

INDIVIDUAL DOSSIER
(FOR DE-4H USE ONLY)

GIST, TOMMY W, USAF, O3 SER/SSN: 3109444FR ID NO: 0016
REFNO: 1181 0121

STATUS : KIA-PFOD
SUBJECT WAS MIA AT FOMECOMING
ADD REMARKS TO PMSIA
701120 WEISS LST-V SAY NEV DET

ENEMY KNOWLEDGE CATEGORY: 2-SUSPECT KNOWLEDGE.

NEGOTIATION ACTIONS: LISTS- 0473 0573 0674 0475

ACKNOWLEDGEMENT :

INCIDENT DATE 080518, COUNTRY: NORTH VIETNAM.
COORDINATES: 173000N/1063200E
JCRC 173155N/1063714E XE720390

UNIT: 14 TRS
INCIDENT VEHICLE: RF4C (26)
OTHERS INVOLVED
UYEYAMA TJ

PERSONAL DATA:

RANK - O3 (05)
DOB - 29 OCT 1939 (14)
POB - OK PRYOR (15)
RACE - CAUCASIAN (22)
HEIGHT- 71 (18)
WEIGHT- 177 (19)
HAIR - BROWN (20)
EYES - BLUE (21)

DEPARTMENT OF DEFENSE
JCS MESSAGE CENTER

IMMEDIATE ZYUW RUHQSGG2092 1010653
O 102330Z APR 85
FM CDR JCRC BARBERS PT HI
TO JCRC LIAISON BANGKOK TH
INFO SECDEF WASHINGTON DC//OASD-ISA/PW-MIA//
SECSTATE WASHINGTON DC//EA/VLC//
JCS WASHINGTON DC//J5//
WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC
USCINCPAC HONOLULU HI//J3/J36// CDUSACILHI FT SHAFTER HI

SECTION 01 OF 05
SUBJ: TALKING POINTS FOR NEXT TECHNICAL MEETING
NSC FOR MR. CHILDRESS

A. CDR JCRC BARBERS PT HI 15200Z MAR 85
B. SECDEF WASHINGTON DC 091319Z APR 85
1. REF A PROPOSED AGENDA ITEMS FOR JCRC/VNOSWP TECHNICAL MEETING TO BE HELD IN HANOI 17-20 APR 85. REF B APPROVED PROPOSED AGENDA AND DIRECTED ADDITIONAL TOPICS. FOLLOWING PARAGRAPHS CONTAIN TALKING POINTS TO BE TRANSLATED INTO VIETNAMESE.

2. INTRODUCTION
QUOTE: I WILL BEGIN BY EXPRESSING ONCE AGAIN THE GRATITUDE OF MY GOVERNMENT AND THE AFFECTED FAMILIES FOR THE REPATRIATION OF SIX REMAINS ON 20 MARCH. WE WELCOME THIS CONCRETE INDICATION OF THE SERIOUSNESS OF THE PLEDGES YOU HAVE MADE CONCERNING YOUR INTENT TO ACCELERATE EFFORTS TO RESOLVE THIS HUMANITARIAN ISSUE. ALSO WELCOME IS YOUR AGREEMENT TO CONDUCT A MINIMUM OF SIX TECHNICAL MEETINGS PER YEAR. WE BELIEVE THAT THIS IS A POSITIVE SIGN AND WE ARE HOPEFUL THAT IT WILL RESULT IN A SIGNIFICANT INCREASE IN THE NUMBER OF CASES WHICH WE CAN RESOLVE. THERE IS, OF COURSE, NO BETTER WAY TO DEMONSTRATE TO THE FAMILIES AND THE AMERICAN PEOPLE YOUR GENUINE HUMANITARIAN CONCERNS.

3. NEW CASES:
I WOULD LIKE TO BEGIN MY PRESENTATION TODAY WITH A DISCUSSION OF EIGHT NEW CASE FOLDERS. AS IN THE PAST, WE HAVE CAREFULLY SELECTED THESE CASES TO ENSURE THAT THE CASES DISCUSSED ARE OF THE HIGHEST QUALITY.

CASE 0092-1-01: ON 2 JUNE 1965, LIEUTENANT JUNIOR GRADE DAVID W. CHRISTIAN WAS FLYING AN A4E AIRCRAFT, SERIAL NUMBER 151144. THE AIRCRAFT WAS HIT BY GROUND FIRE, STARTED TO BURN, AND CRASHED IN THE VICINITY OF GRID COORDINATES W6919815, 2 KILOMETERS WEST OF SAM SON, THANH HOA PROVINCE, VIETNAM. LIEUTENANT CHRISTIAN'S WINGMAN SUBSEQUENTLY STATED THAT WHILE THE AIRCRAFT WAS BURNING, LIEUTENANT CHRISTIAN REPORTED THAT HIS ENGINE HAD CEASED TO FUNCTION. THIS WAS THE LAST RADIO CONTACT WITH LIEUTENANT CHRISTIAN. THE WINGMAN OBSERVED THE PILOT EJECT AT AN ALTITUDE OF 90 TO 150 METERS, BUT NO PARACHUTE WAS SIGHTED. THE WRECKAGE WAS SIGHTED DURING SEARCH AND RESCUE EFFORTS, BUT NO SIGN OF A SURVIVOR WAS OBSERVED. ON 11 OCTOBER 1965, THE RUSSIAN NEWSPAPER PRAVDA PUBLISHED AN ARTICLE, AUTORED BY V. SHARAPOV, WHICH GAVE LIEUTENANT CHRISTIAN'S FULL NAME, DESCRIBED HIS IDENTIFICATION CARD, AND LISTED HIS PERSONAL EFFECTS.

