunters throughout the last half of the 1980s and into 1991, as well as from Lao and Thai residents of Thailand, which asserts that Mr. Debruin is still alive in Laos and living freely with a Lao wife and children in Khammouane Province. The Debruin case is well known in the private POW/MIA community due to extensive efforts and informational leaflets distributed by Mr. Debruin's brother who for many years has attempted to recover his brother. The Joint Task Force Full Accounting has received information regarding Mr. Debruin's grave site and is currently planning to excavate it.

South Vietnam — Kurt C. McDonald
Edward R. Dodge
(0051)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam — Edward A. Dickson
(0053)

On February 7, 1965, Lieutenant Dickson was the pilot of an A-4 on a combat mission over Bo Trach District, Quang Binh Province. His aircraft was hit by hostile ground fire and he headed out to sea. He was observed by other U.S. aircraft crew to eject from his aircraft but his parachute was not seen to deploy. He was declared dead/body not recovered, based on a presumptive finding of death.

On March 17, 1968, an issue of the Vietnam Courier carried a photograph of a beach grave site reportedly containing the remains of Lieutenant Dickson. A wartime Associated Press wirephoto depicted a body reportedly of Lieutenant Dickson and listed personal artifacts of his which had been recovered. A number of U.S. POWs returning from captivity in North Vietnam described a North Vietnamese movie they had been shown which contained a sequence reportedly showing the recovery of Lieutenant Dickson's remains from the water and the grave site where his remains were interred.

In August 1985, Vietnam turned over Lieutenant Dickson's Geneva Convention Card and Identity Card. In January 1991, a U.S. team in Vietnam examined a document listing the wartime combat operations in Bo Trach District which referred to the downing of a U.S. aircraft with one airman on February 7, 1965.

In January and July 1991, a U.S. team obtained substantially similar information from the People's Army of Vietnam Military Region IV museum.

South Vietnam — James H. McLean
(0054)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Arthur D. Baker
James W. Lewis
(0070)

On April 7, 1965, Baker and James were crewmen on a B-57B, one in a flight of four aircraft on an interdiction mission launched from Bien Hoa Air Base, South Vietnam and with its target in Xieng Khouang Province, Laos. The crew was last seen descending through thin overcast toward the target area and it never reappeared. Extensive search and rescue efforts through April 12th failed to locate either the aircraft or its crew.

On April 14, 1965, the New China News Agency reported the shoot down of a B-57 approximately three miles north-northeast of the town of Khang Khay. This was described as the first B-57 shoot down of an aircraft launched from South Vietnam.

Both crewmen were initially reported missing in action in South Vietnam while on a classified mission. Their loss location was later changed to Laos. There was limited wartime reporting about U.S. aircraft losses in the general area the crewmen were last reported but they could not be correlated to this specific incident. U.S. intelligence continues to receive information which may correlate to this shoot down but provides no positive information on the fate of the crewmen.

In January 1974 Major Baker's next-of-kin requested his case review go forward and he was declared killed in action, body not recovered, in January 1974. Lewis was declared dead/body not recovered, in April 1982. Returning POWs were unable to provide any information on the fate of these two servicemen.

Laos

Charles E. Shelton
(0079)

On April 29, 1965, Captain Shelton was the leader in a flight of two reconnaissance aircraft over Laos. Due to bad weather in their primary target area, Captain Shelton turned to the next target near Sam Neua City, Sam Neua Province. His aircraft was hit by hostile fire while at 3000 feet and lining up on his target. He ejected with a good chute and the other aircraft overhead was in contact with him by radio. Inclement weather delayed any possible recovery attempt until May 1. Search and rescue efforts on 2-3 May were negative. A U.S. controlled team was inserted into the area on May 3 and learned from local villagers that Captain Shelton was last seen hanging in a tree. Similar teams continued to search for him through February 1966 but with negative results.

After his shoot down, Pathet Lao ralliers reported hearing about

the capture of an American correlating to the capture of Captain Shelton. He reportedly died in a cave in Vieng Xai, east of Sam Neua town, and near another POW, Captain Hrdlicka.

In September 1982 a Pathet Lao security official, Colonel Khamla, stated that Captain Shelton died in captivity in 1968 and was buried near his place of imprisonment. His grave was described as obliterated by a U.S. air strike.

The Joint Task Force investigated the purported grave site in April 1992 and was unable to locate any remains.

Colonel Shelton is still carried in a POW status.

Laos David L. Hrdlicka
(0084)

On May 18, 1965, Captain Hrdlicka was piloting the lead aircraft in a flight of four F-105D on an interdiction/bombing mission in Houa Phan Province, Laos, previously known as Sam Neua Province. His aircraft was hit by hostile fire and he was seen to bail out, land safely and was later reported by villagers living near his landing point in the custody of Pathet Lao communist forces. A May 24 Pathet Lao radio broadcast announced his capture. A July 26 broadcast by Pathet Lao radio broadcast a post-capture tape recording made by Captain Hrdlicka.

Captain Hrdlicka was listed by the Department of Defense as a POW at the time of the Paris Peace Accords but was later declared to have died in captivity, body not recovered. Wartime reports from Pathet Lao defectors placed Captain Hrdlicka in a cave in the Vieng Xai area of Sam Neua Province through at least 1966.

On September 25, 1982, National League of POW/MIA Families visitors were told by a Lao security official, Colonel Khamla, that Captain Hrdlicka had died in 1968 of natural causes exacerbated by malnutrition and while imprisoned in a cave in Sam Neua. Colonel Khamla stated he was buried nearby but his grave was destroyed by U.S. bombing. Photocopied personal documents belonging to Captain Hrdlicka were passed to the U.S. by the Lao in February 1988. A private citizen visiting Laos in September 1989 was provided the photocopy of a document which apparently also belonged to Captain Hrdlicka. A photograph of Captain Hrdlicka after capture is in the Lao museum.

Captain Hrdlicka's purported grave site was investigated by the Joint Task Force Full Accounting in April 1992. Witnesses were interviewed who described Captain Hrdlicka's burial there in 1968. No remains were located. Efforts continue to locate Captain Hrdlicka's remains.

South Vietnam

Charles A. Dale
David S. Demmon
(0094)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Walter L. Hall
Bruce G. Johnson
Fred M. Owen
Robert L. Curlee
Donald R. Saegaert
Joseph J. Compa, Jr.
Craig L. Hagen
(0096)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

John R. Schumann
(0099)

On June 16, 1965, Captain Schumann was serving as the advisor to the Cai Be District Chief, Dinh Tuong Province when he was seen captured by Viet Cong forces. In July 1965, elements of the South Vietnamese Army's 7th Infantry Division captured Viet Cong documents in Dinh Tuong Province which included a photograph of Captain Schumann in captivity. In December 1965, three American POWs released by the Viet Cong confirmed Captain Schumann was in captivity and was still alive. In October 1967, a photograph of Captain Schumann in captivity appeared in the Soviet "Red Army" newspaper in Moscow.

Based on information from American POWs released during Operation Homecoming at the town of Loc Ninh in South Vietnam, Captain Schumann was taken to Tay Ninh Province and held with other Americans. In 1966 he became very ill, suffering from pneumonia and with malfunctioning kidneys. He was with other American POWs when he died at 1330 hours early in July 1966. His body was removed and buried at an unknown location.

Captain Schumann was declared dead/body not recovered, in March 1967. He was listed by the Provisional Revolutionary Government as having died in captivity on July 6, 1966. His remains have not yet been recovered.

During October-November 1992, U.S. investigators with a joint U.S./Vietnamese team in Vietnam located and interviewed a former

guard and interpreter at the People's Army of Vietnam B-2 Theater of Operations B-20 prison camp which had confined U.S. POWs. Both sources described Captain Schumann's death at prison camp B-20. The investigators determined the prison camp was leveled and converted into farm land after April 1975 with the result that any facility locations and burial sites can no longer be located.

South Vietnam — Richard C. Bram
John F. Dingwall
(0108)

See Vessey Discrepancy Cases for case summary.

South Vietnam — Fred Taylor
Henry J. Gallant
(0109)

See Vessey Discrepancy Cases for case summary.

North Vietnam — Walter Kosko
(0114)

On July 27, 1965, Captain Kosko was the pilot of an F-105D, one in a flight of four aircraft from Takhli Air Base, Thailand, on a bombing mission over Phu Tho Province, North Vietnam. There was intense anti-aircraft fire directed at the flight. Following an explosion near his aircraft, Captain Kosko reported he was hit and there was smoke in his cockpit. He later ejected and other flight members observed a fully deployed chute and survival gear. There was no beeper or voice contact with him after his ejection.

Captain Kosko was seen to land in the Black River. A search of the river disclosed an inflated life raft which was empty and no evidence of the pilot. On July 27th and 28th, Radio Hanoi reported eight U.S. aircraft shot down on July 27, 1965 and stated that pilots had been taken into custody from shoot downs in Ha Tay Province. Captain Kosko landed on the border of Ha Tay and Vinh Phu.

Captain Kosko was initially declared missing. Returning U.S. POWs were unable to provide any information concerning his fate. In November 1977 he was declared dead/body not recovered, based on a presumptive finding of death.

U.S. investigators in Vietnam in 1988 and 1990 visited the area of Captain Kosko's loss. Vietnamese officials stated that Captain

Kosko's life raft was recovered during the war. One witness stated it was used as a fishing boat in the local river until it deteriorated and was discarded. U.S. investigators were told Captain Kosko had indeed landed in the Black River, had never reappeared after going under water, and they believed he drowned in the river.

North Vietnam

Fredric M. Mellor
(0124)

On August 13, 1965, Captain Mellor was the pilot of an RF-101 and the flight leader in a flight of two aircraft over Son La Province. His aircraft was hit by hostile ground fire, his radio became inoperative and the second aircraft could see a fire in the nose of Captain Mellor's aircraft but he maintained control of it. With the second aircraft now in the lead, Captain Mellor suddenly disappeared from sight.

Another aircraft arrived on the scene, an RF-101, and the new aircraft was able to establish radio and beeper contact with Captain Mellor who had parachuted out and was alive on the ground. Rescue helicopters were called but when they arrived later they were unable to establish contact with and locate Captain Mellor.

Captain Mellor was reported missing and in December 1977 was declared dead/body not recovered. Returning U.S. POWs were unable to provide any information on his precise fate.

In February 1991, U.S. investigators in Vietnam interviewed witnesses to the downing of a U.S. aircraft corresponding to the loss incident of Captain Mellor. The witnesses stated that the pilot ejected safely and was able to evade for half a day. Late on the afternoon he was located by local militia. The pilot opened fire on them and they returned the fire, wounding the pilot. He was captured but later died, apparently of blood loss. No remains could be located by the U.S. investigators.

North Vietnam

James Branch
Eugene M. Jewell
(0135)

On September 4, 1965 Captain Branch and First Lieutenant Jewell were the crew in an F-4C aircraft on a strafing mission in Nghe An Province. They had just completed a strike on the target when another air crew observed a secondary explosion but later determined it was Captain Branch's aircraft which had crashed. No survivors were seen, no parachutes were seen and no beepers were heard. Returning U.S. POWs heard the pilot was killed when he flew

into a hill. His wingman believed no possibility of survival.

Both airmen were initially declared missing. After Operation Homecoming they were declared dead/body not recovered.

North Vietnam — Charles J. Scharf
Martin J. Massucci
(0158)

See Vessey Discrepancy Cases for case summary.

North Vietnam — Dean A. Pogreba
(0162)

On October 5, 1965, Major Pogreba was the pilot of an F-105D, the lead in a flight of four aircraft on a strike mission over North Vietnam. There was heavy anti-aircraft fire over the target area in Lang Son Province and rain showers in the target area intermittently obscured it.

After completing his bombing mission through dense cloud cover, Major Pogreba was last seen rolling off the target, still an area of heavy anti-aircraft fire and from which three surface to air missiles were launched. He radioed he was departing the area on the prebriefed exit route. The members of the flight also used the prebriefed exit route and maintained radio silence until reaching the coast. Major Pogreba never arrived and was declared missing. Visual and electronic search failed to disclose any evidence of either him or his aircraft.

Returning U.S. POWs were unable to provide any information on Major Pogreba's precise fate. However, one returnee offered his view that while in prison in North Vietnam, "it was thought that Major Pogreba was down in China" but no one knew the origin of this story. Major Pogreba was not identified alive in captivity by any returning U.S. POW and in November 1977 he was declared killed in action, body not recovered, based on a presumptive finding of death.

In February 1991, retired U.S. General Tom Lacy told Major Pogreba's next of kin that he had spoken with Major Pogreba and knew where he was. General Lacy said Major Pogreba was downed over China and he, General Lacy, had made two failed attempts to rescue him.

According to a next of kin, the People's Republic of China stated that an F-105 had strayed into Chinese air space. The available record documents that on October 6, 1965, Radios Hanoi and Beijing

reported U.S. aircraft were shot down in certain areas of North Vietnam and pilots captured on October 5th. No names of any captured pilots were given and the areas in which aircraft were reported shot down did not correlate to an area where Major Pogreba was operating when declared missing.

On October 5, 1965, the People's Republic of China announced that four U.S. aircraft had intruded into Chinese air space over Kwangsi Province on that date and one had been shot down. There was no mention of the type of aircraft involved. Although Pogreba was last known to be approximately 40 nautical miles from Kwangsi Province and was lost on that date, two other aircraft were also shot down on October 5th, crashed inside North Vietnam and approximately 30 miles from China, and in the general area where Pogreba was lost which was not known to be in Chinese air space.

In 1985, China acknowledged it had deployed over 300,000 of its forces in northern Vietnam during the war years, many of whom were in the northern tier of provinces which included the area where Pogreba was lost. Chinese units included various anti-aircraft forces.

North Vietnam — George C. McCleary
(0183)

On November 5, 1965, Lieutenant Colonel McCleary was the pilot of an F-105, the flight leader of a flight of four aircraft on a SAM suppression mission over North Vietnam. A surface to air missile was launched and exploded approximately 20 feet from his aircraft. His aircraft burst into flames, pitched nose up, and began shedding pieces. The canopy was observed to separate before the aircraft disappeared into overcast tail first but his wingman couldn't determine if he was able to eject from the aircraft. No search and rescue mission was possible due to the extremely hostile ground environment and Colonel McCleary was declared missing in action.

In 1968 a People's Army of Vietnam soldier provided information on U.S. POWs at a Hanoi prison correlating to Hoa Lo Prison, also called the Hanoi Hilton. He identified a photograph of Colonel McCleary as similar to that of an American at Hoa Lo Prison. In 1977 the Defense Intelligence Agency reversed its previous correlation and concluded the soldier's report was erroneous.

In August 1972, DIA received a report about an F-105 shot down by a MIG-17 circa October 1966. One good parachute was seen. This report was placed in Colonel McCleary's file.

Two returnees identified LTC McCleary as one of the men in a photograph of U.S. POWs at the 1969 Christmas event staged for U.S. POWs. DIA later positively identified everyone at the event and

concluded the returnee's initial conclusions were a case of misidentification.

In November 1973, Colonel McCleary was declared dead/body not recovered, based on a presumptive finding of death. In July 1988, Vietnam turned over remains at Hanoi which it stated were those of Colonel McCleary. In May 1991 they were identified as his.

North Vietnam George I. Mims, Jr.
(0213)

See Vessey Discrepancy Cases for case summary.

Laos Don C. Wood
(0233)

On January 16, 1966, Captain Wood was one of a flight of five F-105 aircraft on a mission over Xieng Khouang Province, Laos. Captain wood was the pilot of an F-105D on a photo reconnaissance mission. While over the target and with flight members receiving 37mm antiaircraft fire on their passes over the target, Captain Wood's flight leader determined Captain Wood was not present with the remainder of the flight. The flight members searched a thirty mile radius from their target and were unable to locate either him or his crash site. Searches for him continued for the next three months and were unsuccessful. He was initially declared missing in action.

On January 18, 1966, Radio Beijing announced that a U.S. aircraft was shot down over Laos on January 16, 1966. A Pathet Lao radio broadcast also mentioned the shoot down of an aircraft and reported an airmen was seen parachuting down.

A Pathet Lao source interrogated in Laos in 1974 described the recovery of a U.S. airman who fell from an aircraft hit by antiaircraft fire from the area from the area of the Pathet Lao Regional Headquarters at Phou Kout. The airman reportedly died shortly after capture. This incident was placed in Captain Wood's file as possibly correlating to him due to the loss location. A Lao propaganda film obtained in January 1977 showed the identity card of Captain Wood together with blood chits, revolvers, helmets and other items which appeared undamaged.

In March 1980, Captain Wood was declared dead/body not recovered. His remains have not been repatriated. He was never reported by returning U.S. POWs to be alive in the Lao or Vietnamese prison system.

South Vietnam — James T. Egan
(0235)

See Vessey Discrepancy Cases for case summary.

Vietnam — Cecil J. Hodgson
Frank N. Badolati
Ronald T. Terry
(0242)

See Vessey Discrepancy Cases for case summary.

South Vietnam — James L. Carter
Wilbur R. Brown
Edward M. Parsley
Therman M. Waller
(0248)

On February 3, 1966, a C-123 with a four man crew departed the Khe Sanh Special Forces camp on a twenty five minute supply shuttle flight to Dong Ha, Quang Tri Province. Four local nationals may also have been on the aircraft. The aircraft never reached its destination and there was no radio contact with either it or its crew. A search of the area failed to result in any evidence of either the crew or the aircraft. Local intelligence assets were used in an attempt to obtain information but nothing was learned. A total of 25 sorties lasting 74 hours over mountainous jungle, including the use of photo missions, failed to locate any evidence of the aircraft.

The four airmen were declared missing. Returning U.S. POWs had no information on their precise fate. The crewmen were declared dead/body not recovered, on different dates between June 1974 and January 1978, and based on a presumptive finding of death.

Laos — Russell P. Hunter, Jr.
Ernest Kiefel, Jr.
(0250)

On February 10, 1966, Captains Hunter and Kiefel were the crew of a B-57B escorting a C-130 flareship on a night strike mission over Laos. While in the target area eight miles east southeast of Tchepone, Captain Hunter radioed he was hit and would eject after his canopy went. No ejection was seen. Three minutes later the C-130 pilot reported a white glare on the ground and later a ten

second beeper in the area of the aircraft impact point. Another beeper was heard later but it could not be correlated to a member of this downed crew. Search and rescue aircraft located the aircraft wreckage but found no sign of the crew.

Both initially were reported missing and declared killed in action, body not recovered, in January 1979. Neither individual was ever seen in the northern Vietnamese prison system and their remains have not been repatriated.

Laos — Oscar Mauterer (0253)

On February 15, 1966, Major Mauterer was the pilot of an A1E in a flight of aircraft providing cover for an O1E aircraft operating south of the Mu Gia Pass over Khammouane Province, Laos. During strikes on the target, Major Mauterer radioed he was on fire and bailing out. A good chute was seen and there was voice contact with him on the ground. Forward air controllers drew heavy ground fire while flying over his position. Search and rescue aircraft were unable to see him an hour later when they arrived to effect his rescue and there were signals other than his beeper on the emergency communications channel.

A U.S. controlled ground team inserted into the area reported on February 20th having heard from villagers that an American, correlated to Major Mauterer, was captured by elements of the People's Army of Vietnam. Another wartime report indicated Lao villagers had carried him from the area on orders of the Vietnam People's Army.

Major Mauterer was not seen alive in the northern Vietnamese prison system and his remains have not been repatriated. He was initially declared missing and was declared killed in action, body not recovered in December 1977.

South Vietnam — Donald S. Newton (0258)

See Vessey Discrepancy Cases for case summary.

South Vietnam — William M. Collins
Delbert R. Peterson
Robert E. Foster
(0267)

See Vessey Discrepancy Cases for case summary.

North Vietnam — Peter J. Stewart
Martin R. Scott
(0274)

On March 15, 1966, Lieutenant Colonel Stewart and Captain Scott were the crew in an F-4C, one in a flight of two over Lai Chau Province. Approaching the target area, their flight leader spotted two trucks. Fifteen seconds later there was a large orange explosion on the ground and their was no response from Colonel Stewart's aircraft. An aerial search of the area failed to locate any survivors and there were no parachute or beepers. However, a red double star flare was seen approximately two minutes after the crash but the wingman was unable to investigate it thoroughly due to extremely hostile ground fire. No SAR mission was possible due to the extremely hostile conditions in the crash site area. Both airmen were declared missing in action.

Returning U.S. POWs had no information on the precise fate of the two airmen. Colonel Stewart and Captain Scott were declared killed in action, body not recovered, based on a presumptive finding of death in January 1980 and January 1979, respectively.

Laos — David H. Holmes
(0275)

On March 15, 1966, Captain Holmes was the pilot of an O1E flying from Khe Sanh, South Vietnam on a forward air control mission over Highway 9 in Savannakhet Province, Laos. He radioed he was hit by hostile ground fire and made what appeared to be a controlled landing not far from Tchepone and within one mile of a hostile antiaircraft battery. Another forward air controller flying overhead reported seeing Captain Holmes' body motionless in the cockpit for 30 minutes after the crash and reported the aircraft completely intact. Search and rescue arriving on the scene after the departure of the FAC reported finding an aircraft which had been totally destroyed to the extent that it could not be identified as to aircraft type. U.S. air strikes later destroyed the antiaircraft battery near Captain Holmes crash site.

A ground search of the crash site on March 16 located his aircraft but no evidence of Captain Holmes. Emergency radio signals were

heard on March 20-21 coming from the type of radio used by Captain Holmes but the absence of proper radio procedures suggested his radio had been captured and was being used by his captors. One hearsay report received in 1974 and indicating a pilot was captured during the war might have referred to Captain Holmes.

Captain Holmes was not seen alive in the northern Vietnamese prison system and his remains have not been repatriated. He was initially declared missing and was declared killed in action, body not recovered in November 1978.

North Vietnam

Everett A. McPherson
Brent E. Davis
(0279)

On March 18, 1966, First Lieutenants McPherson and Davis were the crew on board an EF-10B, one in a flight of two aircraft on an electronic counter-measures mission in support of an air strike approximately 10 miles west of Thanh Hoa City, Thanh Hoa Province. Their flight received 85mm anti-aircraft fire during the mission. There was an explosion in their aircraft while at an altitude of 26,000 feet and over neighboring Nghe An Province. They were believed to have been hit and downed by enemy surface to air missile. A SAR mission over the area produced negative results.

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

In December 1988, Vietnamese officials acknowledge having knowledge of their loss incident.

Laos

James W. Gates
John W. Lafayette
(0297)

On April 6, 1966, Captains Gates and Lafayette departed Phu Bai, South Vietnam in an OV1 in a flight of two aircraft for a reconnaissance mission over Laos. A "Mayday" was heard from both OV1 aircraft, and wreckage was found 30 kilometers inside Laos near Route 922 in Saravan Province. A forward air controller reported seeing all four alive on the ground and both aircrews reported they were all right. The FAC described the area of their shoot down as containing track vehicle marks, trucks and engineer equipment.

Radio contact was lost with Captains Gates and Lafayette after they reported Vietnamese communist forces closing in on them. The other

crew was rescued.

Captains Gates and Lafayette were not seen alive in the northern Vietnamese prison system and their remains have not been repatriated. They were initially declared missing and declared killed in action, body not recovered in October 1977.

China

William A. Glasson, Jr.
Larry M. Jordan
Reuben B. Harris
(0299)

On April 12, 1966, there were four crewmen on board a KA-38 on a 700 mile over water flight from Cubi Point, Republic of the Philippines to the U.S.S. Kitty Hawk in the Gulf of Tonkin. The flight duration was to be one hour and fifty minutes. The aircraft never reached its destination and the crew were declared missing. A search and rescue mission failed to locate any evidence of either the aircraft or its crew. Returning U.S. military detainees captured during the war and held by China had no information that any of the crew survived into captivity.

