

The other night, when we were in Thanh Hoa we saw near the city hospital an automobile and a few Vietnamese standing around it. Leaning against the car was a low-haired young fellow sitting on a bench. He was an imprisoned American pilot, Capt. James B. (Stockdel), taken prisoner by the peasants of a fishing village 20 kilometers from Thanh Hoa. Among them, there was a militiaman (Le Don Tkyong) and the owner of the house in which we stayed, (Le Viet). They told us in detail how they saw the parachute and how the American tried to reach the sea, but got stuck in a tree at the very edge of the sea. Above him, three airplanes were wheeling around, trying to insure the approach of a helicopter. The American pilot cut the shrouds of the parachute and fell to the ground, thus breaking his leg. Here he was seized by the militiamen. The physicians rendered help to the American and the airplanes which were wheeling over the village had to go without having accomplished their mission.

We told the fishermen what was written in the conversation manual for American airmen-- that they should ask the Vietnamese for protection against the communists. The people laughed for a long time. Then (Le) said, "The American aggressors must not look for help among us. We all have become defenders of our fatherland."

Yes, along with the Vietnamese soldiers defending (Ham Rong) and standing guard at the (Dan Tchat) dam and in the (Vinya) works, there are Vietnamese people who cannot be intimidated or broken by bombs.

DANISH PREMIER KRAG CONTINUES TOUR OF USSR

Tashkent Activities

Moscow TASS International Service in English 1829 GMT 12 October 1965--L

(Text) Tashkent, 12 October--The Government of Uzbekistan gave a dinner for Jens Otto Krag. Present at the dinner, which was marked by a friendly atmosphere, were the leaders of this central Asian republic and the persons accompanying the Danish Premier on his tour of the Soviet Union. Jens Otto Krag came to the USSR on an official visit on 7 October. He visited Moscow where he had meetings with Soviet leaders. He has also made trips to Sverdlovsk and the Urals.

Today and yesterday, the Danish Premier familiarized himself with the Uzbek Republic. He went sightseeing in Tashkent, Bokhara, and Samarkand where architectural memorials of the ancient Orient are carefully preserved.

Kosygin 7 October Speech

Moscow PRAVDA 8 October 1965--A

(Report on Kosygin 7 October speech at Kremlin dinner for Danish Premier Jens Otto Krag)

(Text) In the name of the Soviet Government and also of the Soviet comrades present here, USSR Council of Ministers Chairman Aleksey Kosygin ardently welcomed the Danish Premier, his wife, and all accompanying him on this visit. We regard your visit to the Soviet Union, A.N. Kosygin said, as a good sign and proof of the desire of the Danish Government to develop relations between our two countries along the road of friendship and mutual cooperation.

Raids have become one of the main targets of the American Air Force in the DRV. Since the first few raids on DRV territory, many kinds of bridges have fallen through the pages of American magazines. Defense Secretary McNamara complacently displayed such photographs to journalists and viewed with pride and accuracy of the bombing strikes of his air force. American propagandists are exerting considerable efforts to inculcate in people the idea that Vietnamese bridges are purely military targets. No, the American Air Force does not bomb the bridges in North Vietnam because soldiers could cross them. The United States has embarked on a course of wrecking the entire economic life of the country and of creating difficulties in the industry and agriculture of the DRV.

The (Ham Bong) bridge is one of the biggest bridges in the republic. It was commissioned in May 1964. How the Vietnamese builders rejoiced then. They realized that it was necessary to accelerate the development of the republican national economy. It is precisely on this bridge which the American Air Force inflicts its most frequent and powerful blows. The raids are carefully prepared. Once, several American reconnaissance airplanes passed over the bridge area at a great height, then they flew directly over the bridge at an enormous speed. Shortly afterwards, some dozens of American bombers attacked (Do Lon) bridge near Thanh Hoa. The antiaircraft gunners shot down three enemy planes, but they could not save the bridge. An American jet fighter tried to make a surprise attack against (Kam Dong), but was hit and fell at the river's edge. The fighter airplanes were followed by other aircraft in groups of 12 to 15. Squadron after squadron made bombing runs and the antiaircraft gunners met them with fire. An aircraft caught fire, then a second, a third . . . , but the raid did not stop. It lasted for five long hours.

