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This report contains unprocessed information. Plans and/or policies should not be based on this report solely on the basis of this report.

CLASSIFICATION AND CONTROL MARKINGS

1. COUNTRY: **NORTH VIETNAM**

2. SUBJECT: (U) **Drowned US Aircraft, Cave in Thanh Hoa Province, NVN**

3. SIG NUMBER: **716.080, 712.400**

4. DATE OF INFORMATION: **Jun 65**

5. PLACE AND DATE OF ACQ: **CHOC, SAIGON, RVN. 16 May 69**

6. EVALUATION: SOURCE E INFORMATION 6

7. SOURCE: (b)(3):10 USC § 424

8. REPORT NUMBER: (b)(3):10 USC § 424

9. DATE OF REPORT: **27 May 69**

10. NO. OF PAGES: **5**

11. REFERENCES: **DIRM: 1A3d
RTR: D-7CX-20000
A-IEB-21932
B-AFA-21410**

12. ORIGINATOR: **Hq 6499th Special Activities Group**

13. PREPARED BY: **AU**

14. APPROVING AUTHORITY: **NAME
Lt Colonel, USAF**

0092-0-01

Summary: (C) This report contains general information on the observation of a downed US aircraft in which the five-man crew allegedly perished. The observation was made in early June 1965. 2) In addition, this report has limited information concerning a cave which was under circumstances on the Tho Trug Hamlet, in Thanh Hoa/ Province, North Vietnam.

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1. (C) BACKGROUND INFORMATION:

a. Name: ~~REDACTED~~

b. Rank: ~~REDACTED~~

c. Duties and Unit of Assignment: **Soldier, 2d Sqd, 1st Flac, C-16 Co, 95A Regt.**

d. DPOB: **3 Mar 49; THO TRUG Hamlet, QUANG THO Village, Quang Kuant District, Thanh Hoa Province, NVN**

REFNO 0092-0-01
REFNO 0093-0-01
-0-01
-0-01
-0-01

15. DISTRIBUTION BY ORIGINATOR:

17. DECLASSIFICATION DATA:
GROUP III
DECLASSIFIED AT 12 YEAR INTERVALS
NOT AUTOMATICALLY DECLASSIFIED
CONFIDENTIAL IS THE US EQUIVALENT OF VIETNAMESE KIM

18. ATTACHMENT DATA:
None

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Approved
AUSA-6506

DD FORM 1306

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ORIGINATOR
Rq 6409th Sp Asy Co

c. Personal Name: [REDACTED], living;
[REDACTED], living;

d. Circumstances of Capture: Source was captured by elements of the 10th AVN Division on 19 March 1969, while hiding in a shelter in the area of BACH BINH HILL, Bien Hoa Province, RVN.

e. Significant Activities: Source had nine years of formal education for his FOC. In Feb 65, Source was drafted into the IMA. After completion of basic training he was assigned to the 7010 Intelligence Group which began infiltration in late April 1968. The group infiltrated, en feut through Laos and Cambodia, reaching Command-Helicopter Station K-6 at Camrudi in early Nov 68. In early Jan 69, the C-16 Co moved into Bien Hoa Province, RVN, where Source was subsequently captured.

f. Additional References: Maps Vietnam, AMS Series 17010, Sheet 6146 II, Edition 2, dated 1969, Scale 1:50,000.

g. AC: DOWNED HE AIRCRAFT IN QUANG BOA PROVINCE:

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a. The following observations were made by Source in early June, 65 (calendar reference). At approximately 1100 hours, on a clear sunny day, when Source was on his way home from the nearby fields where he worked on covert construction, the sighting took place.

b. At the time referred above, Source said four aircraft (which he identified from photos as being A-1Es) approaching him at an altitude of approximately 1000 meters. They were flying northeast toward the Gulf of Tonkin, (ED: They were probably naval aircraft returning to their carrier from bombing missions over North Vietnam.) Source stated the aircraft were flying in a box formation, two in front and two in back. Suddenly, the aircraft in the right front position started to trail smoke, flipped over and started losing altitude rapidly. (ED: The aircraft was probably hit while over the target, since Source did not hear any shooting in the immediate area.) Although the aircraft hit falling out of formation, the remaining three aircraft continued their flight in the seas direction. The smoking aircraft crashed approximately 500 meters from source. No chutes were seen during the aircrafts fall. (Source is next to Figure No 1 which shows the approximate location of the downed aircraft).