The 7th Air Force received an intelligence report that People's Republic of China forces had shot down an aircraft at 1345 hours on the day the four KA-38 crewmen were lost. U.S. Naval intelligence obtained a copy of a television film broadcast by Beijing Television which showed the wreckage of a U.S. aircraft and the helmet of the bombardier/navigator. Lieutenant JG Jordan was the bombardier/navigator. The aircraft reportedly crashed on the Leichow Peninsula in Guangdong Province.

On April 12, 1975, the People's Republic of China acknowledged it had the remains of one of the crewmen, PR2 Kenneth W. Pugh but no information about the other crewmen. China returned two sets of remains to American Red Cross representatives in Hong Kong on April 15, 1975. One set of remains was identified as Kenneth W. Pugh. In March 1976, the Joint Casualty Resolution Center took action leading to a change in loss location from over water to lost over China.

In a June 1980 letter to Congressman Ben Gillman, the People's Republic of China stated that Harris and Jordan had died but Harris' remains were lost at sea and Chinese officials were unable to locate Jordan's remains. The Chinese had no information on Glasson's fate.

North Vietnam William R. Tromp
(0304)

See Vessey Discrepancy Cases for case summary.

North Vietnam Lee A. Adams
(0307)

On April 19, 1966, First Lieutenant Adams was the pilot of an F-105D, one in a flight of four on a combat mission over Quang Binh Province. Lieutenant Adams was cleared to attack two trucks on a road and made a strafing pass in a 25 degree dive angle as he fired on the target. His aircraft was observed by other flight members to crash in the area and the aircraft was completely destroyed on impact. There was no chute or beeper and no search effort was launched.

In June 1966, Lieutenant Adams was declared killed in action, body not recovered. Returning U.S. POWs had no information on his precise fate.

U.S. investigators recently in Vietnam obtained access to records listing wartime air defense operations in Quang Binh Province. The records of Bo Trach District recorded the reported shoot down of an F-105 in the Nam Trach area on April 18, 1966. There were no aircraft losses in the area on this date but this report was believed related to another entry on April 19th where neighboring Cu Nam militia also claimed shooting down an F-105 aircraft. These reports were believed to correlate to this loss incident.

In November 1992, U.S. investigators obtained access to wartime photographs relating to U.S. air operations in Vietnam. Including in the photographs is one identified by Vietnam as a photograph of a body identified as that of Lieutenant Adams together with aircraft wreckage.

Laos William F. Mullen
(0323)

On April 29, 1966, an A-4E attack bomber piloted by Captain Mullen was one in a flight of three aircraft over Khammouane Province on a mission in the Steel Tiger mission area.

His aircraft was observed by his flight leader and another flight airman being hit by a burst of anti-aircraft fire while in an area of dense high cyclic rate of anti-aircraft fire which struck his aircraft in the aft of center line. A forward air controller last observed him 4-5 miles north of the target area flying into cloud

cover in the area of Route 9128 while continuing on a northern heading and emitting smoke.

During one of the 26 search and rescue sorties, a search aircraft received a strong beeper signal five nautical miles northeast of the target area. There was no reply from search aircraft attempts to have the source of the beeper signal respond. The signal was then lost but one hour later started again at five minute intervals. When the SAR force approached the ground area of the signals, they were hit by hostile ground fire on each pass over the area from which the signal was emanating. There were no signals in the area on April 29th. The loss location was initially reported as classified and in September 1973 was recorded as Laos.

Mullen was initially reported as missing in action. Returning U.S. POWs were unable to provide any information on his precise fate. In May 1976 he was declared dead/body not recovered, based on a presumptive finding of death.

South Vietnam — Jimmy M. Malone
(0326)

See Vessey Discrepancy Cases for case summary.

South Vietnam — Bennie Lee Dexter
(0333)

See Vessey Discrepancy Cases for case summary.

Laos — Lavern G. Reilly
George Jensen
Marshall L. Tapp
James A. Preston
George W. Thompson
James E. Williams
Kenneth D. McKenney
William L. Madison
(0339)

On May 15, 1966, Major Lavern Reilly was an observer on an AC-47D aircraft, one of eight crewmen on an armed/visual reconnaissance mission in the Steel Tiger operational area of Savannakhet Province, Laos. It failed to return from its mission. A search and rescue on May 16, 1966, was negative.

On June 7, 1966, a Pathet Lao radio broadcast described U.S.

aircraft shot down over Central or South Laos and included in its list a reference to a C-47 which had been shot down on May 15 with eight Americans killed.

None of those on the aircraft were ever reported in the northern Vietnamese or Pathet Lao prison system. All were initially declared mission and after the end of the war were declared dead/body not recovered. None of their remains have been repatriated.

Laos Ralph C. Balcom
(0340)

On May 15, 1966, Captain Balcom was the pilot of an F-105D, one in a flight of three aircraft on an armed reconnaissance mission over North Vietnam. The flight was unable to strike their primary target due to cloud cover and they dropped their ordnance on Route 1A. Captain Balcom radioed after dropping his ordnance that he was heading for home and was last seen climbing through cloud cover and heading west in the direction of Laos. He was never seen again. Captain Balcom was reported missing in action.

A search of the area failed to produce any evidence of either him or his aircraft. One flight member reported hearing a beeper for a short time but search and rescue aircraft did not hear it.

Pathet Lao radio reported downing an F-105 on May 15, 1966. Captain Balcom's aircraft was the only F-105 loss on that date and the Pathet Lao report was tentatively correlated to him.

Captain Balcom was initially reported lost over North Vietnam. Returning POWs had no information on his precise fate. After Operation Homecoming, a Joint Casualty Resolution Center review of Captain Balcom's flight led to a correction in his country of loss to be Laos. Part of the basis for this conclusion was due to the Pathet Lao broadcast. In December 1977 Captain Balcom was declared dead/body not recovered, based on a presumptive finding of death.

South Vietnam Louis Buckley, Jr.
(0344)

See Vessey Discrepancy Cases for case summary.

North Vietnam **Martin W. Steen**
(0349)

On May 31, 1966, Captain Steen was the pilot of an F-105D, one in a flight of four aircraft on an armed reconnaissance mission over Van Chan District, Nghia Lo Province. He radioed he'd been hit by hostile fire while over the target, was unable to control his aircraft and was going to eject. Other flight members observed his canopy separate, saw him eject, there was a good chute, and he apparently landed in mountainous terrain along a 3000 foot ridge line.

Search and rescue forces were alerted and a pararescue specialist lowered to the area where Captain Steen's aircraft had touched down, found it snagged in the trees with the harness approximately 30 feet off the ground, with no trace of Captain Steen, and with the pararescue specialist unable to determine if the parachute reached the ground. Captain Steen was declared missing in action.

In December 1969, a People's Army of Vietnam soldier reported a U.S. pilot had been captured near Highway 6 in Son La Province and the soldier had escorted the pilot to Son La City. This report related to an incident which occurred in a neighboring province but was thought to possibly correlate to Steen for reasons which are unclear.

In February 1973, a returning U.S. POW described how, after his own capture, he'd been shown an ejection sheet and a sketch of a pilot with the name "Pheebee" followed by a five digit number. The Vietnamese captor indicated through sign language the pilot had been killed on impact. Since the eyes in the drawing were open, the returnee speculated the individual might be alive and the picture resembled Captain Steen.

No returning POWs had any information on Captain Steen's precise fate. In January 1974 he was declared dead/body not recovered, based on a presumptive finding of death.

In December 1983, Vietnamese officials returned the military identity card of Captain Steen. Later, a next of kin became aware that a pistol and watch was available for purchase through private channels and these were believed to have belonged to Captain Steen.

In December 1990, a joint U.S./Vietnamese team visited Yen Bai Town and gained access to a Nghia Lo Province document which criticized local militia for not capturing the pilot of a downed aircraft. The location and date of the incident correlated to the loss incident of Captain Steen. Investigators interviewed witnesses who stated that two aircraft were downed on May 31st over Van Chan District and described one incident which correlated to the loss of Captain Steen. The witnesses stated that the pilot had died on May

31, 1966, but it was not until four days later that they found a decomposing body which was covered up with a parachute. The body was buried in a remote forested area and the remains were later consumed by animals.

Laos

Theodore E. Kryszak
Russell D. Martin
Harding E. Smith
Harold E. Mullins
Ervin Warren
Luther L. Rose
(0354)

On June 19, 1968, an AC-47 aircraft departed Ubon Air Base, Thailand, on an armed reconnaissance mission over South Laos. At 2125 hours the crew reported their aircraft was on fire and a fire could be seen in the right wing root. Fire soon engulfed the entire right side of the aircraft and burning pieces began to fall away from it. The order was given to bail out and that was the last transmission from the aircraft's crew.

The aircraft, still on fire, continued in a straight level flight for approximately 5-10 seconds before turning nose over and crashing in a high angle dive, impacting 30 miles northeast of Tchepone. There was no hostile ground fire observed at the time. There were no parachutes observed and no emergency beepers. An airborne search and rescue force located the tail assembly of the aircraft but no evidence of the crew or that any survived. The crew was declared missing in action.

On September 13, 1968, the Pathet Lao news service reporting that Harding Eugene Smith was shot down on June 3, 1968 when his aircraft was bombing a Pathet Lao controller area of Laos.

The crew was not accounted for by the Pathet Lao during Operation Homecoming and returning U.S. POWs has no knowledge of their eventual fate. The crew members were declared dead/body not recovered, based on a presumptive finding of death on separate dates between June 1974 and January 1979.

Laos

Warren P. Smith
(0370)

On June 22, 1966, Captain Smith was the pilot of an O1F when his aircraft was hit by heavy automatic weapons fire. He radioed his wingman, another O1F, that his aircraft was on fire. His wingman observed him land in what appeared to be a controlled landing at a point 45 kilometers northwest of Tchepone and south of Route 911 in

Savannakhet Province, Laos. His wingman overflew the crash site and later recounted he saw Captain Smith slumped in the cockpit. Captain Smith did not respond to repeated calls on the radio. One hour later search and rescue forces arrived and determined that Captain Smith was no longer in the aircraft. The SAR mission was discontinued due to heavy enemy small arms fire from the area.

Captain Smith was initially declared missing. He was not reported alive in the northern Vietnamese prison system and his remains have not been repatriated. In January 1974 he was declared dead/body not recovered.

South Vietnam — William Ellis, Jr.
(0372)

See Vessey Discrepancy Cases for case summary.

Over water — Charles W. Marik
(0374)

On June 25, 1966, Lieutenant JG Marik and Lieutenant Commander Richard M. Weber, pilot, were the crew of an A-6A from the U.S.S. Constellation on a combat mission against the Hoi Thuong Barracks, a coastal target in northern Vietnam. Their aircraft was hit by anti-aircraft fire in the tail section during a bombing run on the target and the pilot found the aircraft was not responding to control. Both crewmen bailed out and the pilot was in contact with Lieutenant Marik while descending but did not observe him actually land in the water. The pilot landed in the water approximately 3-5 miles from the beach in the South China Sea. After landing he shouted for Lieutenant JG Marik and fired his weapon into the air but never received a response. An airborne SAR force rescued Commander Weber but was unable to locate any trace of Marik after a four hour search.

Lieutenant JG Marik was declared missing in action. Returning U.S. POWs had no information on his precise fate. In May 1973 he was declared killed in action, body not recovered, based on a presumptive finding of death.

South Vietnam — Robert H. Gage
(0381)

See Vessey Discrepancy Cases for case summary.

North Vietnam

Roosevelt Hestle, Jr.
Charles E. Morgan
(0386)

See Vessey Discrepancy Cases for case summary.

North Vietnam

George H. Wilkins
(0391)

On July 11, 1966, Lieutenant Commander Wilkins was the pilot of an A-4 and flight leader in a flight of two aircraft from the U.S.S. Constellation on a mission over Nghe An Province. His wingman later reported Commander Wilkins had fired 20mm cannon fire during his target run beneath flares and in an area of heavy 37mm anti-aircraft fire. His aircraft crashed into an area 25 kilometers north of the port city of Vinh, exploding into a large fireball. There was no evidence of any survivor and no electronic beeper. He was declared killed in action, body not recovered, in July 1966. Returning U.S. POWs had no information on his precise fate.

In December 1988, Vietnamese officials acknowledged having some knowledge about Commander Wilkins. In December 1992, U.S. investigators in Vietnam reviewed a list of air defense operations in the People's Army of Vietnam Military Region 4. Entry 300 recorded the shoot down of an AD-4 on July 11, 1966 by elements of the 15th and 21st Battalions. One crewman died. The Joint Task Force concluded this entry may correlate to Commander Wilkins's loss incident.

North Vietnam

Bernard Conklin
Robert E. Hoskinson
Galileo F. Bossio
Vincent A. Chiarello
John M. Mamiya
Herbert A. Smith
James S. Hall
(0407)

On July 29, 1966, an RC-47D with seven men on board and associated with the 630th Combat Support Group at Udorn Air Base, Thailand, was on an operational mission under the code name Project Dogpatch. The aircrew radioed that it was under attack by hostile aircraft and was being forced down. It was believed last located 10-20 miles south of Sam Neua City, Sam Neua Province, Laos. An airborne search effort to locate the missing aircraft and crew proved negative and they were declared missing in action.

At the direction of the U.S. Ambassador in Vientiane, Laos, there

was no report made of the full details on this mission and the evidence it was shot down by hostile MIG aircraft. At the direction of the Assistant Secretary of Defense (International Security Affairs), basic mission information was declassified in April 1972. In January 1976 the loss location of the aircraft was changed from Laos to North Vietnam based on a reanalysis of the aircraft's flight path and all available intelligence information.

In February 1971, a former member of the Vietnam People's Army reported that MIG jet aircraft had shot down a U.S. aircraft over Mai Chau District, Hoa Binh Province, in June or July 1967. He described seeing two good parachutes and saw the pilots whom he later heard had committed suicide. U.S intelligence concluded this report might correlate to the missing RC-47D and its crew. In a later intelligence report, a source reported MIG-17 jet aircraft shot down an unidentified jet aircraft in Moc Chau District, Son La Province. One crew member, the pilot, reportedly bailed out and died the next day. Bodies of five others were located and buried. This report was placed in the file of those associated with this loss incident.

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

On March 2, 1988, Vietnam turned over identity cards of five of the missing crewmen; Bossio, Hoskinson, Conklin, DiTomasso, and Chiarello. Remains were also turned over and Vietnam linked the remains to the those whose identity cards were turned over. U.S. pathologists examined the remains and confirmed the remains returned were those of James S. Hall, Bernard Conklin, Vincent A. Chiarello, John M. Mamiya, and Herbert A. Smith. In November 1988, a joint U.S./Vietnamese team visited the area of the crash site near Route 6 in Thanh Hoa Province. Witnesses testified about bodies found in the area after the incident. One survivor suffering second degree burns was reportedly located and taken to Mai Chau district hospital where he died the following day. No evidence could be located of the crash site itself. One witness also stated five bodies of crewmen from this incident had been recovered by the Ministry of Defense five years earlier.

North Vietnam — David J. Allinson
(0425)

On August 12, 1966, Captain Allinson was the pilot of the lead F-105D in a flight of four aircraft on an armed reconnaissance mission over Yen Bai Province. After striking a petroleum storage area the flight leader led the flight against ground targets of opportunity on a road in the area of the strike target. During this mission Captain Allinson's aircraft was hit by hostile ground

fire. He ejected from his damaged aircraft and his wingman saw him land in trees. However, there was no beeper and no voice contact with him and a 40 minute search of the area failed to locate him.

Captain Allinson was initially declared missing in action. Returning U.S. POWs had no information that he was seen alive in captivity and were unable to describe his precise fate. In November 1974 he was declared killed in action, body not recovered, based on a presumptive finding of death.

In November 1969, a People's Army of Vietnam defector selected a photograph of Captain Allinson as one of four individuals who resembled one of two American POWs brought to the Hanoi anti-aircraft headquarters. One of the individuals he identified was correlated by DIA to an American POW who returned alive. This led to identification of the second individual as an American POW who was also repatriated and neither individual was Captain Allinson.

In November 1985, Vietnam provided evidence about Captain Allinson. During an April 1991 Congressional delegation to Vietnam headed by Senator John Kerry, the delegation received information about a wartime shoot down which might correlate to Captain Allinson's loss incident.

South Vietnam

Robert L. Babula
Dennis R. Carter
Robert C. Borton
John L. Bodenschatz
(0439)

See Vessey Discrepancy Cases for case summary.

North Vietnam

Hubert C. Nichols,Jr.
(0443)

On September 1, 1966, Nichols was scrambled from Thailand on a search and rescue mission over Bo Trach District, Quang Binh, the flight leader in a flight of two aircraft. While over the target area he began to receive hostile antiaircraft fire. His wingman was hit and turned back. He never saw Nichols after that point.

A Navy pilot later reported observing a crashed and burning aircraft in the area Nichols was believed lost. A search and rescue mission was launched but was unable to locate any signs of life or any beeper. There was heavy antiaircraft in the area.

On September 6, 1966, Radio Hanoi announced the shoot down of a number of aircraft on September 1, 1966. Only two aircraft were

lost on that date, Major Nichols' aircraft and Major Norman Schmidt's aircraft. Major Schmidt was captured and died in captivity. His remains were repatriated in March 1974. Major Schmidt had been the object of Major Nichols search and rescue mission.

Major Nichols was initially declared missing in action. In March 1978 he was declared dead/body not recovered. He was not confirmed alive in the northern Vietnamese prison system.

A U.S. team in Vietnam recently reviewed documents which recorded the shoot down of an aircraft and the apparent death of the pilot. The date and location appear to correlate to this incident.

South Vietnam Lawrence B. Tatum
(0453)

See Vessey Discrepancy Cases for case summary.

North Vietnam John L. Robertson
(0459)

See Vessey Discrepancy Cases for case summary.

North Vietnam Clifton E. Cushman
(0471)

On September 25, 1966, Captain Cushman was the pilot of an F-105 in a flight of three aircraft on a mission over North Vietnam. His aircraft was hit by hostile fire and broke into pieces. His ejection seat appeared to come out of the debris and a beeper was heard but no chute was seen.

In April 1972 a U.S. Air Force interrogator debriefed a former member of the Vietnam People's Army who stated that he saw a pilot land in the area where Cushman was reported to have landed. The airman was bleeding heavily from a head wound. He later died and his body was buried by villagers. This report was initially correlated by the Defense Intelligence Agency to a different incident but in August 1981 was reevaluated and correlated to a sighting of Captain Cushman. Information was received by the U.S. Government that a French news agency had specifically referenced Cushman by name as having been killed but no news article with such information could ever be located.

Captain Cushman was initially reported missing in action and later

declared dead/body not recovered. He was not seen alive in the northern Vietnamese prison system by returning U.S. POWs.

In November 1989 Vietnamese officials stated that Cushman died in the crash of his aircraft. In April 1992 the Joint Casualty Resolution Center heard from witnesses in Lang Son Province that Cushman died of a bullet wound after landing. His remains were buried and the burial site was later washed away.

North Vietnam **William R. Andrews**
(0482)

On October 5, 1966, Major Andrews and First Lieutenant Edward W. Garland were the crew of an F-4C, one in a flight of four F-4 providing escort to two RB-66. Their flight received warning of hostile MIG aircraft. Thirty seconds after a second such alert their aircraft was hit by hostile fire, there was a violent explosion in their tail, and their fire warning lights lit. Both crewmen ejected and two good chutes were seen prior to the aircraft's crash in Muong La District, Son La Province.

Search and rescue forces located Major Andrews standing beside his parachute on their first pass over the area. On a later pass by another aircraft he could not be located. Major Garland established radio contact with the search and rescue forces but his last transmission was "I'm hit, I'm losing consciousness."

The search and rescue forces located Lieutenant Garland and he was rescued. During his post-recovery debriefing he stated he was in contact on the ground with Major Andrews but didn't know his precise location. At one point he heard voices and the sound of small arms fire but didn't see anyone.

Following the shoot down, a People's Army of Vietnam unit reported two crewmen had bailed one and one more had been captured. In a later report, a unit stated that the captured pilot had not yet recovered and in a later report a unit stated "the pilot died." Another report on October 9th apparently referred to U.S. aircraft attacked but there was seeming confusion about how many had been captured and the condition of their health.

In July 1972, Secretary of Defense Laird referred to the case of Captain Andrews as of one 14 cases where the Defense Department knew he had been captured and North Vietnam had refused to provide any information about him.

U.S. POWs repatriated during Operation Homecoming were unable to provide any information about his precise fate. After Operation Homecoming he was declared dead/body not recovered, based on a presumptive finding of death.

In August 1985, Vietnamese officials turned over Major Andrews' identity card to U.S. officials in Vietnam. In March 1990, a joint U.S./Vietnamese team in Son La Province investigated Major Andrews loss incident. They received information that the pilot was killed during a rescue attempt and documents about the incident were at the Son La Museum. In December 1990, Vietnam repatriated remains said to be of Major Andrews. They were returned to the U.S. and identified as his remains.

Over water

James A. Beene
(0483)

On October 5, 1966, Lieutenant JG Beene was the flight leader and pilot of an A-1 section aircraft from the *U.S.S. Oriskany* on an armed reconnaissance mission over the coastal area of North Vietnam between Cape Mui Ron and Thanh Hoa. While in an area 15 miles south of Hon Mat Island, Lieutenant Beene entered the base of thick cumulus clouds and never emerged. An oil slick was later sighted on the ocean which might have come from submerged leaking fuel tanks but no aircraft debris was located.

A SAR effort was unable to locate any specific trace of Lieutenant Beene, and he was declared missing. His name was provided to Vietnamese officials in Paris in October 1971, but no information was received in return.

Returning U.S. POWs were unable to provide any information about his precise fate. In February 1976 he was declared killed in action, body not recovered.

Over water

Stephen H. Adams
Ralph N. Angstadt
Lawrence Clark
John H. S. Long
Robert L. Hill
Inzar W. Rackley, Jr.
John R. Shoneck
(0496)

On October 18, 1966, a HU-16B aircraft disappeared while on a search and rescue patrol north of the Demilitarized Zone. It was last known returning to its home base at Da Nang while located 35 miles off the coast of North Vietnam. It never arrived at Da Nang, and the crew was declared missing. In October 1975 this case was concluded to be a non-recoverable case and the crew was declared dead, body not recoverable.

South Vietnam

Michael L. Burke
Leonard J. Lewandowski, Jr.
Richard E. Mishuk
(0497)

On October 19, 1966, U.S. Marine Corps privates Burke, Lewandowski, and Mishuk were swimming in the ocean at the mouth of a river at the Cua Viet estuary. They were gone from their unit for three hours, never returned, and were declared missing.
Returning U.S. POWs had no information on their precise fate and after Operation Homecoming they were declared dead/body not recovered, based on a presumptive finding of death

North Vietnam

Harry S. Edwards
(0500)

On October 29, 1966, Lieutenant JG Edwards was the pilot of an A-4C when he was hit by hostile antiaircraft fire and his aircraft crashed southwest of Nam Dinh City, Ha Nam Ninh Province. There was no chute sighted and no beeper heard. He was initially declared missing in action. He was declared dead/body not recovered, in April 1974.

Wartime information was received about a crash in this area from which remains were removed to Vu Ban District. A Vietnam People's Army defector reported hearing from a woman with an antiaircraft unit at the Chuoi Bridge. She described that in February 1967 a U.S. aircraft was shot down and crashed. They were only able to find the pilot's legs. This report was believed to be extremely similar to the loss of Lieutenant Edwards.

