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INFORMATION CONCERNING THE UNCORRELATED CRASH SITE IN HOA GIONG (HOAF GIONG) HAMLET, HOA DONG (HOAF DOONG) VILLAGE, VINH CHAU DISTRICT, SOC TRANG PROVINCE, AND OBTAINED THE FOLLOWING INFORMATION:

(1) WITNESS ONE:

- (A) NAME: NGUYEN TRANG THUONG (NGUYEENX TRANGJ THWONG).
(B) AGE: 66 YOA.
(C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: HOA GIONG HAMLET, HOA DONG VILLAGE, VINH CHAU DISTRICT, SOC TRANG PROVINCE; 11 YEARS.
(D) CURRENT OCCUPATION: RETIRED.
(E) RESIDENCE AT TIME OF INCIDENT: NAM HA PROVINCE.
(F) OCCUPATION AT TIME OF INCIDENT: VILLAGE MILITIA CADRE.

(G) BACKGROUND: MR. THUONG DID NOT HAVE MANY DETAILS ABOUT THE CRASH SITE BECAUSE HE WAS NOT LIVING IN THE HAMLET AT THE TIME OF THE INCIDENT. HUYNH VAN THONG (HUYNHF VAWN THOONG) AND NGUYEN VAN DANG (NGUYEENX VAWN DANGR), LONG TIME RESIDENTS OF THE HAMLET, TOLD HIM ABOUT THE INCIDENT.

(G) STATEMENT:

((1)) MR. THUONG HEARD A JET CRASHED IN THE VILLAGE AT A PLACE NOW CALLED PHAN LUC (PHANR LWCJ), WHICH MEANS "JET" IN VIETNAMESE, BUT DID NOT KNOW WHEN THE INCIDENT OCCURRED. THE PILOT REPORTEDLY PARACHUTED FROM THE AIRCRAFT AND WAS RESCUED MINUTES LATER.

((2)) ON AN UNRECALLED DAY IN 1991 OR 1992, A GROUP OF VIETNAMESE (NFI) EXCAVATED THE CRASH SITE. THEY WERE WELL-EQUIPPED AND EVEN USED WATER PUMPS TO ENABLE THEM TO RECOVER MORE WRECKAGE FROM THE SITE. MR. THUONG DID NOT KNOW WHAT THEY DID WITH THE WRECKAGE THEY RECOVERED, NOR DID HE KNOW ANYONE IN THE GROUP. HE NEVER HEARD OF ANYONE FINDING REMAINS AT THE SITE.

((3)) MR. THUONG DID NOT KNOW OF ANY INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS, PRISONER-OF-WAR CAMPS, AMERICAN GRAVE SITES, OR AMERICANS WHO REMAINED IN VIETNAM AFTER 1975.

(2) WITNESS TWO:

- (A) NAME: NGO THI BIA (NGOO THI BIAS).
(B) AGE: 55 YOA.
(C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: HOA GIONG HAMLET, HOA DONG VILLAGE, VINH CHAU DISTRICT, SOC TRANG PROVINCE; LIFELONG RESIDENT.
(D) CURRENT OCCUPATION: FARMER.
(E) RESIDENCE AT TIME OF INCIDENT: SAME.
(F) OCCUPATION AT TIME OF INCIDENT: SAME.
(G) STATEMENT:

((1)) ON AN UNRECALLED DATE IN SEPTEMBER OR OCTOBER OF AN UNRECALLED YEAR, LONG BEFORE THE 1968 TET OFFENSIVE, A JET CRASHED ON MRS. BIA'S PROPERTY. SHE HID IN HER HOUSE WHEN SHE FIRST HEARD THE JET FLY FROM THE SOUTHEAST INTO THE HAMLET AREA. THE JET SUBSEQUENTLY CRASHED, BUT SHE DID NOT KNOW WHY.

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SEVERAL MINUTES AFTER THE CRASH SHE HEARD AN UNKNOWN NUMBER OF HELICOPTERS COME INTO THE AREA FROM THE NORTHEAST. MOMENTS LATER THE HELICOPTERS FLEW AWAY.

((2)) AFTER THE HELICOPTERS DEPARTED SHE CAME OUT OF HIDING. SHE LATER ASKED MR. HAI VI (HAIR VI), A LOCAL VILLAGER (NOW DECEASED), ABOUT THE INCIDENT. MR. VI TOLD HER THE PILOT PARACHUTED FROM THE AIRCRAFT AND WAS THEN RESCUED BY THE HELICOPTERS.

((3)) SOMETIME AFTER THE INCIDENT SHE FOUND A GRAY COLOR WING WITH SMALL WRITING (NFI) ON IT. SHE LATER SOLD THE WING AS SCRAP-METAL. HER COUSIN, LY NHAM (LYS NHAWM), RECOVERED THE PILOT'S PARACHUTE, BUT SHE DID NOT KNOW WHAT HE DID WITH IT. MR. NHAM MOVED TO CA MAU TOWNSHIP, MINH HAI PROVINCE, FIVE YEARS AGO. SHE DID NOT KNOW HIS PRESENT ADDRESS. SHE NEVER HEARD OF ANYONE FINDING REMAINS.