c. The aircraft exploded on impact in an open field. Its nose section was buried. Instantly, Source attempted to run toward the scene of the crash but he was deterred by exploding ammunition. Source got as close as 200 meters to the aircraft while it burned. He saw no signs of life and assumed the crew had perished. From the time Source first saw the aircraft trailing smoke to the time it hit the ground, approximately two minutes elapsed. Since the aircraft was burning, Source departed the scene and returned at 1700 the same day.

d. When Source returned at 1700 hours, he saw the site of the crashed aircraft being guarded by local military. A large crowd of people from the surrounding area had assembled. The militia prepared a team to look at the crashed plane to recover the remains. Everyone stepped up, took a few looks, and then retreated standing about 10 meters from the wreckage. Source warned the people they should not linger, since American aircraft might return to bomb the area. However, most of the people did not leave the area

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and no American aircraft returned. Source came as close to two meters to the wreck. He saw the rest of the aircraft buried to a depth of approximately five meters. Except for the tail, the rest of the fuselage was completely buried. The tail was blue with a red line. There was a number on the tail, but Source was unable to recall it. Both wings of the aircraft were broken off and lay in pieces near the aircraft. Source looked in to the cockpit, and saw what seemed to be four burned bodies slumped over in a heap. (ED: Source identified the aircraft as being an A-1E. It is possible that it could have been a different type of aircraft, or that he was uncertain about the four bodies, however, the radio announced that five bodies were later recovered from the wreck.) After approximately 30 minutes, Source departed the scene. Source did not know if the downed plane was Navy or Air Force.

c. The next morning a truck picked up the larger pieces of the wreckage and towed them away. The four bodies were buried approximately 300 meters rear of the point of impact. They were buried under a tall tree in four separate, simple dirt graves without any religious sign or markers. Five days later, they uncovered the engine of the aircraft. During this recovery, Source indicates that one more body was taken from the wreck and was interned near the other four graves. People in the area recall a great deal of the incident. Some villages managed to cut rubber pieces of the aircraft's tires for Ho Chi Mon sandals. People speculated that the aircraft was probably hit by AAA fire from a battery located in the Thanh Hoa mountains. WG799762, 194050N/1054500E). Source was unable to identify the type of AAA. Location of the burial place is indicated on Figure No 1 (WG921815; 194343E/1055245E).

d. Approximately six days after the crash of the aircraft, the local radio announced the downing of an American aircraft and the loss of five crew members. Ten days later, seven or eight people came to the area in two passenger cars. Source stated that the people belonged to an international correspondence. He state that among them were two Caucasians, one Russian and others of western ethnicity. In addition, Chinese and North Vietnamese officials were present. They were all dressed in civilian clothes. Each visitor carried a camera. They asked the village chief to assign some men to uncover the graves of the dead Americans. A team was assembled, and the graves opened. The foreigners took photos of the corpses and the planes. The corpses were again buried in the same place and manner as before. Source witnessed only that arrival of the visitors; Villagers later told him of the dictatorial and pictures taken. Source had no further information on the downed aircraft.

1. (C) USE OF CASE IN THANH HOA PROVINCE:

a. The following information was obtained by Source through hearsay in his home village of THO (WG912836; 194460N/1055210E). (ED: Source's Village was spelled on the AMS map under the above coordinates as THO DAI, and was also known as QUANG THO to the native population of the area. See FOI of Source.) Source knew three young families between 20-25, and two men between 30-35, who were employed on TRUONG LE Mountain (WG932817; 194350N/105320E). (ED: On the map, the name of the mountain is THUONG LE, however, Source stated that local people referred to this mountain as TRUONG LE Mountain). These five people would remain at the mountain six days a week, coming down on Sundays. They never talked about their jobs, and were not part of the Vietnamese Communist Party. There was rumor in the area that a secret project was being kept in secret on the mountain. However, conversation on this topic was guarded. The people who worked there were

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REPLACES DA FORM 1396, 1 AUG 68 AND DA FORM 1396, 1 AUG 68 WHICH ARE OBSOLETE

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Hq 4699th Sp Acty Gp

dedicated to their jobs. Source stated that, as far as he could remember, construction on the mountain started in mid 1967. Source never visited the mountain, since it was placed "off limits" once construction began.

