

A6

40-

UNCLASSIFIED

NOTE: This document contains information affecting the national defense of the United States within the meaning of the espionage laws, Title 18, U.S.C., Sec. 793 and 794. The transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

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: (C) **Downed US Aircraft, Cave in Thanh Hoa Province, NVN**

3. SIG NUMBER: **718.080, 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 AUTH: **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-men 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.

CLASSIFIED
1965
1969

POSS
Just
Site
etc

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 0095-0-01
-0-01
-0-01
-0-01

10. DISTRIBUTION BY ORIGINATOR:

11. DECLASSIFICATION DATA:

**GROUP III
DECLASSIFIED AT 12 YEAR INTERVALS
NOT AUTOMATICALLY DECLASSIFIED**

**CONFIDENTIAL IS THE US
EQUIVALENT OF VIETNAMESE KIM**

12. ATTACHMENT DATA:

None

Appropriate

POOR QUALITY ORIGINAL

DD FORM 1396

CLASSIFICATION AND CONTROL MARKINGS

UNCLASSIFIED

UNCLASSIFIED

A7

UNCLASSIFIED

CONTINUATION SHEET

REPORT NO. (b)(3) TO USC § 424
PAGE 2 OF PAGES
ORIGINATOR
Rq 6409th Sp Asy Co

c. Personal Name: ~~XXXXXXXXXX~~, living;
Mikay, ~~XXXXXXXXXX~~, living.

1. 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.

2. Significant Activities: Source had nine years of formal education for his POB. 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.

3. Additional References: Maps Vietnam, AMS Series L7010, Sheet 6146 II, Edition 2, dated 1969, Scale 1:50,000.

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

2 JUN 69

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, and a line of people formed, and the soldiers 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

UNCLASSIFIED

78

CONTINUATION SHEET

UNCLASSIFIED

REPORT NO. (b)(3) 10 USC § 424
PAGE 3 OF 5 PAGES
ORIGINATOR
HQ 6092th Sp Acty G2

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

RAF
1000
1000
27-485

DD FORM 1396c

UNCLASSIFIED

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

A9

UNCLASSIFIED

(b)(3):10 USC § 424

CONTINUATION SHEET

REPORT NO. OF 3 PAGES
ORIGINATOR
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 and 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)

UNCLASSIFIED

DD FORM 1396c

A10

UNCLASSIFIED

COMBAT ESTIMATE

CONTINUATION SHEET

REPORT NO (b)(3):10 USC § 424
PAGE 5 OF 5 PAGES
ORIGINATOR
Eq 6492h Sp Acty Cp

FIGURE 1

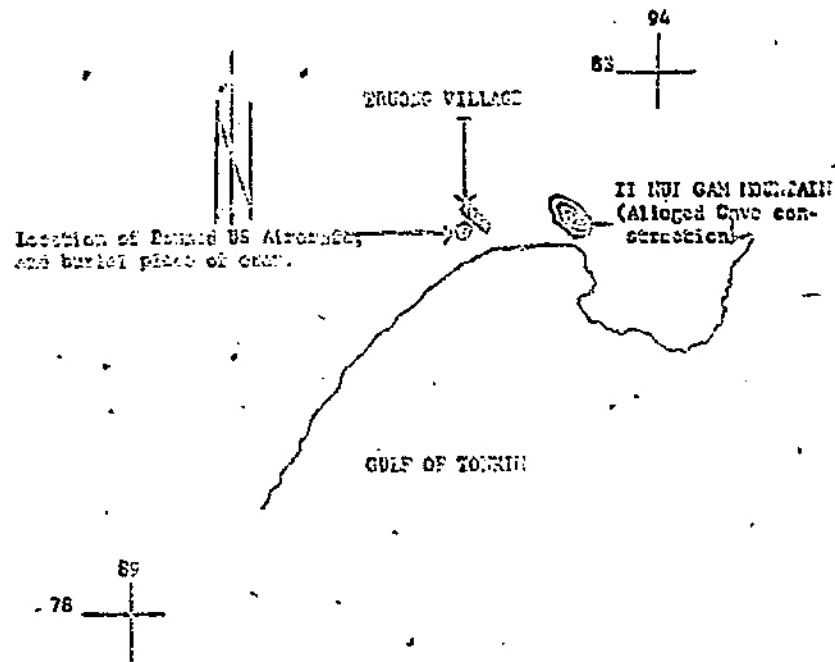
OVERLAY SHOWING THE LOCATION OF THE DOWNED US AIRCRAFT, AND THE LOCATION OF A CAVE IN THUAN HOA PROVINCE, NVN.