In November 1988, Vietnam repatriated remains that it asserted were those of Lieutenant Edwards. In February 1989, those remains were proven to be those of Commander Charles E. Barrett.

Laos

Allan D. Pittmann
(0524)

On November 16, 1966, Airman Second Class Allan Pittmann was a passenger on an AIG aircraft flight from Nha Trang, South Vietnam, to Udorn Air Base, Thailand. The aircraft was hit by hostile ground fire, its engine lost power and the aircraft crashed in Savannakhet Province, Laos. The pilot and co-pilot both bailed out and were rescued 90 minutes later. During their post-recovery debrief they reported that Airman Pittmann had also bailed out and they last observed him alive on the ground.

Royal Lao Army and U.S. led irregular forces mounted a sweep on the area on November 17 and again on November 18 in a directed effort to recover Airman Pittmann. They located an enemy dispensary in the general area of his disappearance. A villager just escaped from Lao communist captivity contacted friendly forces on November 22 and stated that he was told by a Pathet Lao battalion commander than an individual correlating to Pittmann was captured on the 17th and was shot to death by the "VC."

Airman Pittmann was not reported alive in the northern Vietnamese prison system and his remains have not yet been repatriated. He was initially reported missing in action. He was declared dead/body not recovered, in April 1978.

North Vietnam Burris N. Begley
(0542)

On December 5, 1966, Major Begley was the pilot of an F-105, one in a flight of four aircraft on a combat mission over North Vietnam. Their flight was attacked by hostile MIG-17 aircraft while en route to the targets and Major Begley's aircraft was hit by hostile fire. Another flight member observed his aircraft apparently hit in the tail: debris and his drag chute were seen falling away from his F-105.

Major Begley reported he was losing power and altitude and would be heading across the Red River. He later reported he would be ejecting, but aerial combat between the F-105 and MIG-17 aircraft prevented U.S pilots from tracking Major Begley. His aircraft crashed in Phu Tho Province, south of the Red River, and approximately 15 miles from the river town of Yen Bai. There was no chute observed and no radio or beeper signals.

Major Begley was declared missing in action. Returning U.S. POWs had no information on his precise fate. In April 1978 he was declared killed in action, body not recovered, based on a presumptive finding of death.

In November 1974, U.S. intelligence received a report from a People's Army of Vietnam defector describing the shoot down of a U.S. aircraft and the landing and capture of a pilot in Phu Ninh District circa January 1967. DIA concluded that this report might correlate to one of three U.S. airmen lost in this area, one of whom was Major Begley. Another report from a former People's Army soldier described the downing of a U.S. jet in Phu Tho Province circa November 1966 and the source reported human remains at the crash site. This report was also placed on Major Begley's file.

In November 1986, Vietnam repatriated remains it asserted were those of Major Begley. U.S. officials determined that there were

insufficient remains for biological identification and they could not be correlated to Major Begley.

Laos

Roy R. Kubley
Lloyd F. Walmer
Harvey Mulhauser
Ronald K. Miyazaki
Howard L. Barden
(0587)

On January 31, 1967, a UC-123B with a crew of five was engaged in a defoliation mission over Laos, the lead in a flight of three C-123 escorted by two A-1E aircraft. The C-123 was hit by hostile groundfire, flipped inverted and crashed approximately 13 kilometers south of the town of Tchepone, Savannakhet Province. There was no evidence of any survivors after the crash. In February 1967 the UC-123B crew was declared killed in action, body not recovered.

In August 26, 1992, a joint U.S./Lao team surveyed the aircraft's reported crash site. Witnesses and wreckage appeared to correlate the site to this loss incident but there were no remains or personal effects discovered. One witness reported having seen burned bone fragments on the scene but none were found during the joint team's visit.

North Vietnam

Allan P. Collamore
Donald E. Thompson
(0590)

On the night of February 4, 1967, Lieutenants Collamore and Thompson were the crew of an F-4B launched from the U.S.S. Kitty Hawk on a pitch black night assigned a mission against coastal targets of opportunity in Nam Ha Province, North Vietnam. While over the coastal strip, the other F-4B aircraft in their flight dropped flares over moving light on a road but the flares failed to ignite. The F-4B turned, made another flare drop, reported "flares away," and this was acknowledged by Lieutenant Collamore's crew. These flares also failed to ignite as the F-4B turned east and out over the coast. Approximately one minute later came an explosion on the ground in the area of the moving ground lights and efforts to raise Lieutenant's Collamore and Thompson were unsuccessful. No parachutes were seen due to the darkness, and no electronic beepers were detected during the search and rescue effort over the loss area.

Both airmen were initially reported missing in action. Returning U.S. POWs had no information on their precise fate. Several years

after Operation Homecoming they were declared dead/body not recovered.

In February 1973 a People's Army of Vietnam soldier reported that in February 1967 he saw an aircraft crash in his native village in Hai Hau District and close to the coast. Remains of two crewmen were reportedly buried at the crash site. In October 1977 the Defense Intelligence Agency reevaluated this report to be a possible correlation to this loss incident. After 1975 a refugee from Vietnam reported being told by a People's Army soldier in 1977 of two graves with U.S. remains in Ninh Province. This report was placed in the files of those involved in this loss incident. Another refugee from Vietnam reported being told of a remains burial side in Phat Diem District, Ham Ha Province, associated with a June 1967 loss incident and this report was also placed in those involved in loss incidents in this general area.

Laos

Ralph L. Carlock
(0606)

On March 4, 1967, Major Carlock departed Takhli Royal Thai Air Force Base in an F-105D on an armed reconnaissance mission over Laos. While attacking a truck, the flight leader saw Major Carlock's aircraft hit by enemy fire in the lower center of the fuselage and began to burn. The flight leader radioed Major Carlock to bail out but did not receive a response. The aircraft crashed in the area of Nong Het, Xieng Khouang Province, just inside Laos from Nghe An Province, North Vietnam, and with no evidence Major Carlock had parachuted from the aircraft prior to the crash. Forty minutes later there was a weak beeper from the vicinity of the crash site but it was believed to be a result of fire at the crash site and was not pilot activated. Major Carlock was declared missing in action.

On March 5, 1967, the pro-communist Patriotic Neutralist radio station news service reported its forces in Long Met District, Vientiane Province, had shot down a U.S. F-105 aircraft and captured the pilot. U.S. intelligence concluded at the time that this report may have been partially derived from the loss of Major Carlock's aircraft which crashed in Xieng Khouang Province and not in Vientiane Province and the report was not believed to represent a truthful statement that the pilot had been captured.

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

In June 1986, the Joint Casualty Resolution Center received information from a source who described the crash of an aircraft similar to an F-105 in Xieng Khouang Province which had occurred in

either 1971 of 1972. Two airmen reportedly died in the crash. In September 1988, JCRC received another report from another source describing a wartime F-105 crash near Nong Het. The pilot reportedly bailed out at low altitude and died when he hit the ground. The body was buried by local villagers accompanied by Vietnamese advisory personnel. These reports were placed in Major Carlock's file due to the correlation to his loss location and the possibility they may have correlated to his loss incident.

In October 1990, JCRC received another report from another source describing the October 1967 shoot down of a U.S. aircraft near Nong Het. The pilot bailed out and the source was told the pilot was captured by North Vietnamese Army forces. Due to a number of U.S. aircraft losses in the area of this reported shoot down, some of which involved unaccounted for airmen, no specific correlation could be made to a particular missing airman and the report was placed in the files of airmen unaccounted for in the None Het area.

South Vietnam — Burt C. Small
(0607)

See Vessey Discrepancy Cases for case summary.

North Vietnam — James E. Plowman
John C. Ellison
(0629)

On March 24, 1967, Commander Ellison and Lieutenant JG plowman were the number three aircraft in a flight of four on a combat strike mission against the Bac Giang Thermal Power Plant.
Nothing further was heard from them after they reported "bombs away." Two hostile surface to air missile launches were reported in the area before radio and radar contact was lost while they were exiting the strike area and flying low between the mountains. Both crewmen were declared missing in action when they failed to rejoin their flight.

On March 26, 1967, Radio Beijing reported in its English language program with a March 26th Hanoi dateline that one American aircraft had been shot down on March 24th over Ha Bac Province. U.S. Naval intelligence received a report believed associated with this loss incident in which it placed "low confidence" that one or two were killed. In May 1968, another report was received which referenced two Americans seen outside Tran Phu Prison in Hai Phong City in mid-1967. The similarity in the physical description of the two captives and that of the two airmen lost in this incident led to this report being placed in both their file for reference purposes. One of Lieutenant Plowman's next of kin believed Plowman was one of

those seen near Tran Phu Prison. After Operation Homecoming DIA determined this report correlated to U.S. POWs who were repatriated alive.

Neither crewman was accounted for during Operation Homecoming. However, one returnee reported having been shown a picture of 10 or 12 U.S. POWs being paraded and was positive that Lieutenant Commander Ellison was in the front row of the U.S. POWs. DIA later determined the scene described by the U.S. POW returnee referred to a notorious July 6, 1966, public exhibition of U.S. POWs marched through Hanoi streets, an incident which occurred prior to the loss of Commander Ellison, and those forced to march in this spectacle were all identified. During the war, Commander Ellison's next-of-kin reviewed then as yet unidentified photographs of U.S. POWs and believed one was of her husband. It was later confirmed to be a photograph of Major Berg who returned alive. An early releasee also reported learning of the name Buzz Ellison while in the North Vietnamese prison system but returnees during Operation Homecoming had no knowledge he was alive in captivity. This was one of approximately 350 names the early releasee provided based on names written on toilet paper without any context for these names. In another report, a returnee stated he had seen Commander Ellison's name etched into a tree near a wartime prison referred to by U.S. POWs as Dogpatch.

In March 1992, Commander Ellison's personal effects and metal items were repatriated by Vietnam.

North Vietnam John F. O'Grady
(0641)

On April 10, 1967, Major O'Grady was the pilot of an F-105D, one in a flight of four F-105s on an armed reconnaissance mission over the Mu Gia Pass, North Vietnam. He was apparently hit by hostile ground fire and radioed he was preparing to exit the aircraft. His parachute was seen in the air and on the ground. There was no beeper and no radio contact after ejection. His aircraft impact point was not observed. Major O'Grady was initially declared missing in action.

On April 11, 1967, Radio Hanoi broadcast a reference to the shoot down of a U.S. aircraft in Quang Binh Province on April 10, 1967. Major O'Grady's aircraft was the only one lost on that day. Mrs. O'Grady later traveled to Paris and spoke with North Vietnamese representatives who informed her that her husband was not a prisoner of war.

In January 1991 a U.S. field team examined Vietnamese archives which indicated an American F-105 was shot down on April 10, 1967, by elements of the 280th Air Defense Regiment in the area where Major O'Grady was downed. The information provided stated the body

of the pilot was recovered and buried along Route 12. The U.S. field team interviewed five witnesses, three of whom provided hearsay information concerning the shoot down and the death of the pilot shortly after capture. Two other witnesses provided first hand accounts of his capture in Tuyen Hoa District, Quang Binh Province, his turnover to a Vietnam People's Army engineer unit and hearsay that he later died. His death was said to have occurred on April 11th which was at variance with the documents which said death occurred on April 10th. An examination of a possible burial site proved negative.

In February 1992, U.S. investigators located the identity card, Geneva Convention Card and Restricted Area Access Badge belonging to Major O'Grady. They were also able to interview a former senior officer from the 280th Air Defense Regiment. From available information Major O'Grady was wounded when captured by local village militia and died four hours later.

North Vietnam — John S. Hamilton (0644)

See Vessey Discrepancy Cases for case summary.

South Vietnam — Thomas A. Mangino, Paul A. Hasenbeck, David M. Winters, Daniel R. Hidds (0646)

See Vessey Discrepancy Cases for case summary.

South Vietnam — Roger D. Hamilton (0647)

See Vessey Discrepancy Cases for case summary.

North Vietnam — Michael J. Estocin (0656)

See Vessey Discrepancy Cases for case summary.

North Vietnam Roger M. Netherland
(0677)

See Vessey Discrepancy Cases for case summary.

South Vietnam Carlos Ashlock
(0678)

See Vessey Discrepancy Cases for case summary.

Cambodia Joe L. Delong
(0689)

See Vessey Discrepancy Cases for case summary.

North Vietnam James K. Patterson
(0691)

On May 19, 1967, Lieutenant Patterson and Lieutenant Commander Eugene B. McDaniel were the crew of an A-6A, one in a flight of six aircraft on a combat mission against the Van Dien repair facility five miles south of Hanoi. There was a warning of a missile launch and an explosion near their aircraft. Both crewmen ejected and two good chutes were seen. Voice contact was established with both on the ground and Lieutenant Patterson reported he had a badly broken leg. A rescue mission was not possible due to the high hostile threat in the area.

Contact with those on the ground continued until May 22nd when it was lost. Both were believed to have been captured. Commander McDaniel returned alive during Operation Homecoming.

Commander McDaniel believed that Lieutenant Patterson had been captured. He heard from an interrogator that Patterson had been injured but was all right. Patterson's name was heard in the prison communications system according to one returnee but he was not confirmed alive in the prison system. His identity card was reported in a newspaper in 1967.

Lieutenant Patterson was not accounted for during Operation Homecoming. In April 1974 he was declared dead/body not recovered.

In December 1985 Vietnam returned the identity and Geneva Convention cards of Lieutenant Patterson. In December 1990, a U.S.

field team in Vietnam located documents and interviewed witnesses associated with this loss. One pilot was described captured the morning after their aircraft was shot down. That accurately describes the time of capture of Commander McDaniel. The team was also told that the second airman was shot to death by militia on the fourth day after the shoot down and was buried nearby. His remains were said to have been dug up by animals.
The team did not excavate any purported grave site.

South Vietnam — Walter F. Wrobleski
(0703)

See Vessey Discrepancy Cases for case summary.

North Vietnam — Kenneth F. Backus
Elton L. Perrine
(0706)

See Vessey Discrepancy Cases for case summary.

South Vietnam — Brian K. McGar
Joseph E. Fitzgerald
John E. Jakovac
(0715)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam — Di Reyes Ibanez
(0723)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam — Robert L. Platt, Jr.
(0728)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Leo E. Seymour
(0750)

On July 3, 1967, Staff Sergeant Seymour was team leader of Team Texas, a joint U.S./Vietnamese patrol on a covert cross border mission into Attopeu Province, Laos, opposite Kontum Province, South Vietnam. They were discovered and engaged by a People's Army of Vietnam force. The team split up but when it was reassembled, SSG Seymour could not be found. U.S. search and rescue aircraft supporting the recovery of the team's survivors reported seeing one man who was to the rear of the team, was wearing green fatigue clothing and raised his weapon at them. He was shot and killed by the rescue aircraft who concluded he was a North Vietnamese.

In April 1970 a North Vietnamese Army prisoner reported having seen a U.S. POW at way station 20 in Quang Binh Province. The American was a fluent Vietnamese linguist. U.S. intelligence files contain this report as conceivably correlating to SSG Seymour; however, this correlates with the time when former U.S. Marine Corps Private Robert Garwood, fluent in Vietnamese, could have transversed the area after being taken from South Vietnam to North Vietnam.

SSG Seymour was initially declared missing. He was not reported alive in the northern Vietnamese prison system and his remains have not been repatriated. In April 1976 he was declared dead/body not recovered.

North Vietnam

Ronald N. Sittner
(0804)
Charles Lane, Jr.
(0805)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Ronald L. Holtzman
Kenneth Goff
Richard Schell
Richard M. Allard
(0811)

On August 24, 1967, a helicopter from the 119th Assault Helicopter Company, 52nd Combat Aviation Battalion, 4th Infantry Division, with nine men on board was returning on low level flight to the Division's base. While flying down the Dak Bla River at an altitude of thirty feet, the helicopter began to turn around to check out a sighting of unidentified persons along the river bank but was apparently caught in a downdraft and crashed into the river. Four on board were rescued and the body of another solider

was recovered later.

Specialist Fourth Class Holtzman was in contact with the pilot after the crash but was swept away in the swift moving ten foot deep river and was later declared dead/body not recovered. The remaining three were declared missing. The area the men were declared missing was searched by Special Forces personnel from Forward Operating Base 2 but without success. A later search of the area on December 26, 1969, found the river ten feet higher than when the aircraft first crashed into the river.

In 1970 Sergeant Allard's next of kin advised the U.S. Army that a CBS film showing U.S. POWs included one individual she believed to be her son. Still photographs from the film were of poor quality and could neither prove nor disprove her statements.

Early in 1972 Sergeant Allard's next of kin advised the U.S. Army she had received a telephone call shortly after her son's disappearance and only one word was spoken but the next of kin believed it was Sergeant Allard calling from Phnom Penh, Cambodia. She visited Phnom Penh and Vientiane, Laos in late January-early February 1972 and upon her return to the U.S. stated she had seen her son at a Viet Cong prison in Phnom Penh, insisting her son's status be changed to POW.

The U.S. Army's investigation of the next of kin's allegations led to a determination that the underground prison at the pagoda which was the site of the alleged sighting was at the historical center of Phnom Penh, open to the public and tourists, and the site of various cultural and religious events. Based on this and other inconsistencies and implausibilities, the U.S. Army concluded the sighting had not taken case as alleged by the next of kin. The next of kin's allegations, sparked by assistance from Rev. Lindstrom of the Save The Pueblo Committee, received national news in the New Hampshire Sunday News, New York Times, the NBC Today Show, Reader's Digest, and other media. An individual that the next-of-kin asserted could verify her story was located in Costa Rica and that individual denied having seen any POWs.

In March 1974, Sergeant Allard was declared dead/body not recovered based on a presumptive finding of death.

North Vietnam William G. Bennett
(0825)

On September 2, 1967, Major Bennett was the pilot of an F-105D aircraft in a flight of four F-105 aircraft on a combat mission over Quang Binh Province. He crashed while pulling up from a strafing run and his aircraft exploded upon impact. The crash site is in a remote area approximately 40 kilometers west of Dong Hoi in Bo Trach District. His aircraft was seen to impact onto the

eastern slope of a steep karst in a pocket between two such formations. Other flight members observing the crash made several passes over the crash site without seeing any survivor. There was no chute seen and an extensive electronic search failed to detect any electronic beeper.

Major Bennett was initially declared missing in action. He was declared dead/body not recovered, in May 1973. Returning U.S. POWs did not report observing him alive in the Vietnamese prison system and had no information on his fate.

North Vietnam — Donald W. Downing
Paul D. Raymond
(0829)

On September 5, 1967, Captain Downing and First Lieutenant Raymond were the crew in an F-4C, one of a flight of two aircraft on a night armed reconnaissance mission. The other aircraft observed a fireball descending toward the ground into an area 45 kilometers south-southeast of Dong Hoi, Quang Binh Province. There was no response to radio calls. An orbit of the area failed to disclose any parachutes or beepers. The crew was declared missing in action.

U.S. intelligence received a report from an ethnic Khmer in December 1971 of the sighting of a U.S. POW in November 1970 at a prison on the northern edge of Ha Dong City, Ha Dong Province, also described as near Ba Vi Mountain. He identified one of the POWs as similar to Captain Downing.

Captain Downing was declared dead/body not recovered, in November 1973. Neither airman was reported alive by returning U.S. POWs.

Laos — John W. Armstrong
(0833)

On November 9, 1967, Lieutenant Colonel Armstrong and Lieutenant Lance P. Sijan were the crew on board a camouflaged F-4C, one in a flight of two aircraft on a combat operation over Khammouane Province. On their second pass over the target area, a ford in the area of Ban Laboy, their aircraft went through ar estimated 60 rounds of 37mm antiaircraft barrage fire. Their aircraft burst into flames, climbed to approximately 9000 feet and then began to descend on a 15-20 second controlled flight before it crashed approximately one kilometer from Route 912. There was burning throughout the night from the wreckage which landed in a sparsely populated karst area. There were no chute or beepers seen but something appeared to fall from the aircraft.

On November 11, 1967, SAR forces established contact with Lieutenant Sijan who was alive on the ground, had a broken leg, and had not had any contact with Colonel Armstrong. Lieutenant Sijan was never rescued but successfully evaded for 46 days before being captured by People's Army of Vietnam forces. He was taken to Hanoi where he died in captivity on January 22, 1968. While in captivity he related his belief that one of their bombs and exploded immediately upon release and this was the reason for their crash. Also, he believed Colonel Armstrong was killed prior to ejection from the explosion of his aircraft's bomb. Lieutenant Sijan was listed as having died in captivity and his remains were repatriated in March 1974.

Colonel Armstrong was not accounted for during Operation Homecoming and returning U.S. POWs had no information on his precise fate. In June 1974 he was declared dead/body not recovered, based on a presumptive finding of death.

In February 1978, the Joint Casualty Resolution Center in Thailand received a report from a refugee in Thailand about four U.S. POWs captured in Sam Neua, Laos, and last seen alive in 1977. The source supplied Colonel Armstrong's name and stated he was one of the POWs. The individual was removed from the refugee camp by Thai authorities and JCRC was unable to reestablish contact with the source.

In October 1983, a U.S. citizen reported he had obtained personal effects of Lieutenant Sijan from a former Lao Army colonel operating with a self-claimed Lao resistance force from the area of Nakhon Phanom, Thailand. In November 1984 another U.S. citizen and POW/MIA hunter provided the U.S. government with information about case 0833 and the recovery of a personal ring which was allegedly passed to the National Security Council officer responsible for the POW/MIA issue. In November 1991, U.S. investigators in Vietnam obtained access to an 84 page listing of U.S. aircraft losses in People's Army Military Region 4. Page 48 contained an aircraft shoot down correlating to this incident.

South Vietnam — Kenneth L. Plumadore
(0839)

See Vessey 135 Discrepancy Cases for case summary.

Laos — Richard D. Applehans
George W. Clarke, Jr.
(0862)

Clarke and Applehans were reported lost in an RF4C while on a reconnaissance mission which was planned for the area of the

Demilitarized Zone separating Vinh Linh Special Zone, North Vietnam and Quang Tri Province, South Vietnam. They checked in prior to receiving clearance to attack their assigned target. This was the last contact with the crew which never returned from its mission and was reported lost over Quang Binh Province, North Vietnam. The aircraft's wreckage was not located and there was no beeper. In May 1975 it was determined that the aircraft had crashed in Laos.

In 1968 Clarke's status was changed to POW based on information from a U.S. POW repatriated on February 16, 1968 which indicated Clarke was alive and in captivity. During Operation Homecoming it was determined that this report was erroneous and hearsay information which was a misidentification. Clarke was declared killed in action, body not recovered, in November 1973. Applehans was declared killed in action, body not recovered, in April 1978.

Other than the one misidentification, there is no evidence that either individual was seen alive in the northern Vietnamese prison system and their remains have not yet been repatriated.

South Vietnam — Paul L. Fitzgerald, Jr.
Olin Hargrove
(0867)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam — James E. Dooley
(0872)

On October 22, 1967, Dooley was the pilot of an A-4E on a combat mission over Hai Phong. He was hit by hostile fire while pulling off from an attack on the Hai Phong railroad yard. Witnesses observed the aircraft begin a gradual descent and crash into the water about a mile offshore. Search and rescue aircraft could not locate any sign of a survivor. He was initially reported missing in action. After Operation Homecoming he was declared dead, remains not recoverable.

Returning U.S. POWs reported either seeing Dooley's name on a wall or heard he was a prisoner. Returning U.S. POWs were unable to report having seen him alive in prison.

