154. McCubbin, Glenn D., Capt., AF, MIA/NV-Laos, 5-19-68. Failed to rejoin wingman on night mission; search located beeper and established voice contact across Laotian border from where Glenn’s ship was first missed; 30 miles SW of first contact another beeper was heard but no radio contact was established. Other details not releasable. (Family bio).

155. Phillips, Robert Paul, Sp/4, Army, POW/SV, 6-28-70. With Rozo, 2 separately captured VC (70 & 71) said both men were captured and one VC said moved into Cambodia. Status changed from MIA to POW 12-71. (DoD, report and name Rozo). Phillips—Voice, 11-73.

156. Schreckengost, Fred Thomas, Sgt., Marine, POW/SV, 6-7-64. With Greer, 10 miles from DaNang; sightseeing when captured; seen days later by villagers being marched through villages by VC; dressed in pajamas. (Voice, 5-73).

157. Shank, Gary L., Lt/jg., Navy, MIA/NV, 6-23-72. Downed 15 miles SW of Haiphong; no chutes sighted but an anti-American Swedish newspaper man was given all of Gary’s personal gear (except dogtags) by a NVA officer. Officer told newsman that Gary was shot parachuting to ground but refused to identify Gary or take newsman to place where Gary landed. (Family bio).

158. Shue, Donald Monroe, S/Sgt, Army SF, MIA/Laos, 11-3-69 (SV?). With Bill Brown; on “classified” mission with Berets and Montagnards when ambushed; enemy shouted “capture the Americans”; all Americans and 2 Montagnards injured; 4 tribesmen escaped; later search showed no trace of Don or Bill. (POW-MIA Int’l, April-May 1972, #9 and Brown’s family).

STATEMENT OF ROBERT E. L. EATON, NATIONAL COMMANDER, THE AMERICAN LEGION

Mr. Chairman and members of the committee: I welcome the opportunity to present to this distinguished Committee, The American Legion’s views on the missing in action in Indochina.

Today, January 28, 1974, is one year and a day since the conclusion of the Paris Agreement on Ending the War and Restoring Peace in Vietnam. As one result of that agreement nearly 600 American servicemen and civilians who had endured up to eight years as prisoners of war in Vietnam and Laos were repatriated. All Americans were proud that these men who had suffered so much for their country and deserved so well of it returned safe and sound. All Americans awaited implementation of another provision of the peace agreement—Article 8(B) of Chapter III—that required the cooperation of all parties to the agreement to insure that military and civilian personnel missing in action would be identified, located, and repatriated.

Today, a year later, over 1,200 Americans still are listed as missing in action and the North Vietnamese and Viet Cong have flatly refused to cooperate in carrying out the provisions of the peace agreement. We have a Joint Casualty Resolution Center in Southeast Asia that is capable and ready to search areas of Indochina held by all parties to the agreement to identify our MIAs. To date, they have recovered less than thirty bodies of Americans—all of which were located in areas controlled by the government of the Republic of Vietnam.

Fruitless meetings have been held in Vietnam and in Paris to persuade the communist forces to live up to their word. The only answers have been the assassination of an unarmed American Army officer on an MIA search mission in South Vietnam, and the adamant refusal to permit our men to search in their territory—or even to remove the remains of the 60 Americans Hanoi claims died in captivity.

There seems to be no leverage the United States Government can, or will, apply with the North Vietnamese, with the Viet Cong, the Pathet Lao or their backers, the Soviet Union and Communist China, to achieve progress on the MIA issue. The American people, their leaders and the news media all seem surprisingly averse to condemning our former adversaries for failure to keep their promises. We of The American Legion find this inaction unacceptable and we pledge to do whatever lies within our power to assist the National League of Families and other concerned groups to step up the pressure on Hanoi.

Our most recent mandates pledge the 2.7 million members of The American Legion to keep the MIA plight before the American people. The attached resolut-
tion, adopted by our National Convention in Honolulu, August 23, 1973, calls upon the United States to bring all possible political and economic pressure to bear upon the Soviet Union and Communist China to force North Vietnam to carry out its international responsibilities under the terms of the Paris agreement. We urge you, our national legislators, to withhold your approval from any agreements coming before you that provide any economic aid to North Vietnam, that would establish commercial relationships with that nation, or that would open diplomatic relations between us. We cannot reward the Communists for betraying their solemn word and thus contributing to the continued pain and uncertainty of thousands of American relatives of those Americans still listed as missing in action. We must insist, publicly and continuously, that the United States make constant and strong effort to obtain our rights under the Paris agreement.