3. On a few occasions Source observed ZIL trucks (identified by Source as ZIL-135, 4x2 vehicles with canvas covers) drive up the mountain. He could observe the driver in the cab. The trucks would return approximately three hours later. Source had no idea what was happening on top of the mountain other than the rumor that cover was being excavated. When Source joined the NVA (in February 1968), activity was still going on there. See Figure-10 1.

COMMENTS OF THE PREPARING OFFICIAL:

4. (C) Source was extremely cooperative and volunteered all information freely throughout the entire interrogation. It is difficult to believe that Source was not telling the truth; it can only be assumed that either he mis-identified the aircraft he called the A-1H, or he had a misconception as to the number of engines. Since Source furnished a considerable amount of the detailed information on the aircraft downing, the events could possibly be true.

5. (C) The responsibility statistics SIGR D-76X-20000, A-1ED-21932 and D-3A-21416 from this Source is terminated.

6. (C) Source has furnished a report on R-12 Rocket Launcher and Shell, (IR 1516-0560-59)

7. (C) Source was knowledgeable on the training schedule taken by the C-25 AAA Co. Report is forthcoming.

8. (C) An indoctrination report was obtained by US Army Elements CIRC (C020-0420-59)

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FIGURE 1

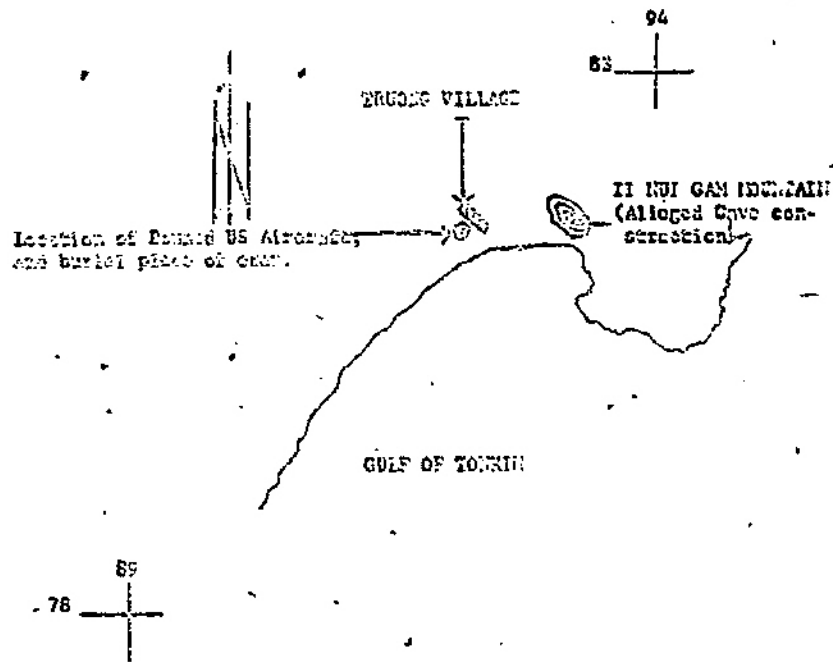
OVERLAY SHOWING THE LOCATION OF THE DOWNED US AIRCRAFT, AND THE LOCATION OF A CAVE IN THUAN HOA PROVINCE, NVN.

AS OF: June 65 (Downed US Aircraft), Feb 68 (Cave construction).

SCALE: 1:50,000

MAP: VIETNAM, AIS Series L7014, Sheet G148 II, Edition 2 dtd 1965.

NOTE:



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Reviewed by DPAA IAW DoDM 5400.07 and
 P.L. 102-190, 105 Stat. 1290, 1480-1481
 Date: 12 Mar 2024 Initials: RW