North Vietnam — Richard C. Clark
(0873)

On October 24, 1967, Lieutenant JG Clark, radar intercept operator,

and the pilot, Commander Charles R. Gillespie, were the crew in an F-4B from the U.S.S. Coral Sea on a MIGCAP mission over North Vietnam. Their aircraft was hit by an SA-2 surface to air missile while approximately 15 miles west of Hanoi, both aircraft engines were set on fire and there was a fire below the radar interceptor operator's cockpit. Commander Gillespie ejected and was captured. He was repatriated during Operation Homecoming and stated that he never saw Lieutenant Clark eject and had no knowledge that Clark survived their shoot down.

One beeper was heard and one individual was seen on the ground by SAR aircraft in the area. However, two Americans reached the ground alive, Commander Gillespie and Lieutenant Frishman, a crew member of another aircraft downed and whom Commander Gillespie believed he saw coming down in a parachute at the same time he was landing.

On October 24, 1967, the Vietnam News Agency reported that eight U.S. aircraft were shot down that day in the Hanoi, Hai Phong, Vinh Phuc area. The report did not say which specific aircraft were shot down and whether anyone had been captured.

Returning U.S. POWs were unable to provide any information about Lieutenant Clark's precise fate. In November 1973 he was declared killed in action, body not recovered based on a presumptive finding of death.

In September 1988, a U.S. team in Vietnam traveled to Tam Dao mountain and interviewed witnesses concerning this loss incident and the capture of an unidentified pilot. Information provided to the team, including the presence of People's Republic of China troops in the area, correlated to the capture of Major Gillespie. In December 1990 another team visited the area and located an F-4 crash site probably associated with this incident. In January 1991 Vietnam repatriated remains it identified as those of Lieutenant Clark, together with fragments of parachute rigging and aircraft parts. The bone fragment could not be correlated to him.

North Vietnam

James S. Morgan
(0903)
Kelly F. Cook
James A. Crew
(0904)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam — Herbert O. Brennan
Douglas C. Condit
(0928)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam — Michael Millner
(0930)

See Vessey 135 Discrepancy Cases for case summary.

Laos — Gary H. Fors
(0947)

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

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

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

North Vietnam — Roger B. Innes
Leonard M Lee
(0952)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam

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

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

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

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

Laos

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

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

to eject before it impacted on the ground and burst into fire with flames reaching a height of 20 feet. There were no radio transmissions or beepers from the crew or passenger after impact and the five men on board the helicopter were declared missing in action. Intense groundfire precluded any entry into the crash site until four days when a ground team was successfully inserted. The team was unable to locate any evidence of the crew and no evidence anyone had survived.

In December 1971 the CIA forwarded a report to DIA about the sighting of American POWs in Laos. One report described four Americans said to have been captured in South Vietnam as passing through a way-station on the Ho Chi Minh Trail in mid-1970, Commo-Liaison Station 12, approximately 25 kilometers southwest of Tchepone, Savannakhet Province. The source pointed out a photograph of Williamson as resembling one of the four Americans. Another report described two captured pilots at Commo-Liaison Station 12 early in 1969 approximately 15 kilometers northwest of Muong Phine. These reports were placed in the file of those associated with this loss incident.

Williamson was considered by other returnees as a "no show" in the northern Vietnamese prison system and U.S. POWs returned during Operation Homecoming had no information that anyone had survived into captivity. However, one returnee reported having seen a statement with the name Williamson on it. After Operation Homecoming the five men in this incident were declared dead/body not recovered, based on a presumptive finding of death.

In 1974, a report was received about the sighting of aircraft wreckage in Laos. The report was placed in the files of this and one other incident in the same general area. In another report, a Vietnamese refugee stated that two bodies were burned up in the crash of a Cobra helicopter and that report was also placed in the files of those associated with the two loss incidents in this general area.

North Vietnam — Ralph E. Foulks, Jr.
(0968)

On January 5, 1968, Lieutenant Foulks was in one of two aircraft in a flight on a night strike mission over Ninh Binh Province, North Vietnam. His aircraft disappeared while on this mission and there was no known crash site, no radio transmission, no beeper and no parachute. He was initially reported missing in action and in November 1973 was declared dead/body not recovered.

During the war there were various reports of U.S. aircraft downed in this area, often with reports of multiple crews or reports of sightings correlated to other known incidents.

Lieutenant Foulks remains were repatriated by Vietnam on December 15, 1988. According to Vietnam, Lieutenant Foulks died on January 5, 1968 when his aircraft was hit over Ninh Binh Province. The pilot disintegrated with his aircraft. His Geneva Convention card was recovered but it was later lost.

South Vietnam

Derri Sykes
Richard R. Rehe
(0976)

On January 9, 1968, Privates First Class Rehe and Sykes were members of the 3rd Battalion, 196th Light Infantry Brigade, Americal Division, searching for missing unit personnel in Quang Tin Province. Their unit was ambushed by People's Army of Vietnam forces and they became separated from their unit. Both soldiers were reportedly wounded at the time, each hit up to four times in the chest and shoulder by hostile fire. Both servicemen were declared missing in action.

The majority of missing Division servicemen captured on January 8th and 9th were evacuated to a People's Army Military Region 5 POW camp. However, PFC Rehe, completely debilitated, was left behind in a village on the night of January 9th and was never seen again by surviving POWs. PFC Sykes was left behind in a bunker on January 9th and was believed by returning POWs to have died there of severe blood loss.

Both serviceman were categorized as missing in action until released U.S. POWs captured at the time confirmed that although seriously wounded, they had in fact survived into captivity but never reached the Military Region 5 POW camp. One returnee stated he was told by one of his captors that PFC Rehe and Sykes had both died on January 9, 1968. After Operation Homecoming they were declared dead/body not recovered, based on a presumptive finding of death.

Joint U.S./Vietnamese investigations in Vietnam located and interviewed individuals with knowledge of the fate of members of the Americal Division captured on January 8-9, 1968. Interviews during September 1992 of former Military Region 5 prison camp officials provided information on the fate of those who survived to reach the prison. Witnesses testified that the precise location of all graves was recorded after January 1973 and that 21 sets of remains of those who died at the prison were recovered washed, and bagged at the end of 1978 or early 1979 and then sent to "higher headquarters." Included in these remains were those of a West German man and woman who died in captivity. Remains of those captured at the same time as PFC's Rehe and Sykes who reached the prison camp alive, were repatriated in August 1985.

South Vietnam — Richard W. Fischer
(0977)

See Vessey 135 Discrepancy Cases for case summary.

Laos — James D. Cohron
(0984)

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

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

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

South Vietnam — William D. Johnson
(0997)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam — James A. Ketterer
Tilden S. Holley
(0998)

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

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

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

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

North Vietnam

Michael Dunn
Norman E. Eidsmoe
(1004)

See Vessey 135 Discrepancy Cases for case summary.

Cambodia

Charles E. White
(1006)

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

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

South Vietnam

Vernon Z. Johns
(1028)

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

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

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

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

South Vietnam

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

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

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

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

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

South Vietnam

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

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam

Robert M. Elliott
(1049)

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

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

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

Laos

John F. Hartzheim
Paul Lloyd Milius
(1062)

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

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

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

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

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

North Vietnam

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

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

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

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

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

South Vietnam — Robert W. Hunt
(1065)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam — James E. Hamm
(1086)

See Vessey 135 Discrepancy Cases for case summary.

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

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

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

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

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

or Vietnamese prison system.

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

Laos

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

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

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

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

South Vietnam

Walter A. Cichon
(1112)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

John W. Held
(1131)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

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

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

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

North Vietnam

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

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

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

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

North Vietnam — Robert D. Avery
Thomas D. Clem
(1156)

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

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

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

South Vietnam — Frederick J. Ransbottom
(1171)

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

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

North Vietnam

Joseph E. Davies
Glen D. McCubbin
(1182)

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

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

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

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

Laos

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

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

night flare mission over Saravan Province. The last contact with the aircraft was a 2055. Fifteen minutes later another aircraft's crew observed a large fire on the ground in a mountainous area with heavy jungle foliage but were driven off by hostile anti-aircraft fire. Airborne search aircraft and night photography could not confirm the fire to be associated with an aircraft crash site but were of the view the circular fire resembled that of a crashed aircraft. The crew was declared missing. There was no evidence of any parachutes or beepers and no mayday calls.

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

In June 1989, a source turned in the drawing of an identity card and restricted area access card with the name of Gary Pate. In August 1989, a Vietnamese source provided dog tag information from a member of an ethnic minority residing in South Laos together with a photograph reportedly showing human remains at an unknown location. In May 1991 a source in Thailand reported dog tag information associated with Pate. The source stated he had received the information from a central Vietnamese who located the dog tag while looking for incense wood near Hue City, South Vietnam, and had instructed the source to provide the information to the U.S. government upon his arrival in Bangkok. In October 1991, U.S. investigators in Vietnam were provided dog tag information and a bone fragment reportedly of Gary Pate. The Vietnam resident turning over the material to U.S. investigators stated he was an intermediary acting for others.

South Vietnam — Walter R. Schmidt, Jr.
(1205)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam — Edward R. Silver
Bruce R. Lawrence
(1222)

On July 5, 1968, Major Silver and First Lieutenant Lawrence were the crew of an F-4C on a night armed reconnaissance mission over North Vietnam. Their aircraft was hit by hostile anti-aircraft fire. Their wingman observed their aircraft turn into a large fireball with streaks of fire trailing out of the bottom, followed by a second smaller explosion. There were no parachutes observed and no beepers heard. Intense hostile fire prevented a daylight search of the area. Both airmen were declared missing in action.

During Operation Homecoming, a returning POW reported seeing a propaganda film which included the showing of a body in a flight suit. The returnee was "almost positive" the name strip on the suit was "Silver."

No returning U.S. POW was able to report either of the missing crewmen in captivity. Both were later declared killed in action, body not recovered, based on a presumptive finding of death.

North Vietnam David S. Greiling
(1234)

On July 24, 1968, Lieutenant Commander Greiling was the pilot of an A-7A on a night combat mission over North Vietnam. His wingman observed him fly into a mountain and saw his aircraft explode on impact. There was no parachute seen. Other aircraft in the mission bombed the site of the crash, thinking it was the target. Villagers reported finding disintegrated remains several days later.

During the war, a photograph of Commander Greiling's identity card was located in the Seaman's Club in Hai Phong in July 1969. This led to his eventual reclassification from missing to POW.

Returning U.S. POWs were unable to provide any information on Commander Greiling's eventual fate. In September 1973 he was declared killed in action, body not recovered, based on a presumptive finding of death.

A recent joint U.S/Vietnamese investigation of Major Greiling's crash site led to the recovery of evidence of an A-7A crash. The recovered material, including parts of the ejection seat, indicated the pilot did not eject prior to the crash.

North Vietnam William J. Thompson
Joseph S. Ross
(1243)

On August 1, 1968, Major Thompson and First Lieutenant Ross were the crew of an F-4D, one in a flight of two aircraft from Da Nang Air Base, South Vietnam. Their wingman observed the flight leader drop flares which illuminated a group of trucks on the ground and Major Thompson rolled in on the target. The wingman next observed an explosion on the ground within 100 feet of the target and it was evident that Major Thompson's aircraft had impacted and exploded in an area approximately 47 kilometers southwest of the coastal city of Dong Hoi and 1500 meters northeast of the village of Ban Katoi. There were no chutes or beepers noted in the ten minutes the

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

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

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

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

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam — Terrin D. Hicks
(1248)

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

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

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

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

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

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

South Vietnam **Humberto Acosta-Rosario**
(1258)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam **Dallas R. Pridemore**
(1274)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam Earl E. Shark
(1277)

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

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

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

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

Laos Leighton L. Paul
Edgar F. Davis
(1279)

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

the navigator after the pilot's ejection.

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

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

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

North Vietnam Domenick A. Spinelli
(1294)

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

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

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

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

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

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

South Vietnam — Dickie F. Finley
(1308)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam — Donald L. Harrison
Steven N. Bezold
(1314)

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

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

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

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

North Vietnam

Bradley G. Cuthbert
Mark J. Ruhling
(1327)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam

San D. Francisco
Joseph C. Morrison
(1329)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Russell D. Galbraith
(1339)

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

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

Laos

Francis J. McGouldrick
Thomas W. Dugan
(1341)

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

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

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

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

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

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

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

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

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

Laos

Michael Bouchard
(1345)

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

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

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

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

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

Laos

Charles D. King
(1348)
Charles R. Brownlee
(1347)

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

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

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

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

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

Laos

Robert F. Coady
(1363)

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

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

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

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

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

Laos

Russell K. Utley
Daniel E. Singleton
(1366)

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

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

Laos

Larry J. Stevens
(1383)

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

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

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

death.

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

North Vietnam John M. Brucher
(1388)

See Vessey Discrepancy Cases for case summary.

Laos Cristos C. Bogiages, Jr.
(1397)

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

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

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

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

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

South Vietnam — John T. McDonnell
(1402)

See Vessey 135 Discrepancy Cases for case summary.

Laos — Carter P. Luna
(1405)

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

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

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

Laos

David Dinan
(1408)

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

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

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

Laos

Frederick W. Hess
(1418)

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

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

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

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

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

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

South Vietnam William C. Pierson, III
(1425)

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

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

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

See Vessey 135 Discrepancy Cases for case summary.

Cambodia Jerry M. Shriver
(1431)

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

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

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

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

Laos

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

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

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

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

Laos

Virgil G. Stewart
(1444)

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

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

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

Laos James W. Grace
(1455)

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

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

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

South Vietnam Donald L. Sparks
(1456)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Patrick M. Fallon
(1463)

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

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

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

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

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

Laos

Peter X. Pike
Paul L. Bannon
(1465)

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

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

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

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

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

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

Laos

Roger D. Helwig
(1488)

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

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

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

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

Laos

Gray D. Warren
Neil S. Bynum
(1505)

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

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

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

South Vietnam

John G. Graf
(1523)

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

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

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

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

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

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

Laos

Benjamin F. Danielson
(1535)

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

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

Laos

Bruce C. Fryar
(1542)

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

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

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

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

In April 1982 Captain Brooks remains were repatriated and identified.

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

North Vietnam

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

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

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

South Vietnam

Gary B. Scull
(1572)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Dennis G. Pugh
(1573)

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

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

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

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

Laos

Richard L. Ayers
Robert E. Rausch
(1596)

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

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

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

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

South Vietnam **Eugene L. Wheeler**
(1598)

See Vessey 135 Discrepancy Cases for case summary.

Laos **Charles S. Rowley**
(1600)

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

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

Cambodia

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

On May 2, 1970, eight U.S. Army personnel were flying in a UH-1H in northern Tay Ninh Province, South Vietnam. They crossed into Cambodia and were shot down by hostile ground fire, crashing southwest of Memot City. One Army Private evaded capture and was rescued. Four were captured. Two of those captured, Warrant Officer Maslowski and Specialist Crowson, were released in February 1973 during Operation Homecoming. Warrant Officer Varnado was wounded in the right side and left leg. He was taken to a hospital after captured and was never seen by U.S. POWs as alive after that time. A wartime report was received describing an American POW who died at Hospital K-21 on 26 August 1970, wounded in the left thigh during a helicopter crash in June 1970. The unit which shot down the helicopter was Z26 Company, 75th Artillery Group.

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

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

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

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

South Vietnam

Larry G. Kier
Refugio T. Terran
(1613)

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

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

South Vietnam

Alan R. Trent
Eric Huberth
(1619)

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

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

South Vietnam

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

See Vessey 135 Discrepancy Cases for case summary.

Laos

Donald B. Bloodworth
James W. Reed
(1650)

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

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

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

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

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

suspected it might pertain to this loss incident, DIA reevaluated it after Operation Homecoming and concluded it might pertain to the loss incident of a returnee, Charles Reiss.

In 1986 the Joint Casualty Resolution Center received a report about a crash site in the vicinity of this loss incident. In January 1990, a joint JCRC/Lao team visited the area of this loss incident and was told a Lao national had remains to turn over. The source could not be located at that time. In July 1971 a joint team investigated the site and in December 1991 another joint team visited the site, locating F-4 wreckage and a portion of parachute harness.

South Vietnam

Bernard H. Plassmeyer
(1660)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Fred A. Gassman
David A. Davidson
(1663)

On October 5, 1970, a joint U.S./Vietnamese reconnaissance team designated Team Fer-de-Lance from the 5th Special Forces Group Command and Control North group engaged hostile forces in the Phu Dung operational area in Saravan Province. The Assistant Team Leader, Sergeant Gassman, radioed to an aircraft overhead that the Team Leader had been hit by hostile fire and fallen off a cliff, the team was receiving hostile ground fire from three sides, and they were low on ammunition. The Assistant Team Leader then radioed "I've been hit - and in the worst way." Several groans were heard over the circuit and then the radio went silent.

Two other team members later described how Staff Sergeant Davidson was hit by a long burst of enemy fire after which Sergeant Gassman was talking on the radio when he too was shot. Sergeant Gassman groaned and fell to the ground with a large hole in his back. One Vietnamese team member with Sergeant Gassman when he was shot believed he had died.

After the incident the Sergeants Gassman and Davidson were declared missing in action. Returning U.S. POWs had no information on their precise fate. After Operation Homecoming they were declared dead/body not recovered, based on a presumptive finding of death.

Laos

Joseph L. Chestnut
(1666)

On October 13, 1970, Major Chestnut was the pilot of a T-28 propeller aircraft on an orientation flight which originated from Luang Prabang, the royal capital of Laos. The flight leader saw smoking coming from Major Chestnut's T-28 wings but there were no flames. His T-28 began a shallow straight ahead climb and then went over the crest of a hill and exploded on the other side of the crest. Major Chestnut was not seen to parachute from the aircraft and there was no beeper. He was declared missing.

On October 14, 1970, a ground search team entered the area of Major Chestnut's crash. They located the aircraft's wreckage and Major Chestnut's seat but there was no evidence of Major Chestnut. They searched the area again on October 23rd and located more wreckage, but there was still no evidence of Major Chestnut.

Returning U.S. POWs were unable to provide any information concerning Major Chestnut. In July 1978 he was declared dead/body not recovered, based on a presumptive finding of death.

In July 1990, a source provided information on a T-28 crash near Luang Prabang in 1971. The aircraft was said to have been shot down and the pilot buried. Another initially claimed he had witnessed the incident, later acknowledged his information came from what he'd learned as a member of the ground search party, and later introduced a source with hearsay information about the crash.

South Vietnam

Douglas F. Strait
(1668)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam

David I. Wright
William W. Bancroft, Jr.
(1675)

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

Lieutenant Bancroft and Major Wright were initially reported

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

Laos

Owen G. Skinner
Thomas Allen Duckett
(1683)

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

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

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

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

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

Laos

Albro L. Lundy, Jr.
(1685)

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

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

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

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

Laos

Park G. Bunker
(1686)

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

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

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

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

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

Over water

Donald M. Cramer
(1689)

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

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

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

South Vietnam

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

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

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

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

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

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

Laos

Randolph J. Ard
Sheldon J. Burnett
(1719)

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

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

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

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

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

South Vietnam

Clive G. Jeffs
(1723)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Barton S. Creed
(1724)

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

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

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

Laos

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

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

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

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

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

South Vietnam

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

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

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

South Vietnam

Isaako F. Malo
James A. Champion
(1742)

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

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

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

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

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

Laos

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

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

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

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

presumptive finding of death.

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

South Vietnam

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

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

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

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

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

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

South Vietnam

David P. Soyland
(1747)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Danny D. Entrican
(1748)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Madison A. Strohlein
(1756)

See Vessey 135 Discrepancy Cases for case summary.

Laos

Daniel W. Thomas
Donald C. Carr
(1758)

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

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

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

During 1991, photographs of a German national were correlated by

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

South Vietnam John W. Kennedy
(1768)

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

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

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

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

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

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

Laos

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

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

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

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

Laos

Scott W. McIntire
(1782)

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

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

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

North Vietnam — Lawrence G. Stolz
Dale F. Koons
(1789)

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

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

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

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

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

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

Over water

Frederick L. Holmes
(1793)

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

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

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

South Vietnam

James F. Worth
(1810)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

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

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

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

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

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

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

South Vietnam

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

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

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

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

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

South Vietnam

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

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

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

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

North Vietnam

Thomas E. Dunlop
(1816)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam

Howard B. Lull
Richard S. Schott
(1819)

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

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

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

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

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

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

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

See Vessey 135 Discrepancy Cases for case summary.

Laos — Scott D. Ketchie
(1824)

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

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

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

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

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

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

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

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

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

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

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

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

North Vietnam — Joseph W. McDonald
(1842)

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

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

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

North Vietnam

Dennis E. Wilkinson
Jeffrey L. Harris
(1848)

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

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

North Vietnam

William W. Bancroft, Jr.
(1675)

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

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

South Vietnam

Rodney L. Strowbridge
Robert J. Williams
(1855)

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

precluded a search of the crash site area.

Both airmen were declared missing in action. One returnee stated he heard the name Robert J. Williams in the POW communications system but Captain Williams was not seen or reported alive by any returning POW. After Operation Homecoming the two crewmen were declared killed in action, body not recovered, based on a presumptive finding of death.

In September 1974, the Joint Casualty Resolution Center reported a crash site associated with a 1972 aircraft downing. The remains of a pilot were reportedly buried nearby. In 1983 and 1984, JCRC received further reporting about aircraft wreckage associated with remains in the area of their crash. In July 1987, a source reported dog-tag information associated with Robert J. Williams and reported his remains were in Bo Trach District, Quang Binh Province. In May 1991, another source previously incarcerated at the Tong Le Chan reeducation camp provided dog tag information with the name Robert Williams and asserted his remains were in Song Be Province.

South Vietnam — Larry K. Morrow
(1868)

See Vessey 135 Discrepancy Cases for case summary.

South Vietnam — Larry J. Newman
Stanley L. Lohrke
Richard E. Nyhot
Leon A. Hunt
Jacob A. Mercer
Donald H. Klinke
Richard M. Cole
Mark A. Danielson
Gerald F. Ayers
Robert H. Harrison
Robert A. Wilson
Paul F. Gilbert
(1879)

On June 16, 1972, a C-130 escorted by three F-4 was over the A Shau Valley, Thua Thien Province. On its second orbit over the target it was hit by a shoulder fired SA-7 surface to air missile in the number three engine, a small explosion occurred and the right wing separated from the aircraft. There were another explosion and three crewmen were blown clear of the aircraft. The aircraft, in flames and with the right wing and probably the tail missing, crashed, exploded and burned on impact in the A Luoi area. The

three crewmen blown from the aircraft -- Captain Gordon Bocher, Staff Sergeant William Patterson and Second Lieutenant Robert Reid -- were rescued. A SAR effort over the area failed to locate any other survivors.

At the time of this loss, a Vietnam People's Army unit reported engaging a U.S. B-52 over Quang Binh Province, the air crew parachuted out, and all were captured. DIA believed this might correlate to the AC-130 lost on June 18, 1972 because there were no B-52 aircraft lost on that date.

Early in 1973, the Air Force member of the Army Attache Exploitation Team in Laos (Project 5800-09-5) obtained information from a People's Army soldier in Laos concerning the shoot down of an AC-130 in the A Luoi area. The aircraft had been shot down by the 36th Anti-Aircraft Battalion, Binh Tram 42. The burned remains of six crewmen were reportedly found at the crash site. In June 1973 the Defense Attache Office in Saigon reported information from a source about a C-130 crash at A Luoi in which all on board were killed in the crash. Both reports were believed by DIA as possibly associated with this loss incident and the reports were placed in the files of the crewmen.

Since 1984, information has been received about a C-130 crash believed correlated with this incident and has included assertions that three crewmen were reportedly captured. Other reports have referred to the recover of remains and there have been repeated references to dog tag information associated with crewman Jacob E. Mercer. In 1991 the Defense Intelligence Agency described such reports as associated with Vietnamese intelligence service operations.