Mr. Chairman, the interest you have shown by holding this hearing today is a commendable step forward and I hope that it will focus the attention of the American people and, indeed, of all peoples of the world on this issue. We of The American Legion will assist you in every possible way in achieving the goal of identifying, locating, and repatriating all Americans missing in action in Indochina.

FIFTY-FIFTH ANNUAL NATIONAL CONVENTION OF THE AMERICAN LEGION
HONOLULU, HAWAII, AUGUST 21-23, 1978

RESOLUTION NO. 239

Committee: Foreign Relations.
Subject: MIA's.
Whereas, more than 2,500 American servicemen are unaccounted for as a result of our participation in the conflict in Indochina since 1964; and
Whereas, under the provision of Chapter II, Article 8(b) of the Agreement on ending the war and restoring peace in Vietnam, North Vietnam and the Viet Cong are obligated to help the United States and its allies to "get information about those military personnel and foreign civilians of the parties missing in action, to determine the location and take care of the graves of the dead so as to facilitate the exhumation and repatriation of the remains, and to take any such other measures as may be required to get information about those still considered missing in action"; and
Whereas, North Vietnam and the Viet Cong have failed to live up to their responsibilities to permit American investigative teams to visit the more than 1,087 crash sites and other areas where MIA's may have been reported; and
Whereas, the United States government is engaged in discussions with North Vietnam and the Viet Cong concerning their performance under the Paris agreement and concerning American economic aid for the rehabilitation of North Vietnam; now, therefore, be it

Resolved, by The American Legion in National Convention assembled in Honolulu, Hawaii, August 21, 22, 23, 1973, that we strongly urge the President and Congress of the United States to bring all possible political and economic pressure to bear upon the U.S.S.R. and Communist China to convince North Vietnam and the Viet Cong to carry out their obligations regarding Americans missing or killed in action.

STATEMENT OF CHUCK SIMMINS, BOX 82 WARD HALL, SAINT JOHN-FISHER COLLEGE, ROCHESTER, NEW YORK, JANUARY 29, 1974

Somewhere in Southeast Asia is a man named Scott Morgan. I don't know where he is. Maybe no one does. Major Morgan has been missing in action in Southeast Asia since the third of May 1965. For nine years he has been missing.

I don't know anything about Major Morgan. Was he tall or short? Was he fat or thin? Was he black or white? Where was he from? Does he have a family, a wife, children, parents, who care? Does anyone else pray for him at night? I don't know.

I have just returned from Washington and the Senate hearings on those who have not returned, the MIA's, the BNR's, and the POW's. There were one hundred, ninety other people there. Most had loved ones like Scott Morgan. Some
were just concerned citizens. All cared. The love that filled the air was a
wonderous thing.

We accomplished some things in Washington. The Congress was alerted to
our need. The President knew we were there. The press knew we were there. I
hope the people of America and the world knew we were there.

The sun shown down warmly on our press conference Sunday. One year after
the signing of the Paris treaty all temperature records were broken as the tem-
perature rose to a record 75 degrees. In Holy Trinity Church, Georgetown, that
morning, we had prayed for all the unreturned.

Sunday afternoon I took a little boy sightseeing. Jeff Christiano was almost
two when his father was shot down over Laos. He is now nearly ten. We went to
the Capitol. There I tried to tell him about all the great men and events which
are pictured there. He paused for a moment before a statue of Lincoln and told
me about the man who freed the slaves.

We drove past the Iwo Jima memorial and I told little Jeff about a war we
had won, a long time ago. His father had fought in that war, and in Korea too.
Jeff had visited the Lincoln Memorial before and as our taxi drove past he
told me about it. I have never been there but as Jeff described it in his small
voice I recalled pictures I have seen. Lincoln, the great Emancipator, the author
of the Gettysburg Address. Read it over sometime and remember the man who
saved our nation.

We caught just a few passing glimpses of Arlington Cemetery. Row on row
of small white crosses marking the men who fought and died for this country.
I could only wonder and pray that someday there will be no more crosses, no
more dying.