People's militiamen from the small village of (Nam Ngan) courageously fought along with the soldiers. They shot at the diving airplanes with rifles and machineguns, bandaged the wounded, or carried ammunition. Among the brave defenders of the bridge there was also a girl, (Nguyen Thi Khang), about whom PPAVDA has already reported. (Recently, /Nguyen Thi Khang/ visited Moscow as member of a delegation.)

The next day the attack was repeated. The enemy planes carried out continuous runs; trying to neutralize the fire of the antiaircraft gunners, they concentrated their attack against the positions of the artillery. During two days, more than 800 bombs of 250 kilograms each were dropped on (Ham Bong). The airplanes launched hundreds of rockets of various sizes.

I saw the bridge after these raids, and I went there again twice afterward. The people were fighting for the bridge despite the continuous raids. And the bridge, like a staunch wounded soldier, remained in tact and continued to serve its republic.

The antiaircraft gunners had to repel attacks every now and then. Those who have stayed in the tropics know the oppressive heat there during the day--it is incredibly difficult for a man to work under these conditions. The antiaircraft gunners were compelled to repel the attacks for several hours on end. In the area alone where the battery of Junior Lieutenant (Kua Kiyun Kuang) was fighting, more than 200 bombs were dropped every day.

13 October 1965

bb 15

USSR INTERNATIONAL AFFAIRS

For some time, the raids against the bridge were almost discontinued: there were only a few attempts to attack it in small groups. To make up for it, reconnaissance planes used to come here, and then a new massed attack was carried out against the crippled bridge. Again bombs were dropped and rockets exploded.

One of the big raids on (Ham Rong) was under the personal command of U.S. Secretary of Defense McNamara, who had come for a special visit to South Vietnam. American papers carried pictures showing smiling McNamara standing with his intercom headset on board the aircraft carrier Independence. He had pressed the catapult button and released a bomber for a raid against the DRV. Seventeen U.S. aircraft set out for (Ham Rong) to insure the success: an RB57 reconnaissance plane and an unmanned reconnaissance plane were dispatched to this area. It was no easy task for the Americans--they had to pay dearly for this raid. The Vietnamese anti-aircraft gunners shot down four aircraft including the unmanned reconnaissance plane. The airplane of the American lieutenant colonel who commanded the raid was shot down first. He bailed out and was fished out of the (Ma) River where he had fallen. The lieutenant colonel's airplane crashed about one kilometer away from the bridge. In the same battle, another American pilot who had also bailed out was taken prisoner. He got stuck in a cocoa tree.

In August and September the attacks against (Ham Rong) were continued. In all, U.S. aviation bombed and shelled the place more than 40 times, having dropped about 1,500 bombs and over 1,000 rockets. The wreckage of 13 planes brought down are lying within a radius of a few dozen kilometers from the bridge. Many air pirates crashed into the sea.

The Vietnamese comrades have shown me interesting documents taken from American airmen. Dispatching the pilots for air raids against the DRV, the American command provides them abundantly with all reference literature and other things, including automatic miniature radio transmitters and chewing gum or tablets for insomnia.

Here are the documents of Lt. David M. (Christian). They show in detail the color of his hair and eyes, his stature, weight, and blood group, including even the fingerprints of his right and left hands. Among his things are a few dollars, a few West German marks, and a photograph of a Thai girl, Cora, with her Bangkok address on the other side. It also bears the date 21 April 1965. For any eventuality, the lieutenant had taken with him a conversation manual for Vietnamese, Siamese, Indonesian, Chinese, and French. (What geography!) Aside from questions on boiling water, the manual also contains political dialogues. On one page I read: "How far from here are friendly partisans? Where are they? Tell them to send for me." Or another sample of the dialogue which is expected, in the opinion of the American military administration, to take place between the airman who has been shot down and a local individual: "I am an American and do not speak your language. Misfortune has compelled me to ask you for food, shelter, and protection against the communists."

You see, the American airmen who are bringing death and destruction to the Vietnamese people wish that the Vietnamese people, to make up for all this, even give them "protection." In this connection I remember another meeting.