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COUNTRY : "NORTH VIETNAM (NVN)  
SUBJECT : Captured US Pilot (Lieutenant Colonel)  
in THANH HOA Province  
DATE OF INFO : June/July 1965  
DATE AND PLACE : 15 July 1967 (O-N)  
OF ACQUISITION : Da NANG, Vietnam  
DATE OF REPORT: 27/7/67  
NO. OF PAGES : 2  
REF : None

SOURCE:

S U M M A R Y

Source witnessed the capture of an uninjured American pilot, identified as Lieutenant Colonel "Guon-ton" (Source's phonetic spelling) who was captured by NVA forces in either June or July 1965 when his plane was hit by antiaircraft artillery while attacking the HAM RONG Bridge, THANH HOA Province, NVN. Source learned from security personnel in the area that the pilot was taken to HANOI by automobile and that several other pilots were captured that same day. One month later, Source saw a picture of and read an article in a NVA newspaper about this same American pilot. The article claimed the pilot's father manufactured the F-105 and that his mother trained pilots at a flight school.

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ATTACHMENTS:

None

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Date September 1993

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The pilot had reported to the US Defense Department that the F-105 was ineffective and inadequate for bombing NVN and recommended that a more sophisticated plane be manufactured to replace it.

1. An American pilot, identified as Lieutenant Colonel "GUONTON" (Source's phonetic spelling), was captured by NVA forces in either June or July 1965. Source said he had seen the pilot after he had bailed out of his plane which had been hit by antiaircraft artillery (AAA) while attacking the HAM RONG Bridge, THANH HOA Province, NVN. The pilot fell into the forest area of DONG SON District, and his parachute shrouds had become entangled in the upper tree branches leaving him suspended and unable to lower himself to the ground. The suspended pilot, although unable to take evasive action, used his radio to direct air strikes against the soldiers who were trying to take him prisoner. The VC security forces were able to shelter themselves against the air attacks and captured the pilot 30 minutes later. The pilot was not injured in the fall nor was he harmed by the security forces. (NIC COMMENT. Source could not identify the type of plane the prisoner was flying).
2. Source learned from security personnel in the area that the pilot was taken to HANOI by automobile and that several other pilots were captured that same day.
3. One month later, Source saw a picture of and read an article in a NVA newspaper about the American pilot he had seen taken prisoner in July in THANH HOA Province. According to the article, the pilot had a Doctor of Philosophy Degree (THAC SI AGREGE). His US residence and location of his air base was also stated, but Source could not recall this information. The American pilot was the son of the man who manufactured the F-105, and his mother trained pilots at a flight school. The pilot had requested that the US Department of Defense send the F-105 to NVN to test its combat effectiveness as well as to test NVA AAA defenses. Having flown several missions over NVN, the pilot reported to the Department of Defense that the F-105 was ineffective and inadequate for bombing NVN and recommended that a more sophisticated plane be manufactured to replace it.
4. Source could furnish no further information concerning either the pilot or the news article.

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