There is a limbo, though, between us and Arlington. In it rests Scott Morgan
and the other twenty-four hundred men missing in action, body not recovered,
and prisoner of war in Indo-China. Their families wait and wonder. Their
friends hope and pray. And here and there across America a stranger also re-
members and wears a simple metal bracelet. I don't know Scott Morgan but I
remember him. Until he comes home I will pray and work and live for him and
all the others.

STATEMENT BY THE FAMILY OF CAPT. GLENN D. MCCUBBIN, NORTON, KANSAS,
FEB. 1, 1974

Mr. Chairman, members of the committee, the family of Captain Glenn D.
McCubbin, USAF, is grateful for the opportunity your committee has provided
for this testimony to be submitted in behalf of our loved one and his fellow
countrymen who are also still prisoners of war or missing in Southeast Asia.
On 19 May 1968 the family of 1st Lieutenant Glenn D. McCubbin was officially
notified that he was missing in action in North Vietnam. In Norton, Kansas with
all primary and secondary next of kin finishing a Sunday dinner, the casualty
officer arrived. Stunned, the official notification led the family to believe that
5 days had elapsed before they were notified of Glenn's disappearance. The date
provided in the letter was 14 May 1968. A telephone call to Randolph AFB Texas
corrected the typing error to 19 May 1968. The family feels they cannot state
the enclosed information any more clearly than the USAF. At this point they
can only question. Their faith has been shaken by the individual case of the
missing in action status of Captain Glenn D. McCubbin. Their faith has been
shaken by the lack of progress in the period from January 21, 1973 to January
25, 1974 when two family members, Mrs. Martha Collp, mother of Glenn, and
Mrs. Harold T. McCubbin, sister in law of Glenn, arrived in Washington, D. C.
to seek the help and guidance of your committee. From Washington Martha
Collp called the mother in law of Major Joseph E. Davies and found that a
change of status was made on Joseph in 1973. A call to Randolph AFB Texas on
January 26, 1974 verified that a change of status from missing in action to
PFOD, October 9, 1973.

The family feels they can no better state the POW/MIA issue than the oral
testimony of other families on January 28, 1974. The family feels the issue is now in good hands. We hope to continue our posi-
tive appeal to the world with your backing. Your committee is to be commended.
Thank you.

HAROLD T. MCCUBBIN.
MRS. MARTHA W. COLIP,
Route One, Almena, Kans.

Dear Mrs. Colip: The Office of the Secretary of the Air Force has asked that I reply to your letter of 13 January 1974 regarding your son, Captain Glenn D. McCubbin.

The classified files on each missing in action member of the Air Force have not been declassified. In reviewing our records on Captain McCubbin, I want to assure you, Mrs. Colip, that you have been provided all the information known to date concerning the disappearance of your son. My letter to you dated 17 July 1968 was a complete and accurate resume of all the facts as we know them. I assure you that it has always been our policy to provide all known information in a declassified form to the next of kin of our missing members.

For your information, documents are classified by the originator. This is done to protect the source of information or to insure that tactical data such as ordnance delivery tactics, personal authenticators, and search and rescue techniques remain in official channels. This topic was discussed with your son, Mr. Harold McCubbin, and a member of my staff on 11 January 1974.

Please do not hesitate to contact this office at any time you feel we can be of assistance.

Sincerely,

J. G. LUTHER,
Colonel, USAF,
Chief, Casualty Services.

MRS. MARTHA W. COLIP,
Route One, Almena, Kans.

Dear Mrs. Colip: This is in response to requests you made at the National League of Families convention concerning your son, Captain Glenn D. McCubbin.

The memorandum concerning a film which you referred to is the record of a telephone call from Sergeant James, Casualty Assistance Officer, McChord Air Force Base, Washington, 2 September 1970. Sergeant James reported that a Captain Blackford thought he had identified Captain McCubbin. This was one of many calls we received that day concerning the Christmas 1969 prisoners of war film shown on television the previous evening. Sergeant James was unable to get sufficient information from Captain Blackford to pinpoint the particular prisoner he referred to. During the debriefing of repatriated prisoners of war, they were asked if they had been in the Christmas 1969 services and, if so, where they had been seated and who was seated around them. Through this process, the photographic experts were able to positively identify all who attended the services. All were known to be prisoners at the time the film was made.

Attached is a map showing the last known location of your son's aircraft. If we can be of further service, please let us know.

Sincerely,

A. W. GRATON,
Colonel, USAF,
Chief, Missing Persons Branch.

[The map referred to is in the committee files.]
We have been advised by the agency responsible for photographic identifications that Lieutenant Colonel Robert R. Craner identified himself as the prisoner in question.