North Vietnam

James L. McCarty
(1882)

On June 24, 1972, First Lieutenants McCarty and Charles A. Jackson were the crew of an F-4D which was engaged by six MIGs over Nghia Lo Province and shot down by an air to air missile. Lieutenant Jackson was captured on the ground. The second aircraft in their flight with another two man crew, Grant and Beekman, was also attacked by MIGs and shot down over Vinh Phu Province. The crews of both aircraft were declared missing in action.

There were conflicting reports of contact with the crew of this aircraft. It was later concluded that the reference to contact with those in incident 1882 was incorrect and in fact referred to contact on the ground with the aircrew of those in incident 1881. First Lieutenant Jackson was captured, taught English to Vietnamese prison system cadre in late 1972, and upon his release from captivity during Operation Homecoming stated he did not believe

that Lieutenant McCarty had been able to eject from their aircraft.

Following the shoot down, a People's Army of Vietnam unit radioed that its MIG-21 aircraft had downed two aircraft. U.S. intelligence analysts later concluded that this report correctly pertained to the shoot down of those involved in incident 1882 on June 24th and the two crewmen from case 1882 also shot down on June 24th and captured on June 25th. On June 29, 1972, the Vietnam News Agency reported First Lieutenant Jackson had been captured alive in Nghia Lo Province.

Lt. McCarty was not confirmed alive in captivity. After Operation Homecoming he was declared killed in action, body not recovered.

In December 1990, a joint U.S./Vietnamese team conducted a search of the crash site and recovered a data plate confirmed to be from one of the F-4D's jet engines associated with this loss incident. In the spring of 1991, a U.S. resident turned over a bone fragment and dog tag type information said to come from a resident of Vietnam and pertaining to three purported MIAs said to be associated with an incident on Dong Dang District, Cao Bang Province, an area bordering the People's Republic of China. One of the names was James L. McCarty. A July 5, 1991 DIA analysis concluded the report was not true and "...part of a Vietnamese government managed intelligence operation..."

In November 1991, a joint U.S./Vietnamese investigation gained access to an apparent archival document describing the shoot down of a U.S. aircraft by the People's Air Force on June 24, 1972 in Phu Yen District, Nghia Lo Province. Charles Allen Jackson was identified by name as captured and partial body parts were also found. Material evidence of the air loss was recovered and turned over to Nghia Lo Province military. Lieutenant Jackson escaped from custody that night but was recaptured in the morning.

North Vietnam — Frank C. Green, Jr.
(1895)

On July 10, 1972, an A-4F piloted by Commander Green was the lead aircraft in a flight of two on an armed reconnaissance mission over Thanh Hoa Province. Commander Green "rolled in on his assigned target and his wingman saw his aircraft crash into the ground and erupt into a large fire. Diving under overhead flare illumination, the wingman located the crash site with a large sustained fire on the ground. There was no evidence that anyone had survived the crash. Commander Green was declared missing in action.

During Operation Homecoming, a returning U.S. POW stated he was told by a guard that the guard had Commander Green. However,

Commander Green was not observed in captivity by any U.S. POWs. In October 1978, Commander Green was declared killed in action, body not recovered, based on a presumptive finding of death.

In November 1985, Vietnam provided the U.S. side with information on Commander Green but did not provide any remains.

South Vietnam

Francis W. Townsend
(1908)

On August 13, 1972, First Lieutenant Townsend and Captain William A. Gauntt were the crewmen on an RF-4C aircraft which crashed northwest of the city of Dong Ha, Quang Tri Province, South Vietnam. Captain Gauntt was captured by People's Army of Vietnam forces, taken to North Vietnam and repatriated during Operation Homecoming.

During his post-release debriefing, Captain Gauntt reported hearing an indication that Lieutenant Townsend ejected from the aircraft. SAR forces also reported an electronic beacon signal for fifteen minutes from an area where Lieutenant Townsend is believed to have probably landed. North Vietnam three times reported shoot downs in this area, on one occasion identifying the aircraft as an RF-4C and stating that one pilot was captured at a location which is within three miles of the known crash site.

In January 1975 a former People's Army of Vietnam soldier reported seeing a wounded American in captivity circa July 1972 and suffering from head and thigh wounds, eight kilometers east of the aircraft crash site. Because Captain Gauntt was not wounded, this was tentatively correlated to Lieutenant Townsend.

Lieutenant Townsend was not reported by repatriated Americans as alive in the North Vietnamese prison system. He was initially declared mission in action and was declared dead/body not recovered, in August 1979.

North Vietnam

John R. Pitzen
Orland J. Pender
(1910)

On August 17, 1972, Commander Pitzen and Lieutenant Pender were the crew in an F-4J from the U.S.S. Kitty Hawk providing protection against MIG aircraft for a flight of A-6 aircraft over Kep Air Field. During their mission and while last known in the area of the town of Uong Bi, Quang Ninh Province, the A-6 reported that four surface to air missile had been fired. Commander Pitzen's aircraft disappeared from radar at 1910 hours at about the time of

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

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

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

North Vietnam — Harry S. Mossman
Roderick B. Lester
(1912)

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

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

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

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

South Vietnam

William J. Crockett
Lee M. Tigner
(1913)

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

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

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

Laos

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

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

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

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

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

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

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

Over water **Donald L. Gerstel**
(1920)

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

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

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

Over water

Verne G. Donelly
Kenneth R. Buell
(1924)

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

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

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

Laos

Roger W. Carroll
Dwight D. Cook
(1926)

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

antiaircraft fire. He saw no parachutes prior to or after their aircraft impacted and heard no beepers. Both airmen were declared missing in action.

First Lieutenant Cook's blood chit was reportedly recovered from the crash site and sent to the Joint Personnel Recovery Center on November 11, 1972 and there were human remains reportedly seen at the crash site at the time the blood chit was recovered.

American POWs returning during Operation Homecoming were unable to provide information on their precise fate. They were later declared killed in action, body not recovered, based on a presumptive finding of death.

In 1983, the Joint Casualty Resolution Center (JCRC) received hearsay information of a crash site in the area of this loss incident. In 1986 JCRC interviewed another source in Thailand who reported having been at a crash site in Laos at the location of this loss incident. The aircraft was scattered over a wide area. The source reported seeing bones at the site and these were left in place. JCRC received more reports in 1987 and 1988 describing a crash site with human remains and artifacts. All these reports were believed to correlate to this loss incident.

South Vietnam — Daniel Borah (1927)

See Vessey 135 Discrepancy Cases for case summary.

North Vietnam — Robert D. Anderson (1934)

On October 6, 1972, Lieutenant Colonel Anderson, pilot, and his weapons systems officer, First Lieutenant Latella, were the crew of an F-4E, one in a flight of four aircraft on a mission over North Vietnam. A surface-to-air missile explosion in their area led to a decision to depart the area. Contact with the aircraft was lost and later reestablished with both crew members who were descending in their parachutes. Lieutenant Latella was injured but Colonel Anderson was not and reported no hostile ground forces below him.

On October 6, 1972, a Hanoi news release claimed six aircraft were shot down on October 6th and a number of airmen were captured. There were no names given but one of the areas mentioned correlated to this aircraft downing, in fact, the only aircraft lost over North Vietnam on October 6th.

Lieutenant Latella was captured and repatriated during Operation

Homecoming. He reported being captured immediately after landing and had no contact with Colonel Anderson after the pilot began the ejection sequence to bail out of their crippled aircraft.

Colonel Anderson was initially declared missing in action and was not accounted for during Operation Homecoming. Returning POWs were unable to confirm him alive in the northern Vietnamese prison system. He was later declared dead/body not recovered.

A U.S. field team in Vietnam on December 10, 1990, investigated this loss incident in Van Luong Village, Tam Thanh District. Witnesses reported an aircraft shoot down in the area in late 1972, the capture of one of the crew, and the sighting of human remains in wreckage at the crash site. The U.S. team recovered artifacts reportedly recovered from the crash site which, if valid, would indicate that at least one person was in the aircraft when it crashed. The case remains under investigation.

Laos

John L. Carroll
(1944)

On November 7, 1972, Major Carroll was a member of Detachment 1, 56th Special Operations Wing, Udorn Air Base, Thailand, flying over Laos in an O-1 using the call sign Raven 20. His aircraft was hit by hostile ground fire and crashed on a grass covered ridge in Xieng Khouang Province. He radioed he survived the landing, was receiving hostile small arms fire, and would stay by the aircraft. This was the last transmission from him.

An aircraft searching for him received intense hostile small arms fire from the area of his crash site. The pilot saw 6-7 enemy soldiers within 100 feet of Major Carroll. Later, a SAR aircrew came within twenty feet of the crash site and found a body under the aircraft's wing and with a massive head wound. From all appearances he was dead and the body appeared to be that of Major Carroll. Hostile forces within fifty feet of the downed O-1 opened up on the SAR aircraft and it was forced to withdraw. Based on this evidence, in November 1972, Major Carroll was declared killed in action, body not recovered.

North Vietnam

Robert D. Morrissey
Robert M. Brown
(1945)

In the early morning hours of November 7, 1972, Majors Morrissey and Brown took off in a camouflaged F-111 from Takhli Air Base, Thailand, for a mission against the Luat Son highway ferry in North Vietnam. The last contact with the aircraft was at 0306 hours and

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

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

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

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

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

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

Laos

Donald C. Breuer
(1947)

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

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

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

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

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

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

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

South Vietnam — Bobby M. Jones
Jack R. Harvey
(1949)

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

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

North Vietnam — James R. McElvain
(1952)

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

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

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

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

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

North Vietnam

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

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

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

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

Laos

Frank A. Gould
(1959)

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

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

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

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

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

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

Laos

Paul V. Jackson, III
(1967)

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

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

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

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

Laos

John R. Wallerstedt
Steven B. Johnson
(1977)

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

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

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

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

South Vietnam

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

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

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

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

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

South Vietnam

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

See <u>Vessey 135 Discrepancy Cases</u> for case summary.

Laos

Arthur D. Bollinger
Dale Brandenburg

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

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

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

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

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

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

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

South Vietnam

Joseph G. Greenleaf
Clemie McKinney
(2044)

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

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

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

Laos

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

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

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

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

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

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

Over water

Harry E. Mitchell
Michael J. Kustigian
(2053)

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

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

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

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

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

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

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

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

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

> The remains of five of the individuals named on the list have been returned to their families.
>
> In over 50% of the listed cases, the individuals either died in their incidents or there exists no analytic basis to indicate survival.
>
> Less than 50% of the listed cases are among the priority discrepancy cases in which there exists an analytic basis to suggest the individuals might reasonably be considered potential candidates for survival of the loss incident, capture, and/or captivity. Many of the priority discrepancy cases are not identified on the 324-name list.

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

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

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

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

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

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

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

> The remains of five of the individuals named on the list have been returned to their families. (See Tab B.)
>
> In over 50% of the listed cases, the individuals either died in their incidents or there exists no analytic basis to indicate survival. (See Tab C.)
>
> Less than 50% of the listed cases are among the priority discrepancy cases in which there exists an analytic basis to suggest the individuals might reasonably be considered potential candidates for survival of the loss incident, capture, and/or captivity. (See Tab D.) Many of the priority discrepancy cases are not identified on the 324-name list.

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

TAB B

NAMES OF PERSONS WHOSE REMAINS HAVE BEEN REPATRIATED

BUT WHO APPEAR ON THE 324-NAME LIST

PRODUCED BY THE OFFICE OF SENATOR BOB SMITH

ANDREWS, WILLIAM R. REMAINS REPATRIATED SEPTEMBER 1990.

JOHNS, VERNON Z. REMAINS REPATRIATED APRIL 1989.

KOONS, DALE F. REMAINS REPATRIATED APRIL 1988.

MAMIYA, JOHN M. REMAINS REPATRIATED MARCH 1988.

MCLEARY, GEORGE C. REMAINS REPATRIATED JULY 1988.

TAB C

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CHAMPION, JAMES (1742): TEAM CAME UNDER FIRE AFTER BEING INSERTED INTO A HOT LANDING ZONE. UNDER SIEGE BY ENEMY FORCES, CHAMPION WAS LAST SEEN ON THE SECOND DAY WHEN HE MOVED FROM THE AREA TO SEEK WATER. ANOTHER AMERICAN CAPTURED DURING THIS INCIDENT REPORTED UPON HIS RELEASE THAT HE HAD NO KNOWLEDGE OF CHAMPION. CONSISTENT WITH THE MIA STATUS ASSIGNED, THERE IS NO FIRM INDICATION AS TO WHETHER CHAMPION SURVIVED THIS INCIDENT.

CHESTNUT, JOSEPH (1666): WHILE ON ORIENTATION MISSION, AIRCRAFT CRASHED FROM UNKNOWN CAUSES ON THE CREST OF A HILL. GROUND PARTY REACHED THE SITE THREE DAYS LATER, FOUND AIRCRAFT WRECKAGE, BUT NO SIGN OF PILOT. SEARCH PARTY NOTED THAT SEVERAL PIECES OF WRECKAGE WERE BOOBY-TRAPPED. WHILE SOME INTELLIGENCE REPORTS WOULD INDICATE THAT THE SRV SHOULD HAVE KNOWLEDGE OF THIS CASE, THERE IS NO CREDIBLE EVIDENCE OF CAPTURE, OR OF ANY SIGHTING OF CHESTNUT AFTER THE WAR.

CLARKE, FRED (1340): INCIDENT INVOLVED A MID-AIR COLLISION OF TWO AIRCRAFT. THE PILOT OF THE C123 WAS RESCUED SHORTLY AFTER THE INCIDENT. HE REPORTED THAT DURING HIS DESCENT, HE SAW ANOTHER PARACHUTE BELOW HIM BUT HE DID NOT KNOW FROM WHICH AIRCRAFT THE CHUTE MAY HAVE COME. AIR AND GROUND SAR EFFORTS FOUND NO EVIDENCE OF SURVIVORS.

COADY, ROBERT (1363): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. RETURNEE DEBRIEF MENTIONED A "BILL COTE" OR "BILL CODY" MERELY AS A NAME ON A LIST. NO FIRSTHAND KNOWLEDGE OF COADY IN THE PRISON SYSTEM. NO OTHER RETURNEE MENTIONED COADY. CRASH SITE ASSOCIATED WITH COADY INVESTIGATED BY JTF-FA, NO EVIDENCE THAT PILOT EXITED AIRCRAFT PRIOR TO CRASH.

COLLAMORE, ALLAN (0590): NO EVIDENCE TO INDICATE COLLAMORE SURVIVED INCIDENT. RETURNEE REPORTED RECEIVING COLLAMORE'S NAME VIA TAP CODE IN HOA LO PRISON. NO OTHER RETURNEE REPORTED COLLAMORE AS BEING IN THE PRISON SYSTEM. IT TAKES TWO TO TAP.

COOK, DWIGHT (1926): THERE IS NO SIGINT INTERCEPT THAT CORRELATES TO THIS INCIDENT THAT INDICATES CAPTURE. HIT BY AAA AND CRASHED; NO BEEPER; NO PARACHUTE.

CORNWELL, LEROY (1771): NO REPORT OF CORNWELL BY ANY RETURNEE. SAR TEAM LOCATED WRECKAGE AND STATED THE AIRCRAFT BROKE UP UPON IMPACT WITH THE GROUND. NO EVIDENCE THE CREW COULD HAVE SURVIVED.

CRAMER, DONALD (1689): RETURNEE MEMORIZED THE CRAMER NAME BASED ON NOTE PASSED TO HIM BY ANOTHER POW IN FEB 72. HE WAS SURE THE SPELLING HE RECEIVED BEGAN WITH "C" NOT WITH "K." ANOTHER POW REPORTED THE NAME "CRAMER" AS PART OF A MEMORY BANK. NO OTHER RETURNEES REPORT ON CRAMER. CRAMER'S CREWMEMBER'S BODY WASHED ASHORE IN SOUTH VIETNAM, INDICATING THE AIRCRAFT WAS DOWNED AT SEA. WHILE THE CIRCUMSTANCES OF CRAMER'S LOSS ARE NOT ABSOLUTE, THERE IS NO SOUND ANALYTICAL REASON TO BELIEVE HE SURVIVED. EVEN THOUGH THE RETURNEE WAS CERTAIN THE SPELLING OF "CRAMER" HE RECEIVED BEGAN WITH "C," THERE IS NO ASSURANCE THE NOTE WAS ACCURATELY RENDERED. GALAND KRAMER, A RETURNEE, WAS HELD IN THE NORTH VIETNAM PRISON SYSTEM.

CHAMPION, JAMES (1742): TEAM CAME UNDER FIRE AFTER BEING INSERTED INTO A HOT LANDING ZONE. UNDER SIEGE BY ENEMY FORCES, CHAMPION WAS LAST SEEN ON THE SECOND DAY WHEN HE MOVED FROM THE AREA TO SEEK WATER. ANOTHER AMERICAN CAPTURED DURING THIS INCIDENT REPORTED UPON HIS RELEASE THAT HE HAD NO KNOWLEDGE OF CHAMPION. CONSISTENT WITH THE MIA STATUS ASSIGNED, THERE IS NO FIRM INDICATION AS TO WHETHER CHAMPION SURVIVED THIS INCIDENT.

CHESTNUT, JOSEPH (1666): WHILE ON ORIENTATION MISSION, AIRCRAFT CRASHED FROM UNKNOWN CAUSES ON THE CREST OF A HILL. GROUND PARTY REACHED THE SITE THREE DAYS LATER, FOUND AIRCRAFT WRECKAGE, BUT NO SIGN OF PILOT. SEARCH PARTY NOTED THAT SEVERAL PIECES OF WRECKAGE WERE BOOBY-TRAPPED. WHILE SOME INTELLIGENCE REPORTS WOULD INDICATE THAT THE SRV SHOULD HAVE KNOWLEDGE OF THIS CASE, THERE IS NO CREDIBLE EVIDENCE OF CAPTURE, OR OF ANY SIGHTING OF CHESTNUT AFTER THE WAR.

CLARKE, FRED (1340): INCIDENT INVOLVED A MID-AIR COLLISION OF TWO AIRCRAFT. THE PILOT OF THE C123 WAS RESCUED SHORTLY AFTER THE INCIDENT. HE REPORTED THAT DURING HIS DESCENT, HE SAW ANOTHER PARACHUTE BELOW HIM BUT HE DID NOT KNOW FROM WHICH AIRCRAFT THE CHUTE MAY HAVE COME. AIR AND GROUND SAR EFFORTS FOUND NO EVIDENCE OF SURVIVORS.

COADY, ROBERT (1363): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. RETURNEE DEBRIEF MENTIONED A "BILL COTE" OR "BILL CODY" MERELY AS A NAME ON A LIST. NO FIRSTHAND KNOWLEDGE OF COADY IN THE PRISON SYSTEM. NO OTHER RETURNEE MENTIONED COADY. CRASH SITE ASSOCIATED WITH COADY INVESTIGATED BY JTF-FA, NO EVIDENCE THAT PILOT EXITED AIRCRAFT PRIOR TO CRASH.

COLLAMORE, ALLAN (0590): NO EVIDENCE TO INDICATE COLLAMORE SURVIVED INCIDENT. RETURNEE REPORTED RECEIVING COLLAMORE'S NAME VIA TAP CODE IN HOA LO PRISON. NO OTHER RETURNEE REPORTED COLLAMORE AS BEING IN THE PRISON SYSTEM. IT TAKES TWO TO TAP.

COOK, DWIGHT (1926): THERE IS NO SIGINT INTERCEPT THAT CORRELATES TO THIS INCIDENT THAT INDICATES CAPTURE. HIT BY AAA AND CRASHED; NO BEEPER; NO PARACHUTE.

CORNWELL, LEROY (1771): NO REPORT OF CORNWELL BY ANY RETURNEE. SAR TEAM LOCATED WRECKAGE AND STATED THE AIRCRAFT BROKE UP UPON IMPACT WITH THE GROUND. NO EVIDENCE THE CREW COULD HAVE SURVIVED.

CRAMER, DONALD (1689): RETURNEE MEMORIZED THE CRAMER NAME BASED ON NOTE PASSED TO HIM BY ANOTHER POW IN FEB 72. HE WAS SURE THE SPELLING HE RECEIVED BEGAN WITH "C" NOT WITH "K." ANOTHER POW REPORTED THE NAME "CRAMER" AS PART OF A MEMORY BANK. NO OTHER RETURNEES REPORT ON CRAMER. CRAMER'S CREWMEMBER'S BODY WASHED ASHORE IN SOUTH VIETNAM, INDICATING THE AIRCRAFT WAS DOWNED AT SEA. WHILE THE CIRCUMSTANCES OF CRAMER'S LOSS ARE NOT ABSOLUTE, THERE IS NO SOUND ANALYTICAL REASON TO BELIEVE HE SURVIVED. EVEN THOUGH THE RETURNEE WAS CERTAIN THE SPELLING OF "CRAMER" HE RECEIVED BEGAN WITH "C," THERE IS NO ASSURANCE THE NOTE WAS ACCURATELY RENDERED. GALAND KRAMER, A RETURNEE, WAS HELD IN THE NORTH VIETNAM PRISON SYSTEM.

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

CROCKETT, WILLIAM (1913): INFORMATION IN THE INTERCEPTED MESSAGE INDICATES THE CREW DIED IN THIS INCIDENT. AIRCRAFT LOST WING, HIT GROUND, SKIPPED INTO RIVER, NO PARACHUTES, NO BEEPERS.

CUSHMAN, CLIFTON (0471): ONE RETURNEE REPORTS HEARSAY THAT CUSHMAN'S NAME SEEN ON LIST OF POWS EITHER SEEN, TALKED TO, OR LIVED WITH. ANOTHER RETURNEE IDENTIFIED AS HAVING INFORMATION ON CUSHMAN REPORTS NO KNOWLEDGE OF HIM. JOINT INVESTIGATION OF INCIDENT INDICATES CUSHMAN WAS KILLED IN CRASH OF AIRCRAFT.

DAVIES, JOSEPH (1182): MR4 SHOOTDOWN RECORD ENTRY LISTS DAVIES AND HIS CREWMEMBER AS DEAD. NIGHT ARMED RECONNAISSANCE MISSION, OTHER U.S. AIRCRAFT IN THE AREA OBSERVED GROUND EXPLOSION.

DAVIDSON, DAVID (1663): THIS SIGINT DOES NOT CORRELATE TO THIS INCIDENT. TWO AMERICANS WERE ON A JOINT VIETNAMESE-AMERICAN RECONNAISSANCE PATROL IN LAOS. ONE AMERICAN RADIOED TO U.S. AIRCRAFT IN THE AIR THAT THE OTHER AMERICAN HAD BEEN HIT AND HAD FALLEN OFF A CLIFF. HE THEN REPORTED "I'VE BEEN HIT AND IN THE WORST WAY." THERE WERE SEVERAL GROANS AND THEN THE RADIO WENT DEAD. TWO INDIGENOUS TEAM MEMBERS WHO EVADED CAPTURE CONFIRMED BOTH MEMBERS HAD BEEN SERIOUSLY, PERHAPS MORTALLY, WOUNDED.

DAVIS, EDGAR (1279): THE AIRCRAFT WAS STRUCK BY ENEMY GROUND FIRE AND BEGAN BREAKING UP MIDAIR. THE PILOT INITIATED EJECTION AND WAS RESCUED A SHORT TIME LATER. HE DID NOT KNOW IF DAVIS, THE NAVIGATOR, SURVIVED THE EJECTION. A BEEPER WAS BRIEFLY HEARD BY SAR FORCES, HOWEVER, NEITHER DAVIS NOR THE AIRCRAFT WRECKAGE WAS LOCATED. THERE IS NO INDICATION THAT DAVIS SURVIVED THE CRASH.