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:



UNCLASSIFIED

04/15/87

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-HQS	= 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

POOR QUALITY ORIGINAL

04/15/87

PAGE 2

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

OFFICIAL REPORT OF THE NAVY

REPORT NUMBER AND TYPE: Supt. Rpt. 0, 2071
DATE PREPARED: 3 June 1965

REPORT OF CASUALTY

97786-A-1-a - Corrected

1. SERVICE IDENTIFICATION (NAME, SERVICE NUMBER, GRADE OR RATE, COMMAND, BRANCH, HOME OF RECORD)
 CHRISTIAN, David Marion, 671310/1315, LTJG, USNR DUTY: AKRON TWENTY THREE on board
 2. CASUALTY STATUS: CASUAL NON-BATTLE ASIATIC 0122 USS MIDWAY (CVA-41)

3. DATE AND PLACE OF BIRTH, RACE, RELIGIOUS PREFERENCE
 15 January 1941; Oakland, California; Cauc; Protestant

4. DATE AND PLACE OF LAST ENTRY ON ACTIVE DUTY BY CURRENT STATUS AND HOME OF RECORD AT TIME
 13 March 1963; Pensacola, Florida; Lane, Franklin, Kansas

5. SOCIAL SECURITY NUMBER, PAY GRADE, LENGTH OF SERVICE FOR PAY, GRADE PAY, INCENTIVE PAY CHECK IF APPLICABLE
 571 56 3259; O-2; Over 2 yrs; \$382.30 CREW NON-CREW

6. DUTY STATUS
 Active Duty

7. INTERESTED PERSONS (NAME, ADDRESS, RELATIONSHIP)
 Jess M. Christian 12736 Castella Court Drive, Lakeside, California 92040 Father
 Ethel E. Christian Same Mother
 Arla Barnett 13050 Lakeshore Dr., Lakeside, California Sister
 Carol Kursave Emerald Grove Rd., Lakeside, California Sister

8. REPORT FOR VA TO FOLLOW YES NO
 9. REPORTING COMMAND AND DATE REPORT RECEIVED IN DEPARTMENT
 USS MIDWAY (CVA-41) 2 June 1965

10. SELECTIVE SERVICE NUMBER, LOCAL BOARD, AND LOCATION (if unknown, enter date and place of first duty in Armed Services)
 4 141 11 90; #141; San Diego, California

11. PRIOR SERVICE DATA
 YES NO ENL USNR-R 11-3-62 to 7-18-63; Service Number 598 27 24

12. REMARKS

FOOTNOTES:
 1. Adult next of kin.
 2. Beneficiary for gratuity pay in event there is no surviving wife or child - as designated on record of emergency data.
 3. Beneficiary for unpaid pay and allowances - as designated on record of emergency data.

13. DISTRIBUTION
 C-11ND

14. Certified to be a true and correct copy of original
William J. Miller
 Director of Casualty Branch
 Director of Chief of Naval Personnel

DD FORM 1300 MAR 63

POOR QUALITY ORIGINAL

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

UNCLASSIFIED

1. COUNTRY: NORTH VIETNAM

2. SUBJECT: (U) Downed US Aircraft Hoar
THANH HOA City

3. NC NUMBER: 723.600

4. DATE OF INFORMATION: March 1965

5. PLACE AND DATE OF ACQ: DA NANG, RVN
18 June 1971

6. EVALUATION: SOURCE F INFORMATION 6

7. SOURCE: [Redacted]

8. REPORT NUMBER: 1516 0415 71
(5800-05-6)

9. DATE OF REPORT: 9 July 1971

10. NO. OF PAGES: 3

11. REFERENCES: SICR: D-7CX-49018
DIRM: 6G
MAP: (See Comments)

12. ORIGINATOR: Hq, 1021st USAF Fld Acty Sq

13. PREPARED BY: [Redacted] 2Lt, USAF
Det 6, 1021st USAF Fld Acty Sq

14. APPROVING AUTHORITY: [Redacted]
Colonel, USAF

1 149

15. SUMMARY: This report contains general information on the downing of a US aircraft on an unknown day in March 1965 (ED: lunar calendar). Source observed the plane crash along the side of a road in QUANG VINH Village, Quang Xuong District, Thanh Hoa Province, NVN, in the vic of 194100N/105250E, WG983821 (Sheet 6143 II). Source stated that he saw no parachute from the time the plane was hit until it crashed. He was later informed by QUANG VINH Village cadre that six Americans had died in the crash of this aircraft.

(Leave Blank)

16. SOURCE DESCRIPTION:
1. The information in this report was obtained through interrogation of a NVA PW by a USAF interrogator.