If we can be of further service in any way, please let us know.

Sincerely,

J. W. Weinig, Captain, USAF, Missing Persons Branch.

DEPARTMENT OF THE AIR FORCE,
HEADQUARTERS AIR FORCE MILITARY PERSONNEL CENTER,

MRS. MARTHA W. COLIP,
Route One,
Almena, Kans.

DEAR MRS. COLIP: I know ever since you were advised that your member's name did not appear on any of the lists presented to our government after the signing of the Peace Agreement that you have been anxiously awaiting further information.

The lists contained a total of 324 Air Force members held captive in North Vietnam, South Vietnam and Laos. The receipt of this information has resulted in our changing the status of 32 members from missing in action to captured. The lists also contained 16 Air Force members reported to have died either at the time their aircraft was downed or while in captivity.

We want you to to know that all possible efforts are being made to obtain more information pertaining to our missing personnel, and to advise you that your member will be continued in his current status at this time. All our repatriated personnel will be questioned extensively in order to secure all details known by them concerning those still missing; also, unceasing efforts will be exerted to obtain information from all other sources. This will take time and we once again beseech your patience. You will be notified immediately when any information is received or if anything develops pertaining to your member.

Please accept our sincere sympathy during this most trying period and our gratitude for your continuing cooperation.

Sincerely,

J. G. Luther,
Colonel, USAF,
Chief, Casualty Division.

DEPARTMENT OF THE AIR FORCE,
HEADQUARTERS AIR FORCE MILITARY PERSONNEL CENTER,

MRS. MARTHA W. COLIP,
Route One,
Almena, Kans.

DEAR MRS. COLIP: The wife of Captain Michael L. Donovan visited our office recently. She mentioned that she was a friend of yours and you had identified a prisoner photo in the unidentified prisoners of war pamphlet as being of your son, Captain Glenn D. McCubbin.

Mrs. Donovan said you had not received the results of the photographic technicians' findings and would like to know when you might expect to receive a reply. We can easily understand that you are anxious to know the results; however, we do not expect to have them for quite some time since the tedious process of comparing photos and the large volume of work necessitates a considerable wait. A report of the results will be furnished you as soon as they are received.

Please feel free to contact us whenever we may be of service to you.

Sincerely,

A. W. Cratch, Lt., Colonel, USAF,
Directorate of Personnel Services.
DEPARTMENT OF THE AIR FORCE,
HEADQUARTERS AIR FORCE MILITARY PERSONNEL CENTER,

MRS. MARTHA W. COLIP,
Route One,
Almena, Kans.

DEAR MRS. COLIP: Attached is a copy of the photograph of your son, Captain Glenn D. McCubbin, which you furnished for comparison with prisoner photo 82 in the unidentified prisoners of war booklet.

The nature of the process and the volume of work necessitate a considerable wait for the results of these studies from the photographic technicians. A report of the results, along with the original photographs, will be sent to you as soon as they are received.

Your cooperation in this matter is greatly appreciated.

Sincerely,

STUART E. MOUNT, Captain, USAF,
Directorate of Personnel Services.

DEPARTMENT OF THE AIR FORCE,
HEADQUARTERS UNITED STATES AIR FORCE,

MRS. MARTHA W. COLIP,
Route One,
Almena, Kans.

DEAR MRS. COLIP: Having just completed a thorough review of the information contained in a report furnished us by the overseas commander, I am writing this letter to advise you of all the circumstances, known to date, surrounding the disappearance of your son, First Lieutenant Glenn D. McCubbin. As you are aware, some confusion existed in the initial reporting of the incident from overseas. Your son's commander apologized for the inaccuracies, which he states were caused by the fact that his two experts on casualty reporting had been evacuated to a hospital at the time of the incident. The conflicting information has been resolved and this letter contains all known facts.

Lieutenant McCubbin and his aircraft commander departed Ubon Airfield, Thailand, at 2:25 a.m., 19 May 1968. Your son was the pilot systems operator of the lead aircraft in a flight of two F-4Ds on an armed reconnaissance mission over North Vietnam. The mission progressed as planned and the flight arrived in the assigned reconnaissance area without incident.