PERTINENT DATA ARE AS FOLLOWS:
NAME: CHRISTIAN, DAVID MARION
RANK: LIEUTENANT JUNIOR GRADE, U.S. NAVY
DATE OF BIRTH: 15 JANUARY 1941
RACE: CAUCASIAN
HEIGHT: 1.70 METERS
WEIGHT: 56.6 KILOGRAMS
HAIR: BROWN
EYES: BROWN

ACTION (I,M)
INFO CJCS(4) DJS:(*) J1(1) J3(8) NIDS(*) J5(2)
CMB QC(1) SECDEF:(*) SECDEF(9) USDP(11) USDP:ISA(1)
USDP:EAP(3) USDP:DSAA(4) USDP:MIA(1) DC-2(2) NMIC(*)
AT-3(1) DIO(1) DE-2(1) DE-4(1) DR-2(1) DB-2C(1)
DB-4G(1) DB-6C(1) DB-5D3(1) DIA(1) DC-4A3(1)
+NSC WASHINGTON DC
+OCSA WASHINGTON DC
+CNO WASHINGTON DC
+CSAF WASHINGTON DC
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THE PRAVDA ARTICLE PROVES BEYOND ANY DOUBT THAT SOME VIETNAMESE AUTHORITIES HAD KNOWLEDGE OF LIEUTENANT CHRISTIAN'S FATE AT THE TIME OF THE INCIDENT. SINCE THIS CASE OCCURRED WITHIN TWO KILOMETERS OF A POPULATION CENTER, IT SHOULD NOT BE TOO DIFFICULT TO LOCATE WITNESSES TO THE CRASH WHO WOULD BE ABLE TO PROVIDE ADDITIONAL DETAILS.

CASE 0112-0-01: ON 24 JULY 1965, CAPTAIN ROSCOE H. FOBAIR AND CAPTAIN RICHARD P. KEIRN WERE CREW MEMBERS ABOARD AN F4C AIRCRAFT IN A FLIGHT OF FOUR. THE AIRCRAFT, SERIAL NUMBER 63-7599, WAS HIT BY A SURFACE-TO-AIR MISSILE AND CRASHED IN THE VICINITY OF GRID COORDINATES WJ155348, APPROXIMATELY 31 KILOMETERS SOUTH-SOUTHWEST OF PHU THO, VINH PHU PROVINCE, VIETNAM. NO PARACHUTES WERE SEEN AND NO ELECTRONIC BEACON SIGNALS WERE HEARD. CAPTAIN KEIRN WAS CAPTURED, AND UPON HIS RELEASE FROM CAPTIVITY IN 1973 STATED THAT AFTER THE MISSILE HIT THE AIRCRAFT HE EJECTED IMMEDIATELY AND HAD NO CONTACT WITH CAPTAIN FOBAIR. WHILE IN CAPTIVITY, CAPTAIN KEIRN WAS TOLD BY HIS CAPTORS THAT A BODY WAS FOUND. THE WRECKAGE OF HIS AIRCRAFT. ON 15 OCTOBER 1965, ISSUE NUMBER 129 OF VAN NGHE, PUBLISHED IN HANOI, IDENTIFIED CAPTAIN KEIRN'S "RADIO OPERATOR" BY NAME, STATING HE WAS KILLED WHEN HIS AIRCRAFT CRASHED.

PERTINENT DATA ARE AS FOLLOWS:

NAME: FOBAIR, ROSCOE HENRY
RANK: CAPTAIN, U.S. AIR FORCE
DATE OF BIRTH: 30 SEPTEMBER 1935
HEIGHT: 1.72 METERS
WEIGHT: 77.0 KILOGRAMS
HAIR: BROWN
EYES: GREEN

ALL THE AVAILABLE INFORMATION IN THIS CASE INDICATES THAT VIETNAMESE AUTHORITIES HAD SOME KNOWLEDGE OF CAPTAIN FOBAIR IMMEDIATELY AFTER THE INCIDENT. THE MENTION OF HIS NAME IN THE VAN NGHE ARTICLE PROVED THAT HE OR HIS PERSONAL EFFECTS WERE IN THEIR POSSESSION.

CASE 0575-1-01: ON 19 JANUARY 1967, LIEUTENANT COMMANDER WILLIAM P. YARBROUGH, JR. AND COMMANDER ALLAN C. BRADY WERE CREW MEMBERS ABOARD AN A4A AIRCRAFT IN A FLIGHT OF THREE. THE AIRCRAFT, SERIAL NUMBER 151590, WAS HIT BY ANTI-AIRCRAFT FIRE AND CRASHED IN THE VICINITY OF GRID COORDINATES W8910088, APPROXIMATELY 19 KILOMETERS NORTH-NORTHEAST OF THANH HOA, THANH HOA PROVINCE, VIETNAM. OTHER MEMBERS OF THE FLIGHT OBSERVED ONE GOOD PARACHUTE AND ONE PARTIALLY DEPLOYED PARACHUTE. NO ELECTRONIC BEACON SIGNALS WERE HEARD, AND NO VOICE COMMUNICATIONS WERE ESTABLISHED. COMMANDER BRADY, WHO WAS RELEASED FROM CAPTIVITY IN 1973, STATED HE WAS CAPTURED SOON AFTER LANDING AND HE NEVER SAW OR HEARD FROM COMMANDER YARBROUGH. ANOTHER AMERICAN POW STATED UPON HIS RELEASE FROM CAPTIVITY THAT DURING HIS INITIAL INTERROGATION HE WAS SHOWN AN INTERROGATION BOOKLET WITH COMMANDER BRADY'S NAME IN BLUE AND COMMANDER YARBROUGH'S NAME IN RED. THE INTERROGATOR TOLD HIM THAT COMMANDER YARBROUGH WAS DEAD. SUBSEQUENT INFORMATION INDICATES THAT COMMANDER YARBROUGH DIED WHEN HIS PARACHUTE FAILED TO OPEN AND THAT HE WAS BURIED IN THE VICINITY OF THE AIRCRAFT WRECKAGE.