Source obtained the information in this report through personal observation and hearsay.

17. DOWNGRADING DATA:
GROUP III
DOWNGRADED AT 12 YEAR INTERVAL
NOT AUTOMATICALLY DECLASSIFIED

18. ATTACHMENT DATA:

UNCLASSIFIED

POOR QUALITY ORIGINAL

374105-111
171
2011207
2011307
2011103-V-11

Rec'd 5 Aug
Dwn 19 Aug

374105-111
171
2011207
2011307
2011103-V-11

Reviewed by DPAA IAW DoD P.L. 102-190, 105 Stat. 1290 Date: 12 Mar 2024

PLUS B
FORM 1396
1 SEP 68

REPLACES DA FORM 1285, 1 AUG 69, WHICH MAY BE USED UNTIL 1 JAN 80.

5 628

UNCLASSIFIED

CONTINUATION SHEET

REPORT NO. 1516 0415 71
PAGE 2 OF 3 PAGES
ORIGINATOR Hq, 1021st USAF
Fld Acty Sq

(Classification and Control Markings)

(Leave Blank)

DOWNED US AIRCRAFT NEAR THANH HOA CITY

2. (C) Circumstances of Observation: At approx 0900 hours on an unrecalled day in March 1966 (ED: lunar calendar). Source observed near his home in Quang Vinh Village, Quang Huong District, Thanh Hoa Province, III in the vic of 194549N/1055401E W9246854 (Sheet 6148 I). It was an overcast day, and there had been intermittent showers during the early morning hours. Source arrived at his fishing place at approx 0800 hours and immediately noticed three or four airplanes circling in his general area at a high altitude. After these aircraft had circled for about an hour, Source noticed that they began flying at a much lower altitude. Source then saw that one of the planes was streaming black smoke out the end of the fuselage. Within two minutes, this aircraft crashed on the side of the road in the vic of 194100N/1055250E, W923821 (Sheet 6148 II).

3. Description of the crash: From the time the plane was hit until it impacted with the ground, Source did not see a parachute. Immediately after the aircraft impacted, there was a large explosion. Source ran to within 10 meters of the crash site to view the wreckage. The plane had impacted nose first into a muddy field. More than two-thirds of the aircraft, including all of the wing portion, was buried in three centimeters of water and several meters of muddy ground. As a result of the explosion at impact, the entire tail section was blown off and landed on two houses which were less than five meters from the crash site. Both of these houses burst into flames and were subsequently completely destroyed. No civilians were killed, but one child was badly burned as a result of this crash. Source attempted to get closer to the crash site, but a group of militia men blocked off the immediate area and ordered the crowd to disperse. Source stayed a total of ten minutes at the crash site. He stated that during this period, he made no attempt to approach the wreckage. The efforts of the militia men at the crash site centered around putting the fires out at the two houses and keeping crowds from the immediate area of the wreckage. After leaving, Source did not return to the site of the crash again. Four days after the crash he was told by a member of the cadre that the front portion of the aircraft had been dug up and that six Americans had been found in the wreckage. Source was not told at that time what type of aircraft had crashed. He said, however, that during his training in 1970, he was shown pictures of an F-57 aircraft and that those pictures were similar to the plane which he had seen crash. Source thought that the plane was a reconnaissance aircraft, because it had circled over the area for such a long time without dropping any bombs. Source also stated that the downed aircraft was much larger than other jet fighters that had flown over his home. Source did not know what type weapon had been used to shoot this aircraft down. He said that immediately after this aircraft was hit, the other aircraft flying with it flew out toward the sea.

COMMENTS OF THE COLLECTOR

4. (U) Credibility of Source: Source appeared to have average intelligence. He was cooperative, but did not volunteer any information. Use of control questions revealed no apparent attempts at deception.

5. (U) Map References:

- a. AMS Series L7014, Sheet 6148 I, First Edition, dated 1965.
- b. AMS Series L7014, Sheet 6148 II, Second Edition, dated 1966.

UNCLASSIFIED

(Classification and Control Markings)

A5

UNCLASSIFIED

CONTINUATION SHEET

(Classification and Control Markings)

REPORT NO. 1310 0419 71
PAGE 3 OF 3 PAGES
ORIGINATOR Hq, 1021st USAF
Fld Acty Sq

6. (U) Disposition of Source: Source has no other information of air intelligence interest. Exploitation action has been terminated. He is currently located at the MR-1 PW Camp, DA NANG, RVN.

7. (U) The pilot and crew mentioned in this report could not be identified from material available at this unit.

8. (U) Requirements Partially Satisfied: SICR D-7CX-45018. Collection action continues.

UNCLASSIFIED