QC'd by DPAA
 Date: 21 Mar 2024
 Initials: CG

PAGE 1

ELE#	ELE NAME	ELEMENT CONTENTS	EXPLANATION
0001	DATE-OF-CHANGE	= 851120	
0002	RECORD-ID	= 0387	
0003	NAME	= CHRISTIAN, DAVID MARION	
0004	SERNO	= 674340	
0005	LOSS-RANK	= 02	
0006	RANK-CURRENT	= 02	
0007	SERVICE	= USN	
0008	INCIDENT-DATE	= 02/06/65	
0009	TIME	=	
0010	COUNTRY	= NORTH VIETNAM	
0011	LATITUDE	= 194342N	LOSS LOCATION
0012	LONGITUDE	= 1055244E	IN GEOGRAPHIC COORDINATES
0013	STATUS	= BODY NOT RECOVERED	
0014	DOB	= 15/01/41	
0015	POB	=	
0016	MASS-20	=	
0017	CATEGORY	= 2-SUSPECT KNOWLEDGE	ESTIMATE OF DEG OF ENEMY KNOWLE DGE (SEE 0050)
0018	HEIGHT	= 67	
0019	WEIGHT	= 123	
0020	HAIR	= BROWN	
0021	EYES	= BROWN	
0022	RACE	= CAUCASIAN	
0023	NATIONALITY	= US	
0024	UNIT-ASSIGNED	= VA 23 USS MIDWAY CVA 41	
0025	OFFICIAL-CONFIRM	=	INFO FROM OTHER SOURCES SUBJECT
0026	ACFT	= A4E	
0027	CREW	=	
0028	MARKS-SCARS	=	
0029	PHOTO	= NONE	FOREIGN MEDIA
0030	TAPES	= NONE	SUBJ VOICE BCST
0031	TOTAL-TAPES	= 00	SUBJ VOICE BCST
0032	AUTHENTICATORS	=	NOT MAINTAINED
0033	RCODE	= NONE	RELEASE GROUP IDENTIFIER
0034	VOLUME-I	=	PAGE # PHOTO ALBUM I
0035	VOLUME-II	= NONE	PAGE # PHOTO ALBUM II
0036	EVALUATION-STATU	= WRECK FOUND NO SIGN SUBJ-J	ANALYST COMMENT
0037	STATUS-HCS	= KIA-BODY NOT RECOVERED	STATUS AT HOME COMING
0038	REFNO	= 0092 0 01	JCRC ID NUMBER
0039	SITE-TYPE	= SINGLE-PERS CRASH	JCRC CRASH SITE

DIS13017

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04/15/87

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ELE#	ELE NAME	ELEMENT CONTENTS	EXPLANATION
0040	SITE-CAT	= ACCURACY UNKNOWN	DD
0041	SITE-PERS	= 01	DD
0042	UTM-LOC	= W6921815	DD-COORDINATES
0043	S-LATITUDE	= 194300N	DD-COORDINATES
0044	S-LONGITUDE	= 1055101E	DD-COORDINATES
0045	SITE-SUM	=	
0046	REMARKS	=	NEGOTIATION FOL- DER GROUP
0047	J-UTM	= W6921815	JCRC LOSS COORD
0048	J-LATITUDE	= 194300N	DD
0049	J-LONGITUDE	= 1055101E	DD
0050	DETAINING POWER	= UNDETERMINABLE	ESTIMATE OF GOV POSSIBLY AWARE OF LOSS
0051	NEGOTIATIONS	= LISTS- 0473 0573 0674 0475	US INITIATIVES
0052	ACKNOWLEDGE	=	ENEMY STATEMENT RE STATUS
0053	HOME OF RECORD	= KS LANE	
9999	RADIUS-DISTANCE	= 0.0	OUTPUT ONLY ON GEOGRAPHIC SEARCH ACTIONS

NOTE: ELEMENTS 0016 AND 0045 ARE USED TO STORE INFORMATION BITS IN INDIVIDUAL OR GROUPS OF RECORDS WHILE DIA ANALYSTS COMPLETE ANALYSES/EVALUATIONS OF OTHER ONGOING PROJECTS OR SPECIAL REQUIREMENTS.

Reviewed by DPAA IAW DoDM 5400.07 and
P.L. 102-190, 105 Stat. 1290, 1480-1481
Date: 12 Mar 2024 Initials: RW

QC'd by DPAA
Date: 21 Mar 2024
Initials: CG

DIS13017

DEFENSE INFORMATION REPORT EVALUATION

INSTRUCTIONS: To be completed by
Typewriter or Ball Point Pen

CUSTOMER NUMBER B 390	IR NUMBER (b)(3)10 USC § 424	COLLECTION PROJECT NUMBER	IR DATE			
			YEAR 6	MONTH 9	DAY 0	YEAR 5
TO:	ICR NUMBER/OTHER REFERENCE D -7CX-20000 DIRM: 1A3d	SOURCE NUMBER	DATE RECD BY DISSEMINATION ACTIVITY			
			YEAR	MONTH	DAY	
THRU:	SII CODE(S)	TARGET COUNTRY (IES) VN	DATE RECEIVED BY EVALUATOR			
			YEAR	MONTH	DAY	
REASON FOR EVALUATION		3. <input type="checkbox"/> SELECTED BY COL MGR	IR ORIGINATOR			
1. <input type="checkbox"/> ICR		4. <input checked="" type="checkbox"/> SPECIAL REQUEST				
2. <input type="checkbox"/> COLLECTOR'S REQUEST		5. <input type="checkbox"/> ANALYST INITIATIVE				