PERTINENT DATA ARE AS FOLLOWS:

NAME: YARBROUGH, WILLIAM PLEASANT JR.
RANK: LIEUTENANT COMMANDER, U.S. NAVY
DATE OF BIRTH: 25 MAY 1923
RACE: CAUCASIAN
HEIGHT: 1.77 METERS
WEIGHT: 70.6 KILOGRAMS
HAIR: BLOND BT

MCN=85101/02053 TOR=85101/06542 TAD=85101/06562 CDSN=MAK655

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EYES: HAZEL
COMMANDER BRADY'S CAPTURE SHORTLY AFTER THE INCIDENT DEMONSTRATES CONCLUSIVELY THAT VIETNAMESE FORCES WERE PRESENT IN THE IMMEDIATE VICINITY OF THE INCIDENT. COMMANDER YARBROUGH'S NAME IN THE INTERROGATOR'S NOTEBOOK PROVES THAT SOME VIETNAMESE AUTHORITIES WERE AWARE OF HIS FATE.

CASE 1181-1-01: ON 18 MAY 1968, CAPTAIN TOMMY E. GIST AND CAPTAIN TERRY J. UYEYAMA WERE CREW MEMBERS ABOARD AN RFAC AIRCRAFT. THEIR AIRCRAFT, SERIAL NUMBER 66-0442, WAS LOST IN THE WATER IN THE VICINITY OF GRID COORDINATES XE720390, APPROXIMATELY 12 KILOMETERS NORTH NORTHEAST OF HUU CONG, BINH TRI THIEN (FORMERLY QUANG BINH) PROVINCE, VIETNAM. UPON HIS RELEASE FROM CAPTIVITY IN 1973, CAPTAIN UYEYAMA STATED THAT THEIR AIRCRAFT WAS DAMAGED BY ANTI-AIRCRAFT FIRE AND THAT THEY HEADED THE AIRCRAFT OFF TO SEA. APPROXIMATELY 16 KILOMETERS NORTHEAST OF DONG HOI, BINH TRI THIEN (FORMERLY QUANG BINH) PROVINCE, THE AIRCRAFT COCKPIT WAS FILLED WITH SMOKE AND THE CREW MEMBERS EJECTED AS THEY CROSSED THE BEACH. WHILE DESCENDING IN HIS PARACHUTE, CAPTAIN UYEYAMA WAS FIRED ON, AND EARL SHOTS TO THE SOUTHWEST OF HIS POSITION AND ASSUMED THEY WERE DIRECTED AT CAPTAIN GIST. ON 25 MAY 1968, WHILE ON HIS WAY TO HANOI, HIS GUARD INDICATED THAT CAPTAIN GIST HAD BEEN KILLED. THE GUARD SHOWED HIM TWO IDENTIFICATION CARDS, ONE BELONGING TO CAPTAIN UYEYAMA AND THE OTHER BELONGING TO CAPTAIN GIST.

PERTINENT DATA ARE AS FOLLOWS:
NAME: GIST, TOMMY EMERSON
RANK: CAPTAIN, U.S. AIR FORCE
DATE OF BIRTH: 29 OCTOBER 1939
RACE: CAUCASIAN
HEIGHT: 1.80 METERS
WEIGHT: 80.1 KILOGRAMS
HAIR: BROWN
EYES: BLUE

THE FACT THAT CAPTAIN UYEYAMA WAS SHOWN CAPTAIN GIST'S IDENTIFICATION CARD IS PROOF THAT HE WAS AT SOME POINT UNDER THE DIRECT CONTROL OF VIETNAMESE AUTHORITIES. THIS BEING THE CASE, SOME INFORMATION SHOULD STILL BE AVAILABLE.

CASE 1207-1-01: ON 11 JUNE 1968, LIEUTENANT COMMANDER RANDOLPH W. FORD WAS FLYING AN RFAC AIRCRAFT IN A FLIGHT OF TWO. THE AIRCRAFT, SERIAL NUMBER 153066, CRASHED IN THE VICINITY OF GRID COORDINATES XF162198, APPROXIMATELY 1 KILOMETER WEST OF NHUONG BAN, CAM XUYEN DISTRICT, NGHE TINH (FORMERLY HA TINH) PROVINCE, VIETNAM. OTHER MEMBERS OF THE FLIGHT HEARD ELECTRONIC BEACON SIGNALS AND WERE ABLE TO ESTABLISH RADIO VOICE COMMUNICATIONS WITH COMMANDER FORD ON THE GROUND. COMMANDER FORD REPORTED THAT HE HAD A BROKEN ARM, AND HE COULD HEAR PEOPLE NEARBY. SEARCH AND RESCUE AIRCRAFT MAINTAINED VOICE CONTACT WITH COMMANDER FORD FOR APPROXIMATELY FOUR AND ONE-HALF HOURS. AFTER THAT ALL CONTACT WAS LOST. ON 13 JUNE 1968 AT 1454 HOURS THE HANOI VIETNAM NEWS AGENCY