((4)) MRS. BIA DID NOT KNOW OF ANY INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS, PRISONER-OF-WAR CAMPS, AMERICAN GRAVE SITES, OR AMERICANS WHO REMAINED IN VIETNAM AFTER 1975.

(2) WITNESS THREE:

- (A) NAME: HUYNH VAN THONG (HUYNHF VAWN THOONG).
(B) AGE: 70 YOA.
(C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: HOA GIONG HAMLET, HOA DONG VILLAGE, VINH CHAU DISTRICT, SOC TRANG PROVINCE; 37 YEARS.
(D) CURRENT OCCUPATION: FARMER.
(E) RESIDENCE AT TIME OF INCIDENT: SAME.
(F) OCCUPATION AT TIME OF INCIDENT: SAME.
(G) STATEMENT:

((1)) AT APPROXIMATELY 1400 OR 1500 ON AN UNRECALLED DATE IN OCTOBER 1967, TWO JET AIRCRAFT AND ONE HELICOPTER WERE BOMBING GUERRILLA FORCES IN THE AREA OF THE HAMLET. AN UNKNOWN NUMBER OF GUERRILLAS WERE FIRING BACK AT THE JETS. DURING THE SECOND BOMBING PASS, THE GUERRILLAS HIT ONE JET. MR. THONG HID AND DID NOT SEE THE JET CRASH, BUT HEARD THE IMPACT. WHILE HE WAS HIDING, MR. THONG HEARD THE SECOND JET AND THE HELICOPTER CIRCLING THE AREA. APPROXIMATELY 20 TO 25 MINUTES AFTER THE CRASH, HE HEARD MORE HELICOPTERS FLY INTO THE AREA. MOMENTS LATER, THE HELICOPTERS DEPARTED.

((2)) AFTER THE HELICOPTERS DEPARTED HE CAME OUT OF HIDING. HE ASKED HIS UNCLE, WHO REMAINED IN THE FIELD DURING THE ATTACK, ABOUT THE JET THAT HAD CRASHED. HIS UNCLE, NOW DECEASED, TOLD HIM THE PILOT PARACHUTED FROM THE AIRCRAFT AND LANDED A FEW HUNDRED METERS FROM THE CRASH SITE. HIS UNCLE ALSO TOLD HIM THE HELICOPTERS RESCUED THE PILOT.

((3)) THE NEXT DAY, MR. THONG AND A FRIEND, NGUYEN VAN DANG (NGUYEENX VAWN DANGR) (NOW DECEASED), WENT TO THE SITE AND FOUND "BOMB DETONATORS" (NFI). WHILE PLAYING WITH THE "DETONATORS," ONE EXPLODED AND INJURED HIS FRIEND. LATER THAT SAME WEEK, HE FOUND THE JET'S EJECTION SEAT. HE THREW IT INTO THE RIVER BECAUSE SECURITY POLICE WERE COMING TO THE HAMLET AND HE DID

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NOT WANT TO BE CAUGHT WITH IT IN HIS POSSESSION.

((4)) IE2 QUESTIONED MR. THONG ABOUT THE VIETNAMESE WHO EXCAVATED THE CRASH SITE AND ASKED WHAT THEY FOUND. HE DID NOT KNOW ANYONE IN THE GROUP, BUT SAID THEY USED A LOT OF EQUIPMENT, INCLUDING WATER PUMPS. AS FAR AS HE KNEW, THEY ONLY RECOVERED WRECKAGE. HE WAS SURE NO ONE FOUND PERSONAL EFFECTS OR REMAINS.

((5)) MR. THONG DID NOT KNOW OF ANY INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS, PRISONER-OF-WAR CAMPS, AMERICAN GRAVE SITES, OR AMERICANS WHO REMAINED IN VIETNAM AFTER 1975.

F. AFTER THE INTERVIEWS, IE2 QUERIED THE PROVINCE TEAM ABOUT THE VIETNAMESE WHO EXCAVATED THE SITE. THE PROVINCE TEAM SAID THEY KNEW ABOUT THE RECOVERY EFFORT, BUT SAID IT WAS NOT AN OFFICIAL RECOVERY TEAM. THEY ADDED IT WAS JUST A GROUP OF CIVILIANS RECOVERING SCRAP METAL TO SELL.

G. IE2 THEN SURVEYED THE CRASH SITE AT GRID COORDINATE 48P XR 21402 42215 (SEE PARA 5., BELOW). THE TEAM USED A METAL DETECTOR AND DUG 12 TEST PITS, FINDING NUMEROUS SMALL PIECES OF WRECKAGE (SEE PARA 4., BELOW).

4. MATERIAL EVIDENCE.

A. MATERIAL EVIDENCE RETAINED BY JTF-FA: NONE.

B. MATERIAL EVIDENCE PHOTOGRAPHED AND LEFT IN PLACE:

(1) TWO PIECES OF PROBABLE CANOPY GLASS.