A. IR RESPONDED TO	B. RELIABILITY OF INFORMATION	C. VALUE OF INFORMATION
1. <input type="checkbox"/> DIRM Part Three 2. <input type="checkbox"/> CIR 3. <input checked="" type="checkbox"/> ICR - If checked, ICR was satisfied a. <input type="checkbox"/> Completely b. <input checked="" type="checkbox"/> Partially (If b or c checked, include Guidance in Remarks Section) c. <input type="checkbox"/> Not at all 4. <input type="checkbox"/> Other	1. <input type="checkbox"/> Confirmed by other sources 2. <input checked="" type="checkbox"/> Substantially true 3. <input type="checkbox"/> Cannot be judged 4. <input type="checkbox"/> Doubtful 5. <input type="checkbox"/> False	1. <input checked="" type="checkbox"/> High (Unique, Timely, and of Major Significance) 2. <input type="checkbox"/> Moderate (Contributory and Useful) 3. <input type="checkbox"/> Low (Marginal) 4. <input type="checkbox"/> None (Of no use) 5. <input type="checkbox"/> Cannot be judged (Analyst has no basis for value judgement)

D. USABILITY OF INFORMATION		
1. <input type="checkbox"/> Used or planned for use in product a. <input type="checkbox"/> Basic Intelligence b. <input type="checkbox"/> Current Intelligence c. <input type="checkbox"/> Estimative Intelligence d. <input type="checkbox"/> Other	2. <input checked="" type="checkbox"/> Incorporated in Data Base a. <input checked="" type="checkbox"/> Potentially Useful b. <input type="checkbox"/> Background/Confirmatory 3. <input type="checkbox"/> Stimulus for Intelligence Guidance or Requirement	4. <input type="checkbox"/> Not used (All responses require explanation in Remarks section) a. <input type="checkbox"/> Unreliable b. <input type="checkbox"/> Too Fragmentary c. <input type="checkbox"/> Duplication d. <input type="checkbox"/> Not Pertinent to Needs
NAME OF PRODUCT:		

REMARKS (Number and Classify each Paragraph) ** RE-EVALUATION **

1. Source provides information on the shutdown of an A-1E in the vicinity of 1944N-10553E, Thanh Hoa Province, North Vietnam in early June 1965. Source observed the charred bodies of four crewmembers in the wreckage. The bodies were later buried about 300 meters from the crash-site. According to the source's account, five days later the engine of the aircraft was recovered as well as a fifth body. The fifth body was interred near the other four graves.

2. Incident described by source relates to the loss of an EA1F downed in this immediate vicinity (1943N-10551E) on 2 June 1965. The four dead crewmembers observed by source were W.H. Amspacher, G.M. Romano, M.D. McMican, and T.L. Plants, all USN (KIA/BNR). The fifth dead crewmember probably equates with D.M. Christian, USN (KIA/BNR). Christian was also downed in this vicinity on 2 June 1965. His A4E was hit by enemy fire and crashed at 1943N-10550E. It appears probable that the engine and fifth body (found five days after the crash) was from the A4 rather than the EA1F.

3. Report will be of potential use to JCRC as the location of the gravesite is provided. Report will also be maintained in the (b)(3)10 USC § 424

Reviewed by DPAA IAW DoDM 5400.07 and P.L. 102-190, 105 Stat. 1290, 1480-1481
Date: 12 Mar 2024 Initials: RW

QC'd by DPAA
Date: 19 Mar 2024
Initials: CG

EVALUATOR'S RELEASE and DISCLOSURE GUIDANCE

1. Paragraph(s) _____ above are releasable to the government of _____

2. Evaluation is Not Releasable Evaluation Not Requested

EVALUATOR'S ORGANIZATION (b)(6)

DOWNGRADING AND DECLASSIFICATION INSTRUCTIONS

(b)(3)10 USC § 424