DICKSON, EDWARD (0053): WARTIME PHOTO RECEIVED SHOWING DICKSON'S DEAD BODY BEING PULLED FROM THE SEA.

DINAN, DAVID (1408): SAR TEAM LOCATED DINAN'S DEAD BODY HANGING IN THE TREES; UNABLE TO RECOVER DUE TO APPROACHING ENEMY.

DONAHUE, MORGAN (1340): NO EVIDENCE TO CONCLUDE DONAHUE SURVIVED MIDAIR COLLISION. ALL SIGHTING REPORTS PURPORTED TO BE DONAHUE HAVE BEEN IN RESPONSE TO FLYERS AND REWARD OFFERS POSTED BY THE FAMILY. NO REPORTS CONTAINED SUFFICIENT INFORMATION SUBJECT TO INDEPENDENT CONFIRMATION.

DOOLEY, JAMES (0872): RETURNEE MENTIONED AS HAVING FIRSTHAND KNOWLEDGE SAYS HE DOES NOT. DOOLEY CRASHED IN COASTAL WATERS OFF NORTH VIETNAM. IMPROBABLE HE SURVIVED INCIDENT.

EDWARDS, HARRY (0500): EDWARDS NO SHOW IN PRISON SYSTEM. ALL EVIDENCE INDICATES EDWARDS DIED IN INCIDENT.

ELLISON, JOHN (0629): DIA BELIEVES RETURNEE SAW PHOTO OF "HANOI PARADE" IN WHICH HE CLAIMS TO HAVE SEEN ELLISON. ALL INDIVIDUALS FROM HANOI PARADE ARE ACCOUNTED FOR. CHINESE GOVERNMENT QUESTIONED BUT PROVIDED NO ANSWER.

FOULKS, RALPH (0968): RETURNEE REPORTED HEARSAY NAME "FOX." VIETNAMESE REPATRIATED REMAINS ASSOCIATED WITH FOULKS. THE REMAINS INDICATE HIGH IMPACT CRASH. QUANTITY INSUFFICIENT TO CORRELATE TO FOULKS. ANALYSIS CONTINUING.

FRYAR, BRUCE (1542): PARARESCUEMAN REPORTED SEEING FRYAR'S DEAD BODY HANGING LIMPLY IN A PARACHUTE IN THE TREES. APPROACHING ENEMIES MADE RETRIEVAL OF REMAINS IMPOSSIBLE.

GASSMAN, FRED (1663): THIS SIGINT DOES NOT CORRELATE TO THIS INCIDENT. TWO AMERICANS WERE ON A JOINT VIETNAMESE-AMERICAN RECONNAISSANCE PATROL IN LAOS. ONE AMERICAN RADIOED TO U.S. AIRCRAFT IN THE AIR THAT THE OTHER AMERICAN HAD BEEN HIT AND HAD FALLEN OFF A CLIFF. HE THEN REPORTED "I'VE BEEN HIT AND IN THE WORST WAY." THERE WERE SEVERAL GROANS AND THEN THE RADIO WENT DEAD. TWO INDIGENOUS TEAM MEMBERS WHO EVADED CAPTURE CONFIRMED BOTH MEMBERS HAD BEEN SERIOUSLY, PERHAPS MORTALLY, WOUNDED.

GERSTEL, DONALD (1920): AIRCRAFT HIT BY LIGHTNING OVERWATER. NO VISUAL, RADIO, OR RADAR CONTACT EVER MADE WITH AIRCRAFT. SIGINT CORRELATED TO THIS INCIDENT IDENTIFIES THE UNIT THAT MAY HAVE SHOT DOWN GERSTEL. IT DOES NOT INDICATE THE STATUS OF THE CREW.

GLASSON, WILLIAM (0299): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. POW RETURNEE PHILLIP SMITH CLAIMED TO HAVE HEARD ON PEKING RADIO, AND READ IN A PEKING BULLETIN, THAT AN A-3B HAD BEEN SHOT DOWN BETWEEN HAINAN AND CHINA. THE CREW WAS REPORTEDLY CAPTURED. UPON SMITH'S RELEASE, HE QUESTIONED HIS CAPTORS ABOUT THE REPORT, THEY DENIED ANY KNOWLEDGE ABOUT THE INCIDENT. SMITH HAD NO FIRSTHAND KNOWLEDGE OF ANY CREWMEMBER. GENERALLY RELIABLE SOURCES INDICATE AIRCRAFT SHOT DOWN. HOWEVER, THE SOURCE DID NOT MENTION FATE OF CREW. THREE CREWMEMBERS ARE MISSING AND ONE CREWMEMBER'S REMAINS WERE RETURNED BY CHINA.

GOULD, FRANK (1959): GOULD'S NAME WAS NOT REPORTED ON ANY LIST BY A RETURNEE. THE RETURNEE WHO MENTIONED GOULD'S NAME WAS INFORMED OF GOULD'S STATUS PRIOR TO BEING SHOT DOWN HIMSELF. HE DID NOT HEAR ABOUT GOULD IN THE PRISON SYSTEM.

GRACE, JAMES (1455): DURING SAR EFFORTS, GRACE FELL OFF A JUNGLE PENETRATOR FROM A HEIGHT OF APPROXIMATELY 300 FEET INTO TRIPLE CANOPY JUNGLE. NO FURTHER CONTACT WAS MADE WITH HIM. THE PHOTO, #77, CLAIMED TO BE GRACE BY HIS WIFE, WAS POSITIVELY IDENTIFIED IN THE SUMMER 1990 AS BEING RETURNEE MARKHAM GARTLEY.

GREEN, FRANK (1895): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. INTERCEPT IS OF SHOOT DOWN; NO CHUTE OR CAPTURE CITED. DIA DIAGREES WITH CORRELATION TO THIS INCIDENT; INTERCEPT CORRELATES TO INCIDENT 1897. DURING THE MISSION, GREEN'S WINGMAN REPORTED OBSERVING THE LEAD AIRCRAFT CRASH AND AN ENSUING LARGE FIREBALL; NO BEEPER, NO PARACHUTE SEEN.

HARRIS, JEFFREY (1848): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. AIRCRAFT WAS SHOT DOWN BY A MIG-19 AND CREW DID NOT RESPOND TO RADIO CALLS. NO PARACHUTES SEEN OR BEEPERS HEARD. INTERCEPT CITED LIKELY CORRELATES TO DIFFERENT AIRCRAFT SHOT DOWN ON THE SAME DAY; CREWMEMBER FROM THIS INCIDENT RETURNED IN 1973.

HARRIS, REUBEN (0299): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. POW RETURNEE PHILLIP SMITH CLAIMED TO HAVE HEARD ON PEKING RADIO, AND READ IN A PEKING BULLETIN, THAT AN A-3B HAD BEEN SHOT DOWN BETWEEN HAINAN AND CHINA. THE CREW WAS REPORTEDLY CAPTURED. UPON SMITH'S RELEASE, HE QUESTIONED HIS CAPTORS ABOUT THE REPORT, THEY DENIED ANY KNOWLEDGE ABOUT THE INCIDENT. SMITH HAD NO FIRSTHAND KNOWLEDGE OF ANY CREWMEMBER. GENERALLY RELIABLE SOURCES INDICATE AIRCRAFT SHOT DOWN. HOWEVER, THE SOURCE DID NOT MENTION FATE OF CREW. THREE CREWMEMBERS ARE MISSING AND ONE CREWMEMBER'S REMAINS WERE RETURNED BY CHINA.

HARRISON, DONALD (1314): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. POW RETURNEE WESLEY RUMBLE BELIEVED HARRISON NFI WAS IDENTIFIED TO HIM IN LATE 1967. INCIDENT DATE FOR HARRISON, DONALD L. IS 681029.

HELWIG, ROGER (1488): WITNESSES SAW AIRCRAFT HIT THE GROUND WITH THE CANOPY IN PLACE; NO BEEPERS WERE HEARD OR PARACHUTES DEPLOYED. THIS IS CONSISTENT WITH THE KILLED-IN-ACTION/BODY NOT RECOVERED STATUS ASSIGNED TO THIS CREWMAN. DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. NO ANALYTICAL BASIS TO SUPPORT CREW ALIVE ON GROUND.

HENTZ, RICHARD (1715): INTERCEPTS OF VIETNAMESE RADIO TRANSMISSIONS INDICATE ALL CREWMEMBERS IN THIS INCIDENT WERE KILLED. FIVE CREWMEMBERS ON NIGHTIME MISSION OVER NORTH VIETNAM. RELIABLE SOURCE REPORTED EXPLOSION IN MIDAIR. NO SIGN OF CRASHSITE OR CREW EVER DISCOVERED. TOW OF THREE MESSAGES INDICATE ALL CREWMEMBERS KILLED. THIRD MESSAGE DOES NOT CORRELATE TO THIS INCIDENT. MR4 SHOOTDOWN RECORD INDICATES ALL FIVE CREWMEMBERS KILLED.

HEROLD, RICHARD (1917): BEFORE THE O1F IN THIS INCIDENT CRASHED OVER LAOS, ONE PARACHUTE WAS SEEN DEPLOYED BUT NO ELECTRONIC BEACON SIGNALS WERE HEARD. THE CRASH SITE WAS FOUND BUT THERE WERE NO TRACES OF CAPT. HEROLD. NO ANALYTICAL BASIS TO CONFIRM SURVIVAL.

HESS, FREDERICK (1418): OTHER CREWMEMBER OF F4D SAW HESS EJECT BUT DID NOT SEE ANOTHER PARACHUTE DEPLOY. HE WAS UNABLE TO MAKE ANY CONTACT WITH HESS BEFORE HE WAS RECOVERED. SEARCH AND RESCUE EFFORTS HAD TO BE SUPENDED BECAUSE OF HOSTILE ACTIVITY IN AREA.

HICKS, TERRIN (1248): COPILOT SHANAHAN SAW HICKS' PARACHUTE COLLAPSE AFTER EJECTION BUT HE COULD NOT GET TO HIM OF HEAVY GROUND FIRE. MR4 HAS RECORD OF SHOOTDOWN AND BURIAL OF HICKS' REMAINS.

HOLLEY, TILDEN (0998): DURING A NIGHT MISSION, HOLLEY WAS FLYING LEAD DROPPING FLARES OVER TARGET. HIS WINGMAN SAW HIM DROP BACK TO CHECK THE FLARES, SAW A "STREAK OF ORANGE GLOW" AND HEARD A WEAK ELECTRONIC SIGNAL. WEATHER AND TIME OF DAY PROHIBITED AN EXTENSIVE SEARCH. TWO RETURNEES REPORTED HEARING HOLLEY'S NAME IN PW SYSTEM BUT THERE WAS NO FIRSTHAND CONTACT.

HOLMES, FREDERICK (1793): HOLMES AND HIS CO-PILOT WERE HIT BY ENEMY FIRE OVER COASTAL NVN WATERS. BOTH MEN WERE SEEN BY SAR HELICOPTER IN THEIR PARACHUTES. THE CO-PILOT WAS RESCUED. HOLMES' LIFE RAFT WAS LATER FOUND ATTACHED TO THE EJECTION SEAT BUT HIS PARACHUTE WAS MISSING. NO EVIDENCE OF HOLMES WAS SEEN. NO OTHER RETURNEES REPORTED HOLMES'NAME IN THE PRISON COMMUNICATIONS SYSTEM.

HUBERTH, ERIC (1619): WINGMAN SAW THE PLANE CRASH ON BOMBING MISSION AND WITNESSED SECONDARY EXPLOSION. SAR TEAMS ON GROUND SAW WRECKAGE SPREAD OUT OVER 700 METERS. BASED ON REPORTS OF WINGMAN, AND THE SAR TEAM, THERE IS NO INDICATION THAT PERSONNEL SURVIVED THIS INCIDENT.

JACKSON, PAUL (1967): GENERALLY RELIABLE SOURCES INDICATE THAT ONE PILOT WAS CAPTURED. INCIDENT 1967 WAS NOT SHOT DOWN. AN O-1A, REFNO 1967, WAS INVOLVED IN A MID-AIR COLLISION WITH AN A-7, REFNO 1968. THE PILOT OF THE A-7 SURVIVED AND WAS CAPTURED. DIA ESTIMATES THAT THE RELIABLE SOURCE IS REFERRING TO ASSOCIATED REFNO 1968, A RETURNEE.

JEWELL, EUGENE (0135): THERE IS NO ANALYTICAL BASIS TO SUPPORT CREW SURVIVAL OF THIS INCIDENT. JEWELL WAS ABOARD AN F4C ON A STRIKE MISSION OVER NORTH VIETNAM ON 4 SEPTEMBER 1965. WINGMEN SAW THE AIRCRAFT TAKING GROUND FIRE AND THEN EXPLODE ON IMPACT WITH THE GROUND. NO PARACHUTES WERE SIGHTED. THE JOINT FIELD INVESTIGATION OF THIS AIRCRAFT CRASH SITE HAS UNCOVERED REMAINS WHICH ARE PRESENTLY IN THE IDENTIFICAITON PROCESS. AS THE DEBRIEFS CONTAIN ONLY HEARSAY ABOUT INDIVIDUAL, THEY ARE NOT SUFFICENT EVIDENCE TO SUPPORT A SUPPOSITION OF SURVIVAL.

JOHNSTON, STEVEN (1977): AFTER EJECTING FROM THEIR F4D, PILOT SAID HE SAW JOHNSTON PINNED UNDER A TREE LIMB; HIS NECK WAS BROKEN, HE WAS BLEEDING PROFUSELY AND HE WAS UNCONSCIOUS. PILOT COULD NOT FEEL ANY PULSE AFTER 15 MINUTES. HE HAD TO LEAVE THE AREA SHORTLY THEREAFTER TO AVOID CAPTURE. LOCAL WITNESSES LATER SAID THEY BURIED A PILOT THEY FOUND IN THE AREA.

JONES, BOBBY (1949): PASSENGER IN F4D SHOT DOWN. NAME MENTIONED BY SOME RETURNEES INCLUDING SOME FIRSTHAND SIGHTINGS. PROBABLY CORRESPOND TO ANOTHER RETURNEE SHOT DOWN IN AN F4 NAMED ROBERT JONES.

JORDAN, LARRY (0299): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. POW RETURNEE PHILLIP SMITH CLAIMED TO HAVE HEARD ON PEKING RADIO, AND READ IN A PEKING BULLETIN, THAT AN A-3B HAD BEEN SHOT DOWN BETWEEN HAINAN AND CHINA. THE CREW WAS REPORTEDLY CAPTURED. UPON SMITH'S RELEASE, HE QUESTIONED HIS CAPTORS ABOUT THE REPORT, THEY DENIED ANY KNOWLEDGE ABOUT THE INCIDENT. SMITH HAD NO FIRSTHAND KNOWLEDGE OF ANY CREWMEMBER. GENERALLY RELIABLE SOURCES INDICATE AIRCRAFT SHOT DOWN. HOWEVER, THE SOURCE DID NOT MENTION FATE OF CREW. THREE CREWMEMBERS ARE MISSING AND ONE CREWMEMBER'S REMAINS WERE RETURNED BY CHINA.

KENNEDY, JOHN (1768): THE INTERCEPT MESSAGE CITED DOES NOT CORRELATE TO THIS INCIDENT. KENNEDY DISAPPEARED WHILE ON A RECONNAISSANCE MISSION OVER SOUTH VIETNAM. SAR EFFORTS WERE INITIATED BUT NO TRACE OF KENNEDY WAS LOCATED; NO BEEPERS, NO PARACHUTE.

KETCHIE, SCOTT (1824): THE SIGINT MESSAGE CONFIRMS SHOOTDOWN BUT PROVIDED NO INFORMATION ON THE STATUS OF THE CREW. A6A ON STRIKE MISSION OVER LAOS. AIRCRAFT HIT BY AAA. OTHER CREWMEMBER, WHO WAS RESCUED, SAID HE COULD NOT VERIFY KETCHIE HAD EJECTED AND NEVER SAW HIM OR CAME IN CONTACT WITH HIM AFTER HIS OWN EJECTION. NO INDICATION OF SURVIVAL.

KIER, LARRY (1613): THERE IS NO ANALYTICAL EVIDENCE TO CONCLUDE THAT KIER SURVIVED HIS LOSS INCIDENT. PFC KIER WAS LOST IN A GROUND INCIDENT WHEN HIS POSITION LOCATED NEAR AN AMMO DUMP WAS HIT WITH AN RPG; THE RESULTING EXPLOSION TRIGGERED A SECOND EXPLOSION AND A SUBSEQUENT FIRE. A TWO DAY SEARCH OF THE AREA DID NOT PRODUCE ANY TRACE OF KIER.

KNUTSON, RICHARD (1978): KNUTSON WAS PART OF THE CREW OF A UH1H THAT WAS HIT BY AAA AND 2 SA-7S. THE HELICOPTER BROKE INTO TWO PIECES. BECAUSE OF HOSTILE GROUND FIRE AN AERIAL SEARCH WAS CONDUCTED WITH NEGATIVE RESULTS. THERE WERE TWO OTHER INDIVIDUALS NAMED KNUTSEN/KNUTSON LISTED AS MISSING; ONE WAS DECLARED DEAD, BODY NOT RECOVERED AND ONE WAS A RETURNEE.

KRYSZAK, THEODORE (0354): THE CREW WAS GIVEN ORDERS TO BAIL OUT OF THE BURNING AIRCRAFT, BUT NO PARACHUTES WERE SEEN BY OBSERVERS. NO INTELLIGENCE HAS EVER BEEN ACQUIRED TO CLARIFY THE FATE OF THE MEN IN THIS CRASH OR TO SUGGEST ANY WERE EVER CAPTURED. THERE IS NO ANALYTICAL BASIS TO INDICATE SURVIVAL.

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

LAWRENCE, BRUCE (1222): LAWRENCE'S WINGMAN AND OTHER MEMBERS OF THE SQUADRON SAW HIS AIRCRAFT TAKE A DIRECT HIT WHICH WAS FOLLOWED BY AN EXPLOSION. THE WINGMAN THEN ALL HE SAW WAS A FIREBALL. NO BEEPERS WERE HEARD AND NO PARACHUTES WERE SEEN. ANOTHER F4 WAS SHOT DOWN THE SAME DAY IN THE SAME GENERAL AREA AND THE PILOTS WERE CAPTURED WHICH MAY ACCOUNT FOR THE APPARENT DISCREPANCY IN THE REPORTS.

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

LEMON, JEFFREY (1743): PILOTS ON THE SAME MISSION SAW LEMON'S F4 CRASH AND BURN. THE INTERCEPT MESSAGE CITED DOES NOT CORRESPOND TO THIS INCIDENT. THEIR AIRCRAFT CRASHED AND A WINGMAN OBSERRVED THE BURNING WRECKAGE. NO BEEPERS WERE HEARD NOR WERE ANY PARACHUTES SEEN.

LERNER, IRWIN (1955): B-52 HIT BY SAM, BURST INTO FIREBALL AND CRASHED. SURVIVOR HEARD EXPLOSION DOWNSTAIRS PRIOR TO HIS EJECTION. TWO OF THE CREWMEMBERS WERE CAPTURED IMMEDIATELY, OTHER FOUR CREW WERE LISTED AS MIA. SURVIVING CREW ARE LIKELY SOURCES OF THE NAME WITHIN THE PW SYSTEM.

LESTER, RODERICK (1912): A6E WAS LOST OVER NORTH VIETNAM IN MIDST OF HEAVY AAA AND BAD WEATHER. THE TIME, DATE, AND LOCATION OF THE INCIDENT DO NOT CORRESPOND TO THE INFORMATION IN THE INTERCEPTED MESSAGE. NO ANALYTICAL BASIS TO CONFIRM SURVIVAL.

LEWANDOWSKI, LEONARD (0497): LEWANDOWSKI WENT SWIMMING WITH TWO OTHER MARINES NEAR THE MOUTH OF THE CUA VIET RIVER. NONE OF THE BODIES WERE RECOVERED.

LONG, JOHN (0496): LONG WAS LOST OVER THE SOUTH CHINA SEA. NO EVIDENCE THAT HE SURVIVED HIS INCIDENT. RETURNEE STEPHEN G. LONG WAS HELD WITH THE "LAO GROUP" AND WAS HELD IN THE CITADEL. ANOTHER CASE OF MISTAKEN IDENTITY.

LULL, HOWARD (1819): RETURNEES HAVE NO FIRSTHAND INFORMATION THAT DEMONSTRATES LULL WAS CAPTURED. INFORMATION PROVIDED BY THE RETURNEES SHEDS NO LIGHT ON THE FATE OF LULL EXCEPT TO DEMONSTRATE THAT LULL WAS NOT KNOWN BY THEM TO BE CAPTURED AND THAT HE DID NOT SHOW UP IN THE COSVN PRISON SYSTEM. OTHER INTELLIGENCE INFORMATION, HOWEVER, INDICATES THAT LULL WAS CAPTURED AND SUBSEQUENTLY KILLED IN AN UNSUCCESSFUL ESCAPE ATTEMPT.

LUNDY, ALBRO (1685): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. OUT OF AIRCRAFT WITHOUT PARACHUTE APPROXIMATELY 1500 FEET ABOVE GROUND. FAMILY IDENTIFICATION NOTWITHSTANDING, "PHOTO OF THREE" HAS BEEN CONCLUSIVELY PROVEN TO BE DOCTORED VERSION OF A 1923 SOVIET PHOTO THAT WAS REPRINTED IN KHMER LANGUAGE MAGAZINE.

MARIK, CHARLES (0374): PILOT LOST CONTROL OF AIRCRAFT AFTER IT RECEIVED A DIRECT HIT FROM COASTAL ARTILLERY. PILOT SAID NAVIGATOR (MARIK) EJECTED ONE NAUTICAL MILE OFF THE COAST, PILOT EJECTED FURTHER OUT AND WAS RESCUED. SAR EFFORTS DISCONTINUED AFTER SEARCH OF EJECTION AREA AND SHORELINE.

MARKER, MICHAEL (1715): FIVE CREWMEMBERS ON NIGHTIME MISSION OVER NORTH VIETNAM. RELIABLE SOURCE REPORTED EXPLOSION IN MIDAIR. NO SIGN OF CRASHSITE OR CREW EVER DISCOVERED. TOW OF THREE MESSAGES INDICATE ALL CREWMEMBERS KILLED. THIRD MESSAGE DOES NOT CORRELATE TO THIS INCIDENT. MR4 SHOOTDOWN RECORD INDICATES ALL FIVE CREWMEMBERS KILLED.

MARTIN, RUSSELL (0354): CONSISTENT WITH THE MISSING-IN-ACTION STATUS ASSIGNED TO THESE CREWMEN, THERE IS NO FIRM INDICATION AS TO WHETHER OR NOT THEY SURVIVED THE CRASH OF THEIR AIRCRAFT. THE ORDER TO BAIL OUT OF THE BURNING AIRCRAFT WAS GIVEN, BUT NO PARACHUTES WERE SEEN BY OBSERVERS. A PATHET LAO PROPAGANDA BROADCAST INDICATED THEY HAD LATER ACCESSED THE SITE AND HAD IDENTIFICATION MEDIA OF ONE INDIVIDUAL. NO INTELLIGENCE HAS EVER BEEN ACQUIRED TO CLARIFY THE FATE OF THE MEN IN THIS CRASH OR TO SUGGEST ANY WERE EVER CAPTURED.