ACTION (I,M)
INFO CJCS(4) DJS:(*) J1(1) J3(8) NIDS(*) J5(2)
CMB OC(1) SECDEF:(*) SECDEF(9) USDP(11) USDP:ISA(1)
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+CSAF WASHINGTON DC
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INTERNATIONAL SERVICE BROADCAST IN ENGLISH STATED THAT AT 0200 ON 11 JUNE 1968 A U.S. AIRCRAFT HAD BEEN DOWNED AND THE PILOT CAPTURED BY THE MILITIA IN CAM XUYEN DISTRICT. THIS BROADCAST RELATES TO COMMANDER FORD'S INCIDENT BY TIME, DATE, AND LOCATION. ADDITIONALLY, NO OTHER AIRCRAFT WERE LOST IN CAM XUYEN DISTRICT DURING 1968. AN AMERICAN POW, RELEASED FROM CAPTIVITY IN 1973, STATED THAT ON 15 JUNE 1968 HE OBSERVED AND SPOKE WITH COMMANDER FORD AS HE WAS BROUGHT INTO A TEMPORARY DETENTION CAMP NEAR THE CITY OF VINH, NGHE TINH (FORMERLY HA TINH) PROVINCE, VIETNAM. LATER THAT EVENING, COMMANDER FORD WAS GIVEN MEDICATION BY THE CAMP GUARDS AFTER WHICH FIRE HE BECAME DELIRIOUS. THE LAST TIME COMMANDER FORD WAS SEEN, HE WAS BEING TAKEN FROM THE CAMP ON A STRETCHER. IT IS BELIEVED THAT COMMANDER FORD MAY HAVE BEEN DEAD AT THAT TIME.

PERTINENT DATA ARE AS FOLLOWS:
NAME: FORD, RANDOLPH WRIGHT
RANK: LIEUTENANT COMMANDER, U.S. NAVY
DATE OF BIRTH: 19 JULY 1935
RACE: CAUCASIAN
HEIGHT: 1.77 METERS
WEIGHT: 76.1 KILOGRAMS
HAIR: BROWN
EYES: HAZEL

THE FACT THAT RADIO CONTACT WAS ESTABLISHED WITH COMMANDER FORD ON THE GROUND PROVES THAT HE SURVIVED THE LOSS OF HIS AIRCRAFT. ALTHOUGH IN AN INJURED CONDITION, THE VIETNAM NEWS AGENCY BROADCAST AND THE TESTIMONY OF THE RETURNED PRISONER OF WAR SHOW THAT COMMANDER FORD WAS CAPTURED AND UNDER THE CONTROL OF VIETNAMESE AUTHORITIES.

CASE DATA ON 5 JULY 1968, NAME AND NAME WERE CREW MEMBERS ABOARD AN RFAC AIRCRAFT IN A FLIGHT OF TWO. THEIR AIRCRAFT, SERIAL NUMBER 63-7713, WAS HIT BY ANTI-AIRCRAFT FIRE AND CRASHED IN THE VICINITY OF GRID COORDINATES XE559039, APPROXIMATELY 1 KILOMETER SOUTH SOUTHEAST OF LANG HO, BINH TRI THIEN (FORMERLY QUANG BINH) PROVINCE, VIETNAM. NO EMERGENCY BEEPER SIGNALS WERE HEARD AND NO PARACHUTES WERE SIGHTED. AN AMERICAN POW, UPON HIS RELEASE FROM CAPTIVITY IN 1973, STATED THAT WHILE IN CAPTIVITY HE SAW A FILM WHICH SHOWED A BODY IN A FLIGHT SUIT LYING FACE DOWN. WHEN THE BODY WAS TURNED OVER, THE CAMERAMAN FILMED A CLOSE-UP VIEW OF THE FACE AND NAME TAG WHICH READ NAME. THIS INFORMATION RELATES TO NAME SINCE NO OTHER INDIVIDUAL BY THAT NAME IS UNACCOUNTED FOR.

PERTINENT DATA ARE AS FOLLOWS:

NAME: NAME
RANK: U.S. AIR FORCE
DATE OF BIRTH: 2 FEBRUARY 1934
RACE: CAUCASIAN
HEIGHT: 1.72 METERS
WEIGHT: 77.0 KILOGRAMS
HAIR: BROWN
EYES: BLUE
NAME: NAME
RANK: U.S. AIR FORCE
DATE OF BIRTH: 12 JANUARY 1943
RACE: CAUCASIAN
HEIGHT: 1.80 METERS
WEIGHT: 77.0 KILOGRAMS
HAIR: BROWN BT

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EYES: BROWN
THE FILMING OF NAME BODY SHOWS THAT VIETNAMESE AUTHORITIES HAD KNOWLEDGE OF HIS FATE AT THE TIME OF THE INCIDENT. THIS IS NOT SURPRISING IN VIEW OF THE FACT THAT THE CRASH OCCURRED ONE KILOMETER FROM A POPULATED AREA. THIS POPULATION CENTER SHOULD CONTAIN WITNESSES TO THE INCIDENT WHO CAN SUPPLY ADDITIONAL DETAILS.

CASE DATA ON 15 AUGUST 1968, NAME AND CAPTAIN JOSEPH F. SHANAHAN WERE CREW MEMBERS ABOARD AN RFAC AIRCRAFT. THE AIRCRAFT, SERIAL NUMBER 66-0447, WAS LOST IN THE VICINITY OF GRID COORDINATES XE450450, APPROXIMATELY 12 KILOMETERS SOUTHWEST OF QUANG KHE, BINH TRI THIEN (FORMERLY QUANG BINH) PROVINCE, VIETNAM. OTHER AIRCREWS IN THE AREA REPORTED HEARING ELECTRONIC BEACON SIGNALS AND A MAY DAY RADIO CALL. CAPTAIN SHANAHAN UPON HIS RETURN FROM CAPTIVITY, STATED THAT AFTER HE AND N SUCCESSFULLY EJECTED FROM THE AIRCRAFT, HE OBSERVED N COLLAPSED PARACHUTE AND HEARD A MAY DAY CALL FROM N ON HIS SURVIVAL RADIO. CAPTAIN SHANAHAN LANDED IN A BACKYARD IN A VILLAGE AND WAS IMMEDIATELY CAPTURED. AS HE WAS BEING LED AWAY, HE HEARD CONTINUOUS SMALL ARMS FIRE COMING FROM N DOWN LOCATION, AND ABOUT TEN MINUTES LATER HE WAS GIVEN N FLIGHT BOOTS. CAPTAIN SHANAHAN NEVER HEARD FROM OR SAW N AGAIN.