During the course of attacks on their targets, the radio in the wingman's aircraft began to malfunction. Your son's aircraft commander instructed his wingman to expend the remainder of his ordnance and return to his base, advising that he would do likewise and then try to catch up. This was the last communication from your son's aircraft. As the wingman was turning toward his outbound heading, three explosions were seen in the target area, which were assumed to be caused by the remainder of your son's ordnance. When the wingman had landed, it was determined that your son's aircraft had not followed and was missing. A flight operating in the area of your son's target was diverted to conduct an electronic search, consisting of listening for signals from emergency transmitters and making radio calls on the emergency radio frequency. The search was to no avail, and the flight started back toward their base. En route, an emergency signal was received, and voice contact was established with a person on the ground. Because the transmissions received by the search personnel were erratic, it could not be positively determined from whom they had originated. Search and recovery forces were immediately alerted and dispatched to the area where the contact had been established. Upon arrival, an emergency signal was received for a short time, but voice contact could not be established. Because of the negative results, the organized search was then terminated.

From the information available to us, it is not possible to determine just what misfortune may have befell your son. Assuming that he parachuted safely to the ground or survived the loss of his aircraft, it is unlikely that he could have evaded capture for an extended period. We will continue to record your son as missing in action until his true status can be ascertained.

Continuous efforts are being made by our government on behalf of all our missing and captured personnel. As you are undoubtedly aware, the North Vietnamese
and their agencies have repeatedly refused to comply with the provision of the Geneva Convention which requires that they furnish us the names of our personnel in their custody. This has resulted in our receiving very limited information concerning the welfare of our personnel. Therefore, please do not become discouraged if you do not hear from us for an extended period. I assure you that you will be immediately notified of all information received in this headquarters that may pertain to Lieutenant McCubbin.

My sympathy is again extended to you during this period of waiting, and Ijoin you in the hope that there will soon be some definite news of your son.

Sincerely,

J. G. LUTHER,
Lt. Colonel, USAF,
Chief, Casualty Division,
Directorate of Personnel Services.

[Air Force Times, June 12, 1968]

VIET COMMUNIQUE

SAIGON.—Throughout the week of May 16-22, 357 armed reconnaissance and strike missions were flown over the southern panhandle of North Vietnam. The pilots and crews reported damaging or destroying 76 trucks, nine bridges, 32 AAA positions, a highway ford, seven enemy sampans, 25 barges, eight military storage structures, 10 bunkers, eight railroad cars, two radar sites, seven enemy supply boats, 20 rocket positions, four bulldozers, a road grader, a highway tunnel, a surface-to-air missile, a junk, 20 meters of rail line and 100 yards of railroad siding.

They also cut 58 roads, three rail lines, two ferry approaches, and caused eight landslips, four POL fires, and numerous sustained fires and secondary explosions.

Two F-1s were downed in the Dong Hoi area during the week by AAA fire. The crew members are missing in action.

Air Force tactical fighter-bombers were airborne 8048 times throughout the week May 16-22 in South Vietnam, hitting enemy camps, fortified positions, bunkers, troop concentrations, sampans and gun emplacements.

Air Force pilots and crews were credited by forward air controllers with killing 150 enemy troops and causing 172 secondary explosions and 180 sustained fires. They also destroyed or damaged 95 sampans and numerous fortifications and bunkers.

Throughout the week, AC-47 Dragonship crews from the 14th Air Commando Wg. were airborne more than 197 times, providing flare light and fire support for friendly ground forces in South Vietnam.

Binh Thuy AB Dragonship crews were airborne throughout the night of May 20-21, providing illumination and firepower while supporting their home base and a district town under enemy attack and friendly forces in contact with enemy forces in the Mekong Delta. The air base received about 25 rounds of 75mm recoilless rifle fire early in the morning.

Dragonship crews from Binh Thuy AB again provided illumination and firepower while supporting their home base, a district town and the provincial capital of An Xuyen Province, Cà Mau, which were under enemy attack May 22-23. They also provided support for friendly forces in contact with enemy troops in the Mekong Delta provinces of Phong Dinh and Kien Tuong. Between 1:23 and 1:37 a.m., May 23, the air base came under enemy small arms fire also on its southern perimeter. A Dragonship crew helped silence the enemy position.

[Air Force Times, June 12, 1968]

COMBAT CASUALTIES

WASHINGTON.—The Defense Department has announced the following casualties of the Vietnam war:

Killed in Action

KRAWCZYK, Capt. Edward C., husband of Mrs. Luclie L. Krawczyk, 2526 Wood Sage Dr., Florissant, Fla.
MERRY, Capt. Donald L., husband of Mrs. Laverne Merry, 1320 Avenue H, Riviera Beach, Fla.