MATEJOV, JOSEPH (1983): PHYSICAL EVIDENCE AT CRASH SITE INDICATES THAT NONE OF THE CREW SURVIVED THE INCIDENT. THE AIRCRAFT SUFFERED A MASSIVE AND SUDDEN CATASTROPHIC FAILURE IN FLIGHT, CRASHED TO THE GROUND IMMEDIATELY, BOUNCED ONCE AND LANDED UPSIDE DOWN. THE SAR TEAM ALSO WITNESSED AT LEAST 3 BODIES AT THE SITE. A RECENT VISIT TO THE SITE INDICATES THAT THE FATE OF ADDITIONAL CREWMEN MAY SOON BE DETERMINED. GIVEN THE ABSENCE OF POSITIVE INDICATIONS OF CREW SURVIVAL, AND THE PHYSICAL DATA COLLECTED AT THE CRASH SITE, THERE IS LITTLE REASON TO BELIEVE THAT ANY OF THE CREW SURVIVED THE LOSS INCIDENT. RADIO INTERCEPTS, MISTAKENLY THOUGHT BY SOME TO REFER TO THE BARON 52 INCIDENT, DO NOT PERTAIN.

MCCRARY, JACK (0954): AIRCRAFT CRASHED IN VERY ISOLATED AREA AND CRASH SITE BURST INTO FLAME. DURING 1992 JOINT INVESTIGATION, WITNESSES SAID THE CREW WERE KILLED BY FIRE. EIGHT SETS OF REMAINS AND ONE SET OF ID MEDIA (FOR 9 CREWMEMBERS) TURNED OVER TO JOINT TEAM.

MCDONALD, JOSEPH (1842): RETURNEE'S IDENTIFICATION OF "MCDONALD" DOES NOT CORRESPOND TO THIS INDIVIDUAL; THE PHYSICAL DECRIPTION AND BACKGROUND INFORMATION PROVIDED DO NOT MATCH JOSEPH MCDONALD AT ALL. NO ANALYTICAL BASIS TO CONFIRM SURVIVAL.

MCELVAIN, JAMES (1952): F111 LOST OVER WATER ACCORDING TO 7TH AIR FORCE RESCUE COORDINATION CENTER. SAR EFFORTS DISCONTINUED AFTER 4 DAYS.

MCPHERSON, EVERETT (0279): RETURNEE THOUGHT HE HEARD THIS NAME BUT IT WAS NOT MENTIONED BY ANYONE ELSE IN THE PRISON SYTEM. THERE IS NO ANALYTICAL BASIS TO BELIEVE INDIVIDUAL WAS A PW.

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

MITCHELL, HARRY (2053): DID NOT REPORT FOR DUTY ON SHIP DOCKED IN GULF OF TONKIN, WHICH WAS NEVER CLOSER THAN 25 NM TO SHORE. CLASSIFIED AS NONBATTLE CASUALTY. NO ANALYTICAL BASIS TO CONFIRM SURVIVAL.

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

MORELAND, JAMES (1040): FOLLOWING MORTAR ATTACK ON A BASE CAMP, THREE PERSONNEL WERE CAPTURED AND FIVE WERE LISTED AS MISSING. THE MISSING PERSONNEL WERE IN SEPARATE FIGHTING POSITIONS AROUND THE BASE CAMP. CAPTURED PERSONNEL WERE INTIALLY HELD SEPARATELY AND THEN BROUGHT TOGETHER FOR MOVEMENT TO NORTH VIETNAM. NO ANALYTICAL BASIS TO CONFIRM SURVIVAL OF MISSING PERSONNEL.

MORRISEY, ROBERT (1945): AIRCRAFT DISAPPEARED EN ROUTE TO A NIGHTTIME BOMBING TARGET. VISUAL AND ELECTRONIC SEARCH WERE UNSUCCESSFUL. SRV MILITARY REGION 4 SHOOTDOWN LOG CONTAINS ENTRY WHICH CORRELATES TO THIS INCIDENT AND INDICATES CREWMEN KILLED. ON-SITE INVESTIGATION BY JOINT TEAM HAS DEDUCED THAT CREW CAPSULE DID NOT SEPARATE FROM AIRCRAFT PRIOR TO THE CRASH. SIGNAL INTERCEPTS ALLEGING CAPTURE DO NOT CORRELATE TO THIS INCIDENT. MORRISSEY IS A POOR CANDIDATE FOR SURVIVAL.

MOSSMAN, HARRY (1912): A6E WAS LOST OVER NORTH VIETNAM IN MIDST OF HEAVY AAA AND BAD WEATHER. THE TIME, DATE, AND LOCATION OF THE INCIDENT DO NOT CORRESPOND TO THE INFORMATION IN THE INTERCEPTED MESSAGE. NO ANALYTICAL BASIS TO CONFIRM SURVIVAL.

MULLINS, HAROLD (0354): THE CREW WAS GIVEN ORDERS TO BAIL OUT OF THE BURNING AIRCRAFT, BUT NO PARACHUTES WERE SEEN BY OBSERVERS. NO INTELLIGENCE HAS EVER BEEN ACQUIRED TO CLARIFY THE FATE OF THE MEN IN THIS CRASH OR TO SUGGEST ANY WERE EVER CAPTURED. THERE IS NO ANALYTICAL BASIS TO INDICATE SURVIVAL.

NICHOLS, HUBERT (0443): A1E HIT BY AAA, CRASHED AND BURNED. NO PARACHUTE SEEN AND NO BEEPER HEARD. CORRELATION IN DEBRIEFS RELATES TO RETURNEE WITH SAME LAST NAME.

OSBORNE, RODNEY (1715): FIVE CREWMEMBERS ON NIGHTIME MISSION OVER NORTH VIETNAM. RELIABLE SOURCE REPORTED EXPLOSION IN MIDAIR. NO SIGN OF CRASHSITE OR CREW EVER DISCOVERED. TOW OF THREE MESSAGES INDICATE ALL CREWMEMBERS KILLED. THIRD MESSAGE DOES NOT CORRELATE TO THIS INCIDENT. MR4 SHOOTDOWN RECORD INDICATES ALL FIVE CREWMEMBERS KILLED.

PARKER, WOODROW (1141): WINGMAN SAW PARKER'S F4D IMPACT ON THE GROUND. NO PARACHUTE WAS SEEN AND NO BEEPER WAS HEARD. ONLY ONE RETURNEE THOUGHT HE MIGHT HAVE HAD INDIRECT CONTACT WITH PARKER; NO OTHER RETURNEES HAD ANY KNOWLEDGE OF HIM. THERE IS NO ANALYTICAL BASIS TO CONFIRM SURVIVAL. MR4 SHOOTDOWN RECORD STATES BOTH CREWMEMBERS KILLED. WITNESSES INTERVIEWED DURING JOINT INVESTIGATIONS ALSO INDICATED THE PILOTS DIED.

PARSLEY, EDWARD (0248): CREWMEMBER OF A C-123 ON A RESUPPLY/SHUTTLE MISSION. THERE WAS NO CONTACT WITH ANY OF THE CREW AFTER TAKEOFF. NOTHING WAS SEEN OR HEARD DURING SEARCH ALONG FLIGHT PATH. DURING DEBRIEFING, RETURNEE SAID HE HAD A VAGUE RECOLLECTION OF THE NAME. NO ANALYTICAL BASIS TO CONFIRM SURVIVAL.

PASCHALL, RONALD (1812): PASCHALL CRAWLED AWAY FROM HIS CRASHED HELICOPTER JUST AS THE VC FIRED INTO THE WRECKAGE, SETTING OFF AN EXPLOSION AND FIRE. THE OTHER THREE CREWMEMBERS WERE STILL ABOARD THE CRASHED HELICOPTER AT THE TIME AND ARE EXTREMELY POOR CANDIDATES FOR SURVIVAL.

PENDER, ORLAND (1910): INCIDENT INVESTIGATED DURING 15TH JOINT INVESTIGATION. OTHER AIRCRAFT IN FLIGHT, AND WITNESSES ON THE GROUND, HEARD EXPLOSION OF SAM AND SECOND EXPLOSION WHEN MISSILE HIT THE AIRCRAFT. PROVINCIAL SHOOTDOWN RECORD INDICATES NO TRACE OF CREW FOUND. WITNESSES SAID THEY SAW REMAINS AROUND CRASH SITE.

PERRY, RANDOLPH (1955): B-52 HIT BY SAM, BURST INTO FIREBALL AND CRASHED. SURVIVOR HEARD EXPLOSION DOWNSTAIRS (WHERE PERRY WAS LIKELY SITTING) PRIOR TO HIS EJECTION. TWO OF THE CREWMEMBERS WERE CAPTURED IMMEDIATELY, OTHER FOUR CREW WERE LISTED AS MIA. SURVIVING CREW ARE LIKELY SOURCES OF THE NAME WITHIN THE PW SYSTEM.

PHILLIPS, DANIEL (1040): FOLLOWING MORTAR ATTACK ON A BASE CAMP, THREE PERSONNEL WERE CAPTURED AND FIVE WERE LISTED AS MISSING. THE MISSING PERSONNEL WERE IN SEPARATE FIGHTING POSITIONS AROUND THE BASE CAMP. CAPTURED PERSONNEL WERE INTIALLY HELD SEPARATELY AND THEN BROUGHT TOGETHER FOR MOVEMENT TO NORTH VIETNAM. NO ANALYTICAL BASIS TO INDICATE SURVIVAL OF MISSING PERSONNEL.

PIERSON, WILLIAM (1425): PIERSON WAS THE COPILOT OF A AH-IG THAT BURST INTO FLAME IN MIDAIR DURING A RECONNAISSANCE MISSION. THE PILOT'S COMPARTMENT EXPLODED BEFORE FALLING TO THE GROUND. A RETURNEE SAID HE THOUGHT THE NAME SOUNDED FAMILIAR BUT THERE WERE FOUR MIAS WITH LAST NAME "PIERSON/PEARSON". THIS INFORMATION DOES NOT PROVIDE ANALYTICAL BASIS TO CONFIRM SURVIVAL.

PIKE, DENNIS (1803): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. LAST TRANSMISSION FROM HIM INDICATED HE WAS PLANNING TO EJECT. NOT OUT OF AIRCRAFT AS SMITH LIST SUGGESTS. INTERCEPTED ENEMY RECAP OF SHOOTDOWNS WITHIN FIVE DAYS OF PIKE'S SHOOTDOWN DATE MENTIONS THAT THE PILOT FROM ONE SHOOTDOWN INCIDENT PARACHUTED, BUT NO MENTION IS MADE OF HIS FATE. THE PILOT FROM ANOTHER SHOOTDOWN INCIDENT WAS REPORTED TO HAVE NOT BEEN RESCUED BY NIGHTFALL.

PITTMANN, ALLAN (0524): AIRCRAFT LOST SEVEN MILES OFFSHORE IN THE SOUTH CHINA SEA. SAR EFFORTS UNSUCCESSFUL IN LOCATING WRECKAGE; NO BEEPERS HEARD; NO PARACHUTES OBSERVED.

POGREBA, DEAN (0162): ALL RETURNEES REPORT HEARSAY INFORMATION THAT POGREBA WAS LOST OVER CHINA AND MAY HAVE BEEN CAPTURED OR KILLED; NO FIRSTHAND INFORMATION AVAILABLE. PEKING RADIO CLAIMED THEY SHOT DOWN AN AIRCRAFT ON THE DAY POGREBA'S AIRCRAFT WAS LOST; NO INDICATION OF THE STATUS OF THE CREW. POGREBA'S FLIGHT PLAN WOULD HAVE TAKEN HIM NO CLOSER THAN 30NM OF THE CHINESE BORDER ON EGRESS. NO ANALYTICAL EVIDENCE TO CONCLUDE THAT POGREBA SURVIVED HIS LOSS INCIDENT. DIA HAS NOT HAD ACCESS TO ANY SENATE SELECT COMMITTEE DISPOSITIONS; NO KNOWLEDGE OF REFERENCES TO POGREBA.

PRESTON, JAMES (0339): DOES NOT MEET CRITERIA FOR LAST KNOWN ALIVE. AIRCRAFT DISAPPEARED OVER LAOS. PATHET LAO RADIO BROADCAST NOTED SHOOTDOWN, IDENTIFYING BOTH DATE AND TYPE OF AIRCRAFT. BROADCAST REPORTED ALL CREWMEMBERS DEAD. NAME WAS MENTIONED BY SEVERAL RETURNEES IN THEIR INITIAL DEBRIEFS. HYATT, RISNER, RIVERS, RUTLEDGE, AND SHUMAKER SAID THEY HEARD THE NAME PHONETICALLY SPELLED ON THE VOICE OF VIETNAM OR THE CAMP RADIO

PRUETT, WILLIAM (1552): A CREWMEMBER ON A SAR HELICOPTER WHICH CRASHED TO EARTH AFTER BEING STRUCK BY A MISSILE FROM A MIG AIRCRAFT. AT THE TIME OF THE INCIDENT, ALL REPORTING INDICATED NO BEEPER OR PARACHUTES WERE OBSERVED OR INTERCEPTED. MULTIPLE EYEWITNESSES SAW THE INCIDENT IN BROAD DAYLIGHT AND SAW THE HELO FALL 7000 FEET. ONLY A 1976 PAPER INDICATES THAT A BEEPER WAS HEARD FOR A FEW SECONDS. THERE IS NO INDICATION WHERE THAT INFORMATION CAME FROM OR OF ITS ACCURACY. A BEEPER EVEN FROM ON THE GROUND, WOULD NOT BE CONCLUSIVE PROOF OF CAPTURE. ADDITIONALLY, THE VIETNAMESE TURNED OVER THE MR4 SHOOTDOWN DOCUMENT WHICH INDICATES ALL FIVE PERSONNEL WERE DEAD AT THE TIME OF INCIDENT. OVERALL THE INFORMATION STRONGLY SUGGESTS THAT ALL CREW MEMBERS PERISHED IN THE INCIDENT. SEE ALSO HOLLY, BILL/LEESER, LEONARD/PRUETT, WILLIAM/ANDERSON, GREGORY/SUTTON, WILLIAM.

PUENTES, MANUEL (1736): PUENTES WAS ONE OF FOUR LEFT BEHIND WHEN HIS PATROL WAS FORCED TO WITHDRAW FOLLOWING AN AMBUSH. HE WAS LAST SEEN WOUNDED BUT MOVING UNDER HIS OWN POWER SEEKING COVER. HE WAS NEVER SEEN AGAIN. CONSISTENT WITH THE MISSING-IN-ACTION STATUS ASSIGNED, THERE WAS NO FIRM INDICATION THAT PUENTES SURVIVED THIS INCIDENT.

RANSBOTTOM, FREDERICK (1171): THE RETURNEE, JULIUS LONG, WHO NAMED RANSBOTTOM SAID HE WAS ON AN OPERATION AT THE ADJACENT BASE. HE DID NOT INDICATE THAT RANSBOTTOM WAS CAPTURED OR HELD WITH LONG. ADDITIONALLY, IN HIS DEBRIEF, LONG GIVES NO INFORMATION INDICATING THAT RANSBOTTOM WAS ALIVE AFTER THE LOSS INCIDENT.

RAYMOND, PAUL (0829): RAYMOND WAS IN AN F4D FLYING TRAIL IN A NIGHT RECONNAISANCE MISSION. WHEN THE LEAD AIRCRAFT TURNED IN ON THE TARGET, THE PILOT SAW A LARGE FIREBALL DESCENDING; HE WAS UNABLE TO MAKE ANY CONTACT WITH RAYMOND'S PLANE. THE LEAD F4 CIRCLED THE AREA SEARCHING FOR THE DOWNED AIRCRAFT BUT NO PARACHUTES WERE SEEN AND NO BEEPERS WERE HEARD. RAYMOND'S NAME WAS MENTIONED IN THE PRISON SYSTEM BUT NO ONE EVER REPORTED ANY DIRECT CONTACT WITH HIM.

REED, JAMES (1650): WHILE ON AN ARMED, NIGHT RECONNAISSANCE MISSION, CAPT REED RADIOED THAT HE HAD LOST SIGHT OF THE TARGET MARKERS ON HIS FIRST PASS AND REQUESTED TO MAKE ANOTHER PASS. NO FURTHER RADIO TRANSMISSIONS FROM CAPT REED'S F4 AIRCRAFT WERE RECEIVED. OTHER FLIGHT AIRCRAFT REPORTED SEEING A LARGE EXPLOSION NEAR THE TARGET. ALL ATTEMPTED RADIO CONTACT WAS UNSUCCESSFUL.

ROSE, LUTHER (0354): CONSISTENT WITH THE MISSING-IN-ACTION STATUS ASSIGNED TO THESE CREWMEN, THERE IS NO FIRM INDICATION THEY SURVIVED THE CRASH OF THEIR AIRCRAFT. THE ORDER TO BAIL OUT OF THE BURNING AIRCRAFT WAS GIVEN, BUT NO PARACHUTES WERE SEEN BY OBSERVERS. A PATHET LAO PROPAGANDA BROADCAST INDICATED THEY HAD LATER ACCESSED THE SITE AND HAD IDENTIFICATION MEDIA OF ONE INDIVIDUAL. NO INTELLIGENCE HAS EVER BEEN ACQUIRED TO CONFIRM THE FATE OF THE MEN IN THIS CRASH OR TO SUGGEST ANY WERE EVER CAPTURED.

ROSS, JOSEPH (1243): ROSS AND ONE CREWMEMBER WERE ON A NIGHT ARMED RECONNAISSANCE MISSION OVER NORTH VIETNAM. ANOTHER CREW SAW A LARGE FIREBALL ON THE GROUND NEAR THE INTENDED TARGET, THEN COULD NOT RAISE THEM ON THE RADIO. NO PARACHUTES OR BEEPERS WERE NOTED. THERE IS NO ANALYTICAL BASIS TO CONCLUDE EITHER CREWMAN SURVIVED. THE NAME "ROSS," SEEN ON A WALL AT "HEARTBREAK" (HOA LO PRISON), LIKELY RELATES TO ROSS R. TERRY, WHO WAS CAPTURED IN 1966 AND HELD EXTENSIVELY AT HOA LO BEFORE HIS RELEASE IN 1973.

ROWLEY, CHARLES (1600): RETURNEE SHOWN PRE-CAPTURE PHOTO OF ROWLEY; STATED HE "THOUGHT" HE RECOGNIZED THE PHOTO AS BEING OF SOMEONE IN A GROUP PROPAGANDA PHOTO. NO OTHER RETURNEE (IN THAT PHOTO) REPORTED THE PRESENCE OF ROWLEY IN THE PRISON SYSTEM. NO EVIDENCE THAT ROWLEY SURVIVED INCIDENT.

SCHULTZ, SHELDON (0967): HELICOPTER WITH CREW OF FOUR AND ONE PASSENGER WAS HIT BY GROUND FIRE AT 3,000 FEET ELEVATION. THE AIRCRAFT ENTERED INTO A VERTICAL DIVE, CRASHED, AND BURST IMMEDIATELY INTO 10-20 FOOT FLAMES. THERE WAS NO RADIO CONTACT DURING OR AFTER DESCENT, AND NO BEEPERS WERE HEARD. THE WRECKAGE WAS DESCRIBED AS A MASS OF BURNED METAL. NO SIGN OF LIFE WAS SEEN IN THE AREA. THERE IS NO ANALYTICAL BASIS TO CONCLUDE ANY OF THE CREW SURVIVED THE CRASH.

SCHUMANN, JOHN (0099): KNOWN DIED IN CAPTIVITY BASED ON REPORTING BY OTHER U.S. POWS.

SEREX, HENRY (1811): INFORMATION CITED WHICH INDICATES CAPTURE CORRELATES TO A SEPARATE INCIDENT (REFNO 1812).

SHAFER, PHILLIP (1132): ONLY INDICATION OF CAPTURE IS A RADIO BROADCAST BY AN AMERICAN WHO WAS ORIGINALLY BELIEVED TO BE SHAFER. SUBSEQUENT ANALYSIS COUPLED WITH SUBSEQUENT BROADCASTS INDICATE THE BROADCASTS WERE MADE BY ANOTHER U.S. POW (KAVANAUGH-RR). AN INVESTIGATION IN JUN 1992 OF THE CRASH SITE TURNED UP PERSONNEL AFFECTS BELONGING TO SHAFER. WITH THE EXCEPTION OF THE ORIGINAL ANALYSIS EQUATING SHAFER WITH THE BROADCAST, THERE IS NO INFORMATION TO SUPPORT THAT SHAFER SURVIVED OR WAS CAPTURED.

SHARK, EARL (1277): LISTED ON THE OFFICIAL DRVDIED IN CAPTIVITY LIST. MULTIPLE SOURCES DURING THE WAR PROVIDED INFORMATION WHICH CORRELATED TO THIS CASE AND INDICATED THAT SHARK DIED FROM HIS WOUNDS SHORTLY AFTER BEING CAPTURED AND CARED FOR A FIELD HOSPITAL. ADDITIONALLY, EYEWITNESSES TO HIS LOSS INCIDENT INDICATED A HIGH PROBABILITY THAT HE WAS MORTALLY WOUNDED BECAUSE HE WAS SHOT AT LEAST TWICE AFTER HIS INITIAL INJURY AND THEN A FRAGMENTATION GRENADE TOSSED BY HIS PLATOON LEADER ACCIDENTALLY LANDED NEAR HIM. THE GRENADE WENT OFF CLOSE ENOUGH TO HIM TO SET OFF THE SMOKE GRENADES ON HIS WEB BUILT. THIS INDIVIDUAL DOES NOT MEET THE CRITERIA FOR LAST KNOWN ALIVE.

SHINN, WILLIAM (1552): A CREWMEMBER ON A SAR HELICOPTER WHICH CRASHED TO EARTH AFTER BEING STRUCK BY A MISSILE FROM A MIG AIRCRAFT. AT THE TIME OF THE INCIDENT, ALL REPORTING INDICATED NO BEEPER OR PARACHUTES WERE OBSERVED OR INTERCEPTED. MULTIPLE EYEWITNESSES SAW THE INCIDENT IN BROAD DAYLIGHT AND SAW THE HELO FALL 7000 FEET. THE REPORT THAT A BEEPER MAY HAVE BEEN HEARD FOR A FEW SECONDS CAME SEVERAL YEARS AFTER THE INCIDENT AND HAS NOT BEEN CORROBORATED BY ANY OTHER SOURCE. A BEEPER EVEN FROM ON THE GROUND, WOULD NOT BE CONCLUSIVE PROOF OF CAPTURE. ADDITIONALLY, THE VIETNAMESE TURNED OVER THE MR4 SHOOTDOWN DOCUMENT WHICH INDICATES ALL FIVE PERSONNEL WERE DEAD AT THE TIME OF INCIDENT. OVERALL THE INFORMATION STRONGLY SUGGESTS THAT ALL CREW MEMBERS PERISHED IN THE INCIDENT. SEE ALSO HOLLY, BILL/LEESER, LEONARD/PRUETT, WILLIAM/ANDERSON, GREGORY/SUTTON, WILLIAM.

SIGAFOOS, WALTER (1743): THE OTHER PILOTS ON THIS MISSION SAW SIGAFOOS' F4D CRASH AND BURN. NO BEEPERS WERE HEARD NOR WERE ANY PARACHUTES SEEN. THE INTERCEPT CITED DOES NOT CORRESPOND TO THIS INCIDENT.