PERTINENT DATA ARE AS FOLLOWS:
NAME: NAME
RANK: U.S. AIR FORCE
DATE OF BIRTH: 1 OCTOBER 1936
RACE: CAUCASIAN
HEIGHT: 1.80 METERS
WEIGHT: 87.8 KILOGRAMS
HAIR: BROWN
EYES: BLUE

NAME SURVIVED THE LOSS OF HIS AIRCRAFT IS PROVEN BY THE FACT THAT HE WAS COMMUNICATING ON HIS SURVIVAL RADIO. VIETNAMESE AUTHORITIES WERE OBVIOUSLY AWARE OF HIS FATE FROM THE FACT THAT CAPTAIN SHANAHAN WAS GIVEN HIS FLIGHT BOOTS.
CASE 1942-1-01: ON 29 OCTOBER 1972, LIEUTENANT COMMANDER JAMES E. SULLIVAN WAS FLYING AN RFAC AIRCRAFT IN A FLIGHT OF TWO. THE AIRCRAFT, SERIAL NUMBER 156762, WAS HIT BY GROUND FIRE AND CRASHED IN THE WATER IN THE VICINITY OF GRID COORDINATES WG753081, APPROXIMATELY THREE KILOMETERS SOUTH OF NGOC LAM VILLAGE, QUYNH LUU DISTRICT, NGHE TINH (FORMERLY NGHE AN) PROVINCE, VIETNAM. OTHER MEMBERS OF THE FLIGHT OBSERVED COMMANDER SULLIVAN SUCCESSFULLY EJECT FROM HIS AIRCRAFT, HEARD ELECTRONIC BEACON SIGNALS, AND LATER OBSERVED COMMANDER SULLIVAN IN A LIFE RAFT. WHILE IN THE LIFE RAFT, COMMANDER SULLIVAN REPORTED TO HIS WINGMAN THAT HE WAS TAKING FIRE FROM FISHING BOATS IN THE AREA, WAS WOUNDED IN HIS HAND, BUT OTHERWISE WAS ALL RIGHT. SHORTLY AFTERWARD, OTHER AIRCREWS WATCHED AS HE WAS PICKED UP BY ONE OF THE MANY FISHING BOATS IN THE AREA.

ACTION (I,M)
INFO CJCS(4) DJS:(*) J1(1) J3(8) NIDS(*) J5(2)
CMB OC(1) SECDEF:(*) SECDEF(9) USDP(11) USDP:ISA(1)
USDP:EAP(3) USDP:DSAA(4) USDP:MIA(1) DC-2(2) NMIC(*)
AT-3(1) DIO(1) DE-2(1) DE-4(1) DB-2(1) DB-2C(1)
DB-4G(1) DB-6C(1) DB-5D3(1) DIA(1) DC-4A3(1)
+NSC WASHINGTON DC
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WHEN SEARCH AND RESCUE HELICOPTERS ARRIVED, COMMANDER SULLIVAN WAS SEEN LYING FACE DOWN IN THE BOTTOM OF A FISHING BOAT. ON 1 NOVEMBER 1972, THE NEWSPAPER QUAN DOI NHAN DAN PUBLISHED A REPORT THAT THE PEOPLE OF VILLAGE L AND VILLAGE T, QUYNH LUU DISTRICT, NGHE AN PROVINCE, VIETNAM, TOGETHER SHOT DOWN AN AMERICAN AIRCRAFT AND CAPTURED THE PILOT IN THE SEA ABOUT 1,000 METERS FROM SHORE. ON 3 JANUARY 1973, THE NEWSPAPER QUAN DOI NHAN DAN AGAIN PUBLISHED A REPORT, DATED 29 OCTOBER 1972, THAT THE MILITARY AND PEOPLE OF VILLAGE L AND VILLAGE T IN QUYNH LUU DISTRICT, NGHE AN PROVINCE, VIETNAM CAPTURED ALIVE THE AMERICAN PILOT WHO HAD PARACHUTED INTO THE OCEAN. THE TWO NEWSPAPER ARTICLES RELATE TO COMMANDER SULLIVAN'S INCIDENT BY DATE, LOCATION, AND DESCRIPTION. ADDITIONALLY, NO OTHER AIRCRAFT WERE LOST OVER WATER NEAR QUYNH LUU DISTRICT AFTER 1967.

PERTINENT DATA ARE AS FOLLOWS:
NAME: SULLIVAN, JAMES EDWARD
RANK: LIEUTENANT COMMANDER, U.S. NAVY
DATE OF BIRTH: 11 NOVEMBER 1942
RACE: CAUCASIAN
HEIGHT: 1.72 METERS
WEIGHT: 65.6 KILOGRAMS
HAIR: BROWN
EYES: HAZEL

RADIO TRANSMISSIONS RECEIVED FROM COMMANDER SULLIVAN PROVE THAT HE SURVIVED THE LOSS OF HIS AIRCRAFT. SINCE HE WAS SEEN ON BOARD A FISHING VESSEL, AND SINCE HIS CAPTURE WAS REPORTED ON TWO SEPARATE OCCASIONS IN QUAN DOI NHAN DAN, IT IS OBVIOUS THAT KNOWLEDGE OF HIS FATE WAS IN THE HANDS OF VIETNAMESE AUTHORITIES.