(2) ONE PROBABLE ROOT PORTION OF STATOR VANE OR

COMPRESSOR BLADE FROM AN AXIAL FLOW JET ENGINE WITH THE FOLLOWING MARKINGS; "377801E" AND "A3Z".

(3) NUMEROUS SMALL PIECES OF UNIDENTIFIABLE WRECKAGE.

C. REMAINS: NONE.

5. SITE SURVEY RESULTS: ON 16 SEPTEMBER 1996, IE2 SURVEYED ONE CRASH SITE ASSOCIATED WITH THIS UNCORRELATED CASE.

A. PROJECT LOCATION.

(1) VICINITY OF GRID COORDINATE 48P XR 21402 42215.

(2) MAP DATA: MAP NAME - LAC HOA,

MAP NO. - 6227 IV, MAP SERIES - L7014, PRINTED - 1970.

B. OUTSTANDING FEATURES: THE SITE IS A TEN METER WIDE CIRCULAR CRATER FILLED WITH WATER, LOCATED IN A FIELD IN HOA GIONG HAMLET. THE SITE IS APPROXIMATELY 100 METERS SOUTH OF THE MY THANH (MYX THANH) RIVER.

C. TERRAIN: FLAT.

D. SOIL CONDITIONS: HARD PACKED RED CLAY AND MUD.

E. VEGETATION: BUSHES AND LIGHT GROUND COVER.

F. METHOD OF SEARCH: SURFACE SEARCH OF A 50 X 50-METER AREA

AND 12 TEST PITS DUG AROUND THE CRATER'S EDGE.

G. HAZARDS: NONE.

H. RESULTS:

(1) REMAINS SEEN: NONE.

(2) IDENTIFICATION MEDIA SEEN: NONE.

(3) PERSONAL EFFECTS SEEN: NONE.

(4) AIRCRAFT WRECKAGE SEEN: (SEE PARA 4., ABOVE).

I. LOGISTICS: THE CRASH SITE CAN BE EXCAVATED IN

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APPROXIMATELY 20 TO 25 DAYS BY A STANDARD SIZE RECOVERY TEAM WITH 20 TO 30 WORKERS FROM THE LOCAL HAMLET. THE TEAM WILL NEED NORMAL RECOVERY EQUIPMENT WITH EXTRA WATER PUMPS AND HOSES BECAUSE THE WATER SOURCE IS APPROXIMATELY 100 METERS FROM THE SITE. WET SCREENING IS AVAILABLE AT THIS SITE. THIS SITE IS FOUR HOURS BY BOAT FROM SOC TRANG CITY TO HOA GIONG HAMLET, FOLLOWED BY A FIVE-MINUTE WALK TO THE CRASH CRATER. A JOINT TEAM CAN ESTABLISH A BASE CAMP NEXT TO THE CRATER. IE2 DID NOT OBSERVE A LANDING ZONE.

6. PERTINENT LOCATION OR DATA CHANGES. NONE.

7. AREAS OR CASE FILE INFORMATION NOT INVESTIGATED. NONE.

8. ANALYST COMMENTS.

A. WITNESS STATEMENTS: RELIABLE.

B. ANALYTICAL CONCLUSIONS:

(1) USING THE PART NUMBER DESCRIBED IN PARA 4.B.(3), ABOVE, JTF-FA WRECKAGE ANALYSTS, ASSISTED BY A PRATT AND WHITNEY TECHNICIAN, DETERMINED THE PART IS THE FIRST COMPRESSOR BLADE FROM A PRATT AND WHITNEY J-52-P6B ENGINE. THEY ALSO NOTED THE J-52-P6B ENGINE IS EXCLUSIVE TO THE A-4 SERIES OF AIRCRAFT.

(2) U.S. RECORDS INDICATE THE ONLY A-4 LOSS WITHIN 50 KILOMETERS OF THIS CRASH SITE IS AN APRIL 1967 NAVY OPERATIONAL LOSS. ACCORDING TO ALL THREE WITNESSES AND PREVIOUSLY CANVASSED VILLAGERS (REFS B AND C), A U.S. HELICOPTER RESCUED THE PILOT WHO PARACHUTED FROM THE JET. NO REMAINS WERE EVER FOUND AT THE CRASH SITE. THIS SITE IS PROBABLY THE OPERATIONAL LOSS A-4 CRASH SITE.

9. SEARCH AND RECOVERY SPECIALIST COMMENTS. NONE.

10. TEAM LEADER COMMENTS.

A. WITNESS RELIABILITY: CONCUR WITH ANALYST.

B. ANALYTICAL CONCLUSIONS: CONCUR WITH ANALYST.

C. HOST GOVERNMENT COOPERATION/SUPPORT: DURING THIS INVESTIGATION, THE U.S. CONTINGENT RECEIVED GOOD SUPPORT FROM ALL LEVELS OF THE VIETNAMESE GOVERNMENT.

D. DETACHMENT COMMANDER'S COMMENTS: NONE.

11. RECOMMENDATION. N/A.//

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