SINGLETON, DANIEL (1366): F4 AIRCRAFT WITH CREW OF TWO ON MISSION OVER LAOS; CRASHED FOUR SECONDS AFTER LAST RADIO TRANSMISSION. UNABLE TO ESTABLISH RADIO CONTACT; NO PARACHUTES, NO BEEPERS. SAR FOUND NO TRACE OF CREW. THE CITED INTERCEPT, WHICH INDICATED A PILOT WAS CAPTURED, IS INDISTINCT AS TO DATE, TIME, LOCATION, AND TYPE OF AIRCRAFT INVOLVED IN THE INCIDENT AND CANNOT BE CORRELATED TO ANY SPECIFIC INCIDENT; THE ONLY CERTAIN JUDGEMENT WHICH CAN BE MADE IS THAT THE ITEM DOES NOT RELATE TO SINGLETON'S AIRCRAFT, IN THAT IT INVOLVED A NORTH VIETNAMESE PROVINCIAL UNIT FAR REMOVED FROM THE SINGLETON LOSS IN LAOS. ANOTHER INTERCEPT, WHICH DOES CLEARLY RELATE TO THIS AIRCRAFT, INDICATES ONE AVIATOR WAS FOUND DEAD AT THE CRASHSITE. ENEMY FORCES REVEALED NOTHING ABOUT THE SECOND AVIATOR AND EVIDENTLY WERE UNAWARE A SECOND MAN WAS INVOLVED. THE PLANE WAS DESCRIBED AS "BURNED COMPLETELY." THE MEMORIZED NAME "LARRY SINGLETON," BASED ON HEARSAY INFORMATION TO AN EARLY RELEASEE "MEMORY BANK," LIKELY RELATES TO JERRY SINGLETON, A POW HELD IN THE NORTHERN PRISON SYSTEM. THERE IS NO ONE MISSING NAMED LARRY SINGLETON. THERE IS NO BASIS TO RELATE THIS INFORMATION TO DANIEL SINGLETON.

SMITH, HARDING (0354):CONSISTENT WITH THE MISSING-IN-ACTION STATUS ASSIGNED TO THESE CREWMEN, THERE IS NO FIRM INDICATION THEY SURVIVED THE CRASH OF THEIR AIRCRAFT. THE ORDER TO BAIL OUT OF THE BURNING AIRCRAFT WAS GIVEN, BUT NO PARACHUTES WERE SEEN BY OBSERVERS. A PATHET LAO PROPAGANDA BROADCAST INDICATED THEY HAD LATER ACCESSED THE SITE AND HAD IDENTIFICATION MEDIA OF ONE INDIVIDUAL. NO INTELLIGENCE HAS EVER BEEN ACQUIRED TO CLARIFY THE FATE OF THE MEN IN THIS CRASH OR TO SUGGEST ANY WERE EVER CAPTURED.

SPINELLI, DOMENICK (1294): A-6 WITH CREW OF TWO HIT BY SAM AND DOWN OVER NORTH VIETNAM. NO EJECTION OR PARACHUTES SEEN. HANOI RADIO BROADCAST REPORTED SHOOTDOWN BUT CLAIMED NO CREDIT FOR CAPTURING ANY AVIATORS. MR4 SHOOTDOWN RECORD NOTES BOTH CREWMEMBERS DIED IN THE INCIDENT. THE REMAINS OF THE OTHER CREWMEMBER HAVE BEEN REPATRIATED. AS CITED, POW RELEASEE POSITIVELY IDENTIFIED PHOTO OF SPINELLI; HOWEVER, HE DID NOT CLAIM TO HAVE SEEN SPINELLI IN THE PRISON SYSTEM, BUT RATHER AS A FELLOW AVIATOR HE HAD KNOWN AT NAVAL AIR STATION SANFORD. NEITHER THIS RELEASEE OR ANYONE ELSE HAD ANY KNOWLEDGE OF SPINELLI OR HIS CREWMAN IN CAPTIVITY.

STEVENS, LARRY (1383): AIRCRAFT DISABLED AND CRASHED OF UNKNOWN CAUSES OVER LAOS, SOON AFTER CRASH OF WINGMAN; NO EVIDENCE OF SURVIVAL. FAMILY IDENTIFICATION NOTWITHSTANDING, "PHOTO OF THREE" CONCLUSIVELY DEMONSTRATED TO BE DOCTORED VERSION OF 1923 PHOTO OF SOVIETS THAT APPEARED IN KHMER LANGUAGE MAGAZINE.

STEWART, PETER (0274): PHOTO ALLEGED BY FAMILY MEMBER TO BE STEWART WAS IDENTIFIED AS CDR HUGH STAFFORD IN 1975. CDR STAFFORD HAS CONFIRMED THIS IDENTIFICATION.

STEWART, VIRGIL (1444): STEWART SURVIVED HIS EJECTION BUT WAS SERIOUSLY WOUNDED AND SURROUNDED BY THE ENEMY. A PARARESCUEMAN WAS ABLE TO LOCATE STEWART BUT REPORTED HE WAS DEAD. THE BODY COULD NOT BE RECOVERED AT THE TIME OF THE INCIDENT DUE TO APPROACHING ENEMY TROOPS.

STRAWN, JOHN (1715): FIVE CREWMEMBERS ON NIGHTIME MISSION OVER NORTH VIETNAM. RELIABLE SOURCE REPORTED EXPLOSION IN MIDAIR. NO SIGN OF CRASHSITE OR CREW EVER DISCOVERED. TOW OF THREE MESSAGES INDICATE ALL CREWMEMBERS KILLED. THIRD MESSAGE DOES NOT CORRELATE TO THIS INCIDENT. MR4 SHOOTDOWN RECORD INDICATES ALL FIVE CREWMEMBERS KILLED.

SUTTON, WILLIAM (1552): A CREWMEMBER ON A SAR HELICOPTER WHICH CRASHED TO EARTH AFTER BEING STRUCK BY A MISSILE FROM A MIG AIRCRAFT. AT THE TIME OF THE INCIDENT, ALL REPORTING INDICATED NO BEEPER OR PARACHUTES WERE OBSERVED OR INTERCEPTED. MULTIPLE EYEWITNESSES SAW THE INCIDENT IN BROAD DAYLIGHT AND SAW THE HELO FALL 7000 FEET. THE REPORT THAT A BEEPER MAY HAVE BEEN HEARD FOR A FEW SECONDS CAME SEVERAL YEARS AFTER THE INCIDENT AND HAS NOT BEEN CORROBORATED BY ANY OTHER SOURCE. A BEEPER EVEN FROM ON THE GROUND, WOULD NOT BE CONCLUSIVE PROOF OF CAPTURE. ADDITIONALLY, THE VIETNAMESE TURNED OVER THE MR4 SHOOTDOWN DOCUMENT WHICH INDICATES ALL FIVE PERSONNEL WERE DEAD AT THE TIME OF INCIDENT. OVERALL THE INFORMATION STRONGLY SUGGESTS THAT ALL CREW MEMBERS PERISHED IN THE INCIDENT. SEE ALSO HOLLY, BILL/LEESER, LEONARD/PRUETT, WILLIAM/ANDERSON, GREGORY/SUTTON, WILLIAM.

THOMPSON, WILLIAM (1243): THOMPSON AND ONE CREWMEMBER WERE ON A NIGHT ARMED RECONNAISSANCE MISSION OVER NORTH VIETNAM. ANOTHER CREW SAW A LARGE FIREBALL ON THE GROUND NEAR THE INTENDED TARGET, THEN COULD NOT RAISE THEM ON THE RADIO. NO PARACHUTES OR BEEPERS WERE NOTED. THERE IS NO ANALYLICAL BASIS TO CONCLUDE EITHER CREWMAN SURVIVED. THE "MAJOR THOMPSON" REFERRED TO IN PRISON TAP-CODE COMMUNICATION WAS LIKELY MAJOR FRED THOMPSON, WHO WAS SHOT DOWN FOUR MONTHS BEFORE THE REFNO 1243 INCIDENT.

TIGNER, LEE (1913): INFORMATION IN THE INTERCEPTED MESSAGE INDICATES THE CREW DIED IN THIS INCIDENT. AIRCRAFT LOST A WING, HIT THE GROUND, AND SKIDDED INTO RIVER. NO PARACHUTES WERE SEEN AND NO BEEPERS WERE HEARD.

TOWNSEND, FRANCIS (1908): BASED ON OPERATIONAL REPORTING FROM TOWNSEND'S CREWMEMBER (RETURNEE), TOWNSEND WAS EJECTED FROM THE AIRCRAFT. HOWEVER, THE RETURNEE REPORTED TOWNSEND SHOULD HAVE LANDED BEHIND HIM ON THE GROUND BUT HE DID NOT. ADDITIONALLY, THE RETURNEE WAS TOLD BY A NVN CAPTOR THAT TOWNSEND DIED IN THE AIRCRAFT. NO ANALYTICAL EVIDENCE TO SUGGEST TOWNSEND SURVIVED HIS INCIDENT.

TRENT, ALAN (1619): WINGMAN SAW THE PLANE CRASH ON BOMBING MISSION AND WITNESSED SECONDARY EXPLOSION. SAR TEAMS ON GROUND SAW WRECKAGE SPREAD OUT OVER 700 METERS. BASED ON REPORTS OF WINGMAN, AND THE SAR TEAM, THERE IS NO INDICATION THAT PERSONNEL SURVIVED THIS INCIDENT.

UTLEY, RUSSEL (1366): F4 AIRCRAFT WITH CREW OF TWO ON MISSION OVER LAOS; CRASHED FOUR SECONDS AFTER LAST RADIO TRANSMISSION. UNABLE TO ESTABLISH RADIO CONTACT; NO PARACHUTES, NO BEEPERS. SAR FOUND NO TRACE OF CREW. THE CITED INTERCEPT, WHICH INDICATED A PILOT WAS CAPTURED, IS INDISTINCT AS TO DATE, TIME, LOCATION, AND TYPE OF AIRCRAFT INVOLVED IN THE INCIDENT AND CANNOT BE CORRELATED TO ANY SPECIFIC INCIDENT; THE ONLY CERTAIN JUDGEMENT WHICH CAN BE MADE IS THAT THE ITEM DOES NOT RELATE TO UTLEY'S AIRCRAFT, IN THAT IT INVOLVED A NORTH VIETNAMESE PROVINCIAL UNIT FAR REMOVED FROM THE UTLEY LOSS IN LAOS. ANOTHER INTERCEPT, WHICH DOES CLEARLY RELATE TO THIS AIRCRAFT, INDICATES ONE AVIATOR WAS FOUND DEAD AT THE CRASHSITE. ENEMY FORCES REVEALED NOTHING ABOUT THE SECOND AVIATOR AND WERE APPARENTLY UNAWARE A SECOND MAN WAS INVOLVED. THE PLANE WAS DESCRIBED AS "BURNED COMPLETELY."

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

WALKER, SAMUEL (1340): INCIDENT INVOLVED A MID-AIR COLLISION OF TWO AIRCRAFT. THE PILOT OF THE C123 WAS RESCUED SHORTLY AFTER THE INCIDENT. HE REPORTED THAT DURING HIS DESCENT, HE SAW ANOTHER PARACHUTE BELOW HIM BUT HE DID NOT KNOW FROM WHICH AIRCRAFT THE CHUTE MAY HAVE COME. AIR AND GROUND SAR EFFORTS FOUND NO EVIDENCE OF SURVIVORS.

WALTON, LEWIS (1745): WALTON AND TWO OTHERS WERE MEMBERS OF A LONG RANGE RECON PATROL WHICH WAS INSERTED BY HELICOPTER IN WESTERN SOUTH VIETNAM AND NEVER SEEN AGAIN. MARKER PANELS LATER SEEN BY RESCUE FORCES MAY HAVE BEEN PLACED BY ENEMY FORCES AS A LURE. A RETURNEE PURPORTEDLY INDICATED IN AN EARLY POST-RELEASE DEBRIEF THAT HE HAD HEARD ABOUT AN ARMY CAPTAIN NAMED "WATON" WHO WAS A POW. SPECIFICALLY, HE WAS TOLD BY SOMEONE, NOT IDENTIFIED, THAT AN ENEMY MESSAGE ASKED FOR INSTRUCTIONS REGARDING CAPTIVES WATON AND ENTRICAN, AND THAT THEY WERE IN TURN TOLD TO TAKE THEM NORTH TO HANOI AND TO KILL ALL FUTURE CAPTIVES. THERE IS NO MENTION OF THIS IN THE RELEASEE'S EXTENSIVE DEBRIEF AND IT EXISTS ONLY AS AN ABRIDGED DATA-BASE ENTRY OF A PRELIMINARY DEBRIEF. THERE IS REASON TO SUSPECT THAT ENTRICAN WAS CAPTURED BY HOSTILE FORCES; HE IS ON THE "LAST KNOWN ALIVE" PRIORITY CASE LIST. THERE IS NO INDEPENDENT BASIS TO BELIEVE WALTON (A STAFF SERGEANT, NOT A CAPTAIN) WAS CAPTURED BY HOSTILE FORCES.

WARREN, ERVIN (0354): CONSISTENT WITH THE MISSING-IN-ACTION STATUS ASSIGNED TO THESE CREWMEN, THERE IS NO FIRM INDICATION THEY SURVIVED THE CRASH OF THEIR AIRCRAFT. THE ORDER TO BAIL OUT OF THE BURNING AIRCRAFT WAS GIVEN, BUT NO PARACHUTES WERE SEEN BY OBSERVERS. A PATHET LAO PROPAGANDA BROADCAST INDICATED THEY HAD LATER ACCESSED THE SITE AND HAD IDENTIFICATION MEDIA OF ONE INDIVIDUAL. NO INTELLIGENCE HAS EVER BEEN ACQUIRED TO SUGGEST ANY WERE EVER CAPTURED.

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

WILKINS, GEORGE (0391): MR4 SHOOTDOWN RECORD ENTRY CORRELATES TO WILKINS' INCIDENT. ENTRY REPORTS SHOOTDOWN AND DEATH OF PILOT. WITNESSES INTERVIEWED DURING RECENT JOINT FIELD INVESTIGATION DESCRIBE OBSERVING REMAINS OF PILOT NEXT TO CRASH ASSOCIATED WITH THIS INCIDENT. DIA HAS NO REPORTS FROM THAI RETURNEES CONCERNING WILKINS.

WILLIAMS, ROBERT (1855): WILLIAMS AND HIS CREWMEMBER WERE SHOT DOWN IN THEIR HELICOPTER. WINGMAN OPINED THERE WAS VERY LITTLE CHANCE OF SURVIVAL. NO PHOTO IN FILE. DIA HAS NO KNOWLEDGE OF ANY VIETNAMESE MAGAZINE WITH A PURPORTED PHOTO OF WILLIAMS.

WILLIAMSON, JAMES (0967): HELICOPTER WITH CREW OF FOUR AND ONE PASSENGER WAS HIT BY GROUND FIRE AT 3,000 FEET ELEVATION. THE AIRCRAFT ENTERED INTO A VERTICAL DIVE, CRASHED, AND BURST IMMEDIATELY INTO 10-20 FOOT FLAMES. THERE WAS NO RADIO CONTACT DURING OR AFTER DESCENT, AND NO BEEPERS WERE HEARD. THE WRECKAGE WAS DESCRIBED AS A MASS OF BURNED METAL. NO SIGN OF LIFE WAS SEEN IN THE AREA. THERE IS NO ANALYTICAL BASIS TO CONCLUDE ANY OF THE CREW SURVIVED THE CRASH. A RELEASEE SAW THE NAME "JAMES P. WILLIAMSON" SIGNED ON AN ANTI-WAR LETTER, BUT OPINED THAT THE NAME WAS A "PEN NAME, FOR (THE POWS) WERE ALWAYS BEING PIGEONED INTO USING PEN NAMES." OTHER RELEASEES REPORTED HAVING SEEN THE NAME "WILLIAMSON" ON A STATEMENT, EACH IN THE SAME CIRCUMSTANCES (SHOWN BY INTERROGATOR DURING INTERROGATION); NONE OF THEM EVER SAW OR HEARD OF WILLIAMSON, NOR DID ANYONE ELSE IN THE PRISON SYSTEM.

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

ZICH, LARRY (1814): RETURNEE LAWRENCE STARK, ALTHOUGH HE COULD NOT MAKE A POSITIVE IDENTIFICATION, BELIEVED THAT THE PHOTO HE WAS SHOWN OF LARRY ZICH MATCHED SOMEONE HE HAD SEEN, POSSIBLY IN A PROPAGANDA PICTURE OR AMONG THE "LAO GROUP" (I.E., POWS CAPTURED IN LAOS) WHILE WATCHING A PROPAGANDA FILM. HAD LARRY ZICH BEEN PRESENT AT ANY GATHERING OF POWS, HE WOULD HAVE CERTAINLY BEEN EXTENSIVELY CORROBORATED AS A POW BY OTHER RETURNEES; NONE KNEW OF HIM. HE DEFINITELY WAS NOT AMONG THE SO-CALLED "LAO GROUP" AT HOA LO. IT IS NOT POSSIBLE TO DETERMINE WHO STARK SAW, BUT HIS INDENTIFICATION OF ZICH IS TENUOUS AND NOT SUPPORTED BY ANY OTHER EVIDENCE.

TAB D

NAMES OF PERSONS INVOLVED IN USG PRIORITY CASES

WHO APPEAR ON THE 324-NAME LIST

PRODUCED BY THE OFFICE OF SENATOR BOB SMITH

ACOSTA-ROSARIO, HUMBERTO (1258)

ANDERSON, ROBERT (1934)

ARD, RANDOLPH (1719)

ASHLOCK, CARLOS (0678)

BABULA, ROBERT (0439)

BACKUS, KENNETH (0706)

BAKER, ARTHUR (0070)

BODENSCHATZ, JOHN (0439)

BORAH, DANIEL (1927)

BORTON, ROBERT (0439)

BRAM, RICHARD (0108)

BRASHEAR, WILLIAM (1437)

BRENNAN, HERBERT (0928)

BROWN, GEORGE (1108)

BROWN, HARRY (1046)

BROWNLEE, CHARLES (1347)

BRUCHER, JOHN (1388)

BUCKLEY, LOUIS (0344)

BURNETT, SHELDON (1719)

CARLOCK, RALPH (0606)

CARTER, DENNIS (0439)

CICHON, WALTER (1112)

CLARK, RICHARD (0873) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN HIS INCIDENT.

CLARKE, GEORGE (0892)

COHRON, JAMES (0984)

CONDIT, DOUGLAS (0926)

COOK, KELLY (0904)

CREED, BARTON (1724)

CREW, JAMES (0904)

CRISTMAN, FREDERICK (1730)

CUTHBERT, BRADLEY (1327)

DAHILL, DOUGLAS (1428)

DALE, CHARLES (0094)

DANIELSON, BENJAMIN (1535)

DEBRUIN, EUGENE (0018)

DELONG, JOE (0689) DIED IN CAPTIVITY.

DEMMON, DAVID (0094)

DEXTER, BENNIE (0333)

DINGWALL, JOHN (0108)

DODGE, EDWARD (0052)

DUCKETT, THOMAS (1683)

DUNLOP, THOMAS (1816)

DUNN, MICHAEL (1004)

EGAN, JAMES (0235)

EIDSMOE, NORMAN (1004)

ELLIOT, ROBERT (1049)

ELLIS, WILLIAM (0372)

ENTRICAN, DANNY (1748) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN HIS INCIDENT.

ESTOCIN, MICHAEL (0656)

FALLON, PATRICK (1463)

FINLEY, DICKIE (1308)

FISCHER, RICHARD (0977)

FITZGERALD, JOSEPH (0715)

FITZGERALD, PAUL (0867)

FORS, GARY (0947)

FOWLER, DONALD (1244)

FRANCISCO, SAN D. (1329)

GAGE, ROBERT (0381)

GALBRAITH, RUSSELL (1339)

GALLANT, HENRY (0109)

GARCIA, RICARDO (1730)

GATES, JAMES (0297)]

GRAF, JOHN (1523)

GREENLEAF, JOSEPH (2044)

GREENWOOD, ROBERT (1918)

GREILING, DAVID (1234)

GROTH, WADE (1046)

GUNN, ALAN (1046)

HAMILTON, JOHN (0644)

HAMILTON, ROGER (0647)

HAMM, JAMES (1086)

HARGROVE, OLIN (0867)

HASENBECK, PAUL (0646)

HASTINGS, STEVEN (1244)

HELD, JOHN (1131)

HESFORD, PETER (1100)

HESTLE, ROOSEVELT (0386)

HODGSON, CECIL (0242)

HOLLAND, MELVIN (0242)

HOLMES, DAVID (0275)

HRDLICKA, DAVID (0084)

HUNT, ROBERT (1065)

HUNTER, RUSSELL (0250)

HUSTON, CHARLES (1108)

IBANEZ, DI REYES (0723)

JAKOVAC, JOHN (0715)

JEFFS, CLIVE (1723)

JOHNSON, BRUCE (0096)

JOHNSON, WILLIAM (0997)

KIEFEL, ERNEST (0250)

KOSKO, WALTER (0114) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN HIS INCIDENT.

LAFAYETTE, JOHN (0297)

LANE, CHARLES (0805)

LEE, LEONARD (0952)

LEWIS, JAMES (0070)

LUNA, CARTER (1405)

MALONE, JIMMY (0326)

MANGINO, THOMAS (0646)

MASSUCCI, MARTIN (0158)

MAUTERER, OSCAR (0253)

MCCARTY, JAMES (1882) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN HIS INCIDENT.

MCDONALD, KURT (0052)

MCDONNELL, JOHN (1402)

MCGAR, BRIAN (0715)

MCINTIRE, SCOTT (1782)

MCLEAN, JAMES (0054)

MELLOR, FREDERIC (0124) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN HIS INCIDENT.

MILIUS, PAUL (1062)

MILLNER, MICHAEL (0930)

MIMS, GEORGE (0213)

MORGAN, JAMES (0903)

MORRIS, GEORGE (1981)

MORROW, LARRY (1868)

MULLEN, WILLIAM (0323)

MUNDT, HENRY (1437)

NETHERLAND, ROGER (0677)

NEWTON, CHARLES (1428)

NEWTON, DONALD (0258)

NIDDS, DANIEL (0646)

O'GRADY, JOHN (0641) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN HIS INCIDENT.

PATTERSON, JAMES (0691) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN HIS INCIDENT.

PERRINE, ELTON (0706)

PETERSON, DELBERT (0267)

PETERSON, MARK (1981)

PHILLIPS, ROBERT (1639)

PLASSMEYER, BERNARD (1660) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN HIS INCIDENT.

PLATT, ROBERT (0728)

PLUMADOR, KENNETH (0839)

PREVEDEL, CHARLES (1428)

PRICE, BUNYAN (1610)

PRIDEMORE, DALLAS (1274)

PUGH, DENNIS (1573)

REHE, RICHARD (0976) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN

HIS INCIDENT.

RICHARDSON, DALE (0610)

ROBERTSON, JOHN (0459) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN HIS INCIDENT.

ROE, JERRY (1046)

ROZO, JAMES (1639)

RUSSELL, PETER (1244)

SCHARF, CHARLES (0158)

SCHMIDT, WALTER (1205)

SCULL, GARY (1572)

SEYMOUR, LEO (0750)

SHELTON, CHARLES (0079)

SHRIVER, JERRY (1431)

SITTNER, RONALD (0805)

SKINNER, OWEN (1683)

SMALL, BURT (0607)

SMITH, WARREN (0370)

SOYLAND, DAVID (1747)

SPARKS, DONALD (1456)

SPARKS, JON (1730)

STEEN, MARTIN (0314) BASED ON JOINT INVESTIGATION, DETERMINED TO HAVE DIED IN HIS INCIDENT.

STRAIT, DOUGLAS (1668)

STROHLEIN, MADISON (1756)

TATUM, LAWRENCE (0453)

TAYLOR, FRED (0109)

TROMP, WILLIAM (0304)

WALKER, BRUCE (1598)

WHEELER, EUGENE (1598)
WHITE, CHARLES (1006)
WINTERS, DAVID (0646)
WORTH, JAMES (1810)
WOOD, DON (0233)
WOOD, WILLIAM (1918)
WRIGHT, THOMAS (1063)
WROBLESKI, WALTER (0703)