4. (C) CASES PREVIOUSLY PASSED QUOTE: WHILE THE NEW CASES WHICH HAVE JUST BEEN DISCUSSED ARE ALL COMPELLING, WE HAVE PASSED CASES IN PREVIOUS MEETINGS WHICH ALSO OFFER EXCELLENT OPPORTUNITY FOR RESOLUTION. RATHER THAN DISCUSSING EACH OF THESE IN DETAIL, I WOULD LIKE TO PROVIDE A LIST OF THOSE CASES PREVIOUSLY DISCUSSED AND ONLY DISCUSS THOSE FOR WHICH WE HAVE NEW INFORMATION.

CASE 1963: IN THE TECHNICAL MEETING HELD IN AUGUST 1984, WE DISCUSSED THE CASE OF LIEUTENANT COMMANDER ROBERT S. GRAUSTEIN AND LIEUTENANT COMMANDER BARTON S. WADE. THEIR AIRCRAFT WAS SHOT DOWN NEAR KIEN AN AIRFIELD IN HAI PHONG PROVINCE ON 21 DECEMBER 1972. OTHER U.S. PERSONNEL IN THE AREA DID NOT OBSERVE ANY SIGNS OF SURVIVAL. RECENT INFORMATION ACQUIRED FROM AN EYEWITNESS TO THE INCIDENT INDICATES THAT HE OBSERVED THE CRASHED AIRCRAFT IMMEDIATELY AFTER IT HAD BEEN SHOT DOWN. THE EYEWITNESS OBSERVED BOTH PILOTS LYING ON THE GROUND, ONE DEAD, AND ONE BADLY INJURED. THE INJURED PILOT WAS CARRIED TO A VEHICLE, AND THE EYEWITNESS HEARD THAT HE WAS BEING TAKEN TO MILITARY AID STATION C-21. THE DEAD PILOT WAS BURIED IN THE AREA OF THE CRASH, AND ACCORDING TO THE EYEWITNESS HIS UNMARKED GRAVE WAS STILL PRESENT IN 1983. THE GRAVE IS REPORTED TO BE IN NGAN NGHIA TRANG HAMLET, THIEN HOI VILLAGE, KIEN AN DISTRICT, HAI PHONG MUNICIPALITY. CASE DATA FOLLOWING THE VISIT TO A CRASH SITE IN HAI HUNG PROVINCE IN DECEMBER 1982 WE PROVIDED A CASE FOLDER ON

NAME THE A4 AIRCRAFT FLOWN BY WAS SHOT DOWN BY A SURFACE-TO-AIR MISSILE ON 4 AUGUST 1967 IN HAI HUNG PROVINCE. NO SIGNS OF SURVIVAL WERE OBSERVED, AND OTHER AMERICAN PERSONNEL IN THE AREA REPORTED THAT HIS AIRCRAFT CRASHED IN A VILLAGE AND STARTED A FIRE. INFORMATION RECENTLY ACQUIRED FROM AN EYEWITNESS TO THE INCIDENT INDICATES THAT THE AIRCRAFT CRASHED IN LIEN HOA VILLAGE, WHICH IS COMPOSED OF HAMLETS CALLED BT

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CAO NGO, LAC TRUNG, AND HUONG HOA. THE EYEWITNESS STATES THAT WHEN THE AIRCRAFT IMPACTED, THE BADLY BURNED BODY OF THE PILOT WAS THROWN FROM THE WRECKAGE. VILLAGE MILITIA MEMBERS BURIED THE PILOT'S BODY IN AN UNMARKED GRAVE APPROXIMATELY FIVE HUNDRED METERS FROM THE CRASH.

17. CASE 0117: IN MAY 1981, WE DISCUSSED THE CASE OF LIEUTENANT JUNIOR GRADE EDWARD D. BROWN, JR. THE F8 AIRCRAFT FLOWN BY LIEUTENANT BROWN CRASHED ON 29 JULY 1965 IN CUU LONG PROVINCE. IN OUR DISCUSSION OF THIS CASE, WE STATED THAT VILLAGERS HAD BURIED THE REMAINS OF THE PILOT NEAR THE CRASH SITE. INFORMATION OBTAINED SINCE INDICATES THAT THE BURIAL SITE IS BEHIND A SMALL CEMETERY WHICH BELONGS TO NHI LONG VILLAGE. THIS SITE IS REPORTEDLY TWO HUNDRED METERS EAST OF THE RACH DUA DO DRAINAGE CANAL.

5. CRASH SITE IN HA SON BINH PROVINCE

18. QUOTE: DURING OUR MEETING IN FEBRUARY, WE VISITED A CRASH SITE IN A SON BINH PROVINCE. AS YOU MAY RECALL, THE ONLY WRECKAGE SHOWING WAS A PORTION OF AN AIRCRAFT ENGINE AND A SMALL SECTION OF THE OUTER AIRCRAFT COVERING. THE PHOTOGRAPHS WHICH WE TOOK DURING THAT VISIT HAVE BEEN ANALYZED EXTENSIVELY, AND I WILL NOW SHARE THE RESULTS WITH YOU. FROM THE TYPE OF ENGINE SHOWN IN THE PHOTOGRAPHS, WE HAVE CONCLUDED THAT THE WRECKAGE IS THAT OF A U.S. NAVY F-8 AIRCRAFT. THE FADED NUMBERS ON THE OUTER COVERING ARE THE AIRCRAFT SERIAL NUMBER. FROM THE AIRCRAFT TYPE AND SERIAL NUMBER, WE ARE SURE THAT THIS CRASH SITE IS THAT OF THE AIRCRAFT WHICH WAS FLOWN BY LIEUTENANT COMMANDER KAY RUSSELL. COMMANDER RUSSELL WAS FLYING A U.S. NAVY F-8, SERIAL NUMBER 150930, WHEN HE WAS SHOT DOWN ON 19 MAY 1967 AT 1428 HOURS. HE WAS FLYING IN A FLIGHT OF FOUR AIRCRAFT, AND EJECTED AFTER HIS AIRCRAFT WAS HIT. HE WAS CAPTURED SOON AFTER REACHING THE GROUND. COMMANDER RUSSELL WAS RELEASED FROM CAPTIVITY IN 1973. THE CIRCUMSTANCES OF HIS LOSS AGREE VERY WELL WITH THE ACCOUNT WE WERE GIVEN BY LOCAL OFFICIALS AT THE CRASH SITE IN HA SON BINH PROVINCE. SINCE COMMANDER RUSSELL WAS THE ONLY CREW MEMBER OF THIS AIRCRAFT, AND SINCE HE WAS CAPTURED AND SUBSEQUENTLY RELEASED, THERE IS NO REASON TO EXCAVATE THIS SITE.

THIS CASE IS AN EXCELLENT EXAMPLE OF WHY OUR STANDING OPERATING PROCEDURE FOR CRASH SITE RECOVERIES INCLUDES A PRELIMINARY SITE SURVEY. IN THIS CASE, WE WERE ABLE TO DETERMINE FROM EXTREMELY PARTIAL WRECKAGE THAT THE SITE HAD NO CASUALTY RESOLUTION POTENTIAL AND THUS SAVE THE EFFORT AND EXPENSE OF EXCAVATION. WHILE ALL CASES ARE NOT THIS SIMPLE, I URGE YOU TO CONSULT WITH US PRIOR TO UNDERTAKING ANY UNILATERAL RECOVERY OPERATIONS, ESPECIALLY THOSE IN WHICH THE EXACT IDENTIFICATION OF THE AIRCRAFT IS UNCERTAIN. WE ARE ANXIOUS TO DO ALL WE CAN TO ASSIST.

6. CRASH SITE IN HANOI:

QUOTE: ON 4 MARCH 1985, MRS. ANN GRIFFITHS AND MR. RICHARD CHILDRESS WERE TAKEN TO THE CRASH SITE OF AN AMERICAN AIRCRAFT WHICH IS LOCATED IN THE HANOI SUBURBS. ACCORDING TO THE REPORT PROVIDED TO THEM, THIS SITE IS BELIEVED TO BE ASSOCIATED WITH CASE 1955, A B52 WHICH WAS SHOT DOWN ON 20 DECEMBER 1972. THIS CASE WAS

ACTION

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INFO CJCS(4) DJS:(*) J1(1) J3(8) NIDS(*) J5(2)
CMB QC(1) SECDEF:(*) SECDEF(9) USDP(11) USDP:ISA(1)
USDP:EAP(3) USDP:DSAA(4) USDP:MIA(1) DC-2(2) NMIC(*)
AT-3(1) DIO(1) DE-2(1) DE-4(1) DB-2(1) DB-2C(1)
DB-4G(1) DB-6C(1) DB-5D3(1) DIA(1) DC-4A3(1)
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+OCSA WASHINGTON DC
+CNO WASHINGTON DC
+CSAF WASHINGTON DC
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DISCUSSED IN OUR TECHNICAL MEETING IN AUGUST 1984.

AFTER EXAMINING THE DATA PROVIDED, WE NOTED THAT THE CRASH SITE LOCATION VERY CLOSELY MATCHES THE LOCATION OF THE CRASH OF ANOTHER 252. IF YOU WILL RECALL, IN OUR DECEMBER 1982 MEETING WE DISCUSSED CASE NUMBER 1976, WHICH WAS ALSO A B52, BUT WHICH WAS SHOT DOWN ON 28 DECEMBER 1972. OUR LOCATION DATA FOR THIS CASE IS VERY GOOD, AND IT IS VERY CLOSE TO THE AREA WHERE MRS. GRIFFITHS AND MR. CHILDRESS WERE TAKEN. OUR LOCATION DATA FOR CASE 1955 IS NOT AS GOOD, AS AMERICAN EYEWITNESSES REPORTED DIFFERENT AND CONFLICTING LOCATIONS.

YOUR ASSOCIATION OF THIS SITE WITH CASE 1955 RAISED QUESTIONS IN OUR MIND ABOUT WHY THAT CASE WAS SELECTED RATHER THAN CASE 1976, SINCE THE LOCATION WOULD INDICATE THAT CASE 1976 WAS A STRONGER CANDIDATE. THE REPORT PROVIDED TO MRS. GRIFFITHS AND MR. CHILDRESS DOES NOT STATE WHETHER ANY WRECKAGE IS VISIBLE. IF IT IS, IT MIGHT BE POSSIBLE TO IDENTIFY THE AIRCRAFT FROM PHOTOGRAPHS OF THE WRECKAGE, AS WE HAVE DONE IN THE CASE OF THE SITE IN HA SON BINH PROVINCE. IT IS ALSO POSSIBLE THAT IDENTIFICATION OF THE EXACT AIRCRAFT COULD BE DETERMINED FROM THE PERSONAL BELONGINGS OF THE CREW WHICH WERE RECOVERED BY LOCAL INHABITANTS AS MENTIONED IN THE REPORT UNQUOTE

7. CASE DATA

19. WE HAVE PREVIOUSLY DISCUSSED THE CASE OF NAME WHOSE GRAVE WAS REPORTEDLY WASHED AWAY BY THE SEA. IN OUR LAST MEETING, YOU STATED THAT THE VNOSMP WOULD PREPARE A DETAILED REPORT ON YOUR INVESTIGATION INTO THIS CASE AND PROVIDE IT TO US LATER.

THIS IS AN ESPECIALLY SENSITIVE CASE SINCE A PHOTOGRAPH OF NAME GRAVE APPEARED IN THE PRESS. OUR INVESTIGATION HAS REACHED A POINT WHERE WE CAN DO NOTHING WITHOUT THE DETAILED REPORT OF YOUR EFFORTS. I WOULD LIKE TO INQUIRE ABOUT THE STATUS OF THE REPORT AND HOW SOON WE CAN EXPECT TO RECEIVE IT.

8. CASE 1075

I HAVE HAD A REQUEST FROM THE FAMILY OF COMMANDER GILBERT MITCHELL TO DISCUSS HIS CASE WITH YOU AGAIN.

ON 17 JULY 1984, THE REMAINS OF COMMANDER RICHARD NELSON WERE REPATRIATED. THESE REMAINS HAD BEEN TENTATIVELY IDENTIFIED AS THOSE OF COMMANDER MITCHELL, AND A PHOTOGRAPH OF COMMANDER MITCHELL'S BODY WAS PROVIDED TO THE REPATRIATION TEAM. COMMANDER NELSON AND COMMANDER MITCHELL WERE CREW MEMBERS ON THE SAME AIRCRAFT. THE PHOTOGRAPH OF COMMANDER MITCHELL WHICH APPARENTLY WAS TAKEN AT THE CRASH SITE SUGGESTS THAT VIETNAMESE AUTHORITIES WERE ON THE SCENE IMMEDIATELY AFTER THE CRASH. BECAUSE OF THESE CIRCUMSTANCES, THE FAMILY OF COMMANDER MITCHELL WISHES TO KNOW WHAT EFFORT HAS BEEN MADE TO RECOVER HIS REMAINS.

9. MATERIAL EVIDENCE CASES

YOU PROVIDED MATERIAL EVIDENCE FOR CAPTAIN FREDERICK MELLOR, NAME AND NAME ON 3 JUNE 1983. IN A PREVIOUS REPATRIATION IN OCTOBER 1982, MATERIAL EVIDENCE WAS PROVIDED FOR LIEUTENANT JUNIOR GRADE JOE MOSSMAN, NAME NAME ID LIEUTENANT JUNIOR GRADE FREDERIC KNAPP. YOU HAVE STARTED ON SEVERAL OCCASIONS THAT THESE CASES ARE CLOSED AND SHOULD NOT BE DISCUSSED FURTHER AS THERE IS NO ADDITIONAL INFORMATION.

AS WE HAVE STATED IN PREVIOUS MEETINGS, THE MATERIAL EVIDENCE PROVIDED WAS RETURNED TO THE FAMILIES OF THESE MEN. THESE FAMILIES HAVE ASKED US TO CONTINUE TO DISCUSS THESE CASES IN AN ATTEMPT TO DETERMINE EXACTLY WHEN AND WHERE THE ITEMS WERE RECOVERED, AND BY WHOM. IN SOME CASES, PHOTOCOPIES OF PERSONAL IDENTIFICATION DOCUMENTS WERE PROVIDED. IN THESE CASES THE FAMILIES WOULD LIKE TO

BT

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KNOW WHAT HAPPENED TO THE ORIGINAL DOCUMENTS. IN RESPONDING TO THESE REQUESTS, IT WOULD CERTAINLY BE HELPFUL IF YOU COULD PROVIDE A DE-FILED WRITTEN RECORD OF THE RECOVERY AND YOUR SUBSEQUENT INVESTIGATION SUCH AS THE RECORD PROMISED IN THE CASE OF

NAME

10. INFORMATION ON VIETNAMESE MISSING

QUOTE: WHILE OUR TECHNICAL MEETINGS HAVE GENERALLY FOCUSED ON AMERICAN CASUALTIES, THE ISSUE OF VIETNAMESE MISSING IS ALSO OF CONCERN TO US. IN THE PAST, WE HAVE EXPRESSED THIS CONCERN BY OFFERING TO REPATRIATE VIETNAMESE REMAINS RECOVERED IN 1973 AND 1974 WHICH ARE LOCATED IN OUR IDENTIFICATION LABORATORY. DURING THEIR DISCUSSIONS IN HANOI IN MARCH, MR. CHILDRESS TOLD FOREIGN MINISTER THACH THAT THE U.S. WOULD SEEK INFORMATION ON VIETNAMESE MISSING IN AN EFFORT TO ALLEVIATE SUFFERING ON THE PART OF VIETNAMESE FAMILIES. THE U.S. GOVERNMENT AND THE LEAGUE OF FAMILIES ARE SOLICITING THIS INFORMATION. AS INFORMATION IS RECEIVED IT WILL BE PROVIDED IN OUR REGULAR TECHNICAL MEETINGS.

11. PAKSE RECOVERY

THE PRESENTATION ON THE PAKSE RECOVERY WILL BE PRESENTED INFORMALLY, USING 8X10 COLOR PHOTOS AND DISCUSSING EACH IN TURN. DO NOT PROPOSE TO WRITE A SCRIPT FOR THIS PRESENTATION.

12. TIMING OF NEXT MEETING

WE WILL USE THE STANDARD TALKING POINT TO PROPOSE THE NEXT MEETING IN JUNE 1985.

13. TALKING POINT ON 20 MAR REPATRIATION RESULTS WILL BE PASEP.

BT

ACTION

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