OBENLAND, Capt. Roland R., son of Mr. and Mrs. Robert E. Obenland, Nevis, Minn.

SKAAR, Maj. Wilbur A. Jr., husband of Mrs. Wilbur A. Skaar Jr., 3904 Brooks- side, Rapid City, S.D.


MISSING IN ACTION

CREWS, 1st Lt. John H., III
CROSSON, 1st Lt. Gerald J., Jr.
DAVIES, Capt. Joseph E.
GIST, Capt. Tommy E.
McCUBBIN, 1st Lt. Glenn D.
RICKEL, Capt. David J.
ST. PIERRE, Capt. Dean P.
UYEYAMA, Capt. Terry J.

DEPARTMENT OF THE AIR FORCE,
HEADQUARTERS UNITED STATES AIR FORCE,

DEAR MRS. COLIP: In writing this letter I sincerely regret that I cannot alleviate your anxiety by furnishing you detailed information concerning the missing in action status of your son, First Lieutenant Glenn D. McCubbin.

As a member of General McCord's staff, I am charged with the responsibility of insuring that all data received at this headquarters pertaining to missing personnel is analyzed and furnished to the next of kin. I assure you that if your son is located, or any other information is secured regarding him, a report will be furnished you without delay. Meanwhile, we request that you limit to members of your immediate family, discussion of known information concerning your son's status.

You will find attached an explanation of procedures to be followed when forwarding mail to your son. These instructions are provided to the next of kin of all personnel who become missing in North Vietnam. Two channels of communication are offered in the attachment. You may use either one, or both, as you desire. I must advise you, however, that there is no guarantee that mail forwarded through either channel will be delivered.

To assist us in keeping you promptly informed, we will appreciate being kept advised of any change in your mailing address. Inquiries concerning your son, and address changes, should be addressed to: USAFMPC (AFPMSC), Randolph Air Force Base, Texas 78148.

Please accept my profound sympathy during this period of uncertainty.

Sincerely,

J. G. LUTHER,
Lt. Colonel, USAF,
Chief, Casualty Division,
Directorate of Personnel Services.

MAIL PROCEDURES—NORTH VIETNAM—PLEASE READ CAREFULLY AND RETAIN FOR REFERENCE PURPOSES

1. We recommend that letters be of a cheerful nature and be confined to personal and family matters. Write about activities of family and friends, such as, vacations, visits, schooling, and other events and comments of interest. Suggest that no mention be made regarding the current status or pros and cons of the Vietnam conflict, victories or losses of our military forces, other service personnel who are missing or captured, etc. In short, comments either closely or remotely connected with the current political or military situation in Vietnam should be avoided. Letters should be directed at bracing the prisoner's morale and should not contain information which can be used by his captors. Please retain a copy
of every letter you forward as it may become necessary for us to refer to them at a later date.

2. Procedures for Forwarding Letters via the International Committee of the Red Cross:
   (a) Letters may be sent by wife, children and parents.
   (b) A maximum of three letters will be accepted per month for attempted delivery.
   (c) Place letter in unsealed, unstamped envelope, with only the grade, name and service number on the outside. Place the envelope in another envelope and address to: Missing and Detainee Section, The American National Red Cross, Washington, D.C. 20006.

3. Procedures for Forwarding Letters via the Camp of Detention of U.S. Pilots Captured in the D.R.V.:
   (a) Address envelope as follows:
       Complete Name (omit grade and service number), Camp of Detention of U.S. Pilots Captured in the D.R.V. c/o Hanoi Post Office, Democratic Republic of Vietnam.
   (b) Letters may be sent by either regular or air mail. Postmasters have been instructed in processing procedures.
   (c) Each envelope may contain letters, cards or photos from the wife, children, mother, father, brothers and sisters (immediate family only) not exceeding 20 grams (2/3 of an ounce) total weight including the envelope.
   (d) Only one envelope of 20 grams maximum weight may be sent per month to each missing or captured Air Force member; therefore, members of the immediate family must make arrangements to include their letters, cards and photos in one envelope.

4. If you should receive any form of communication from your loved one, we would greatly appreciate it if you would forward the original and envelope to this headquarters without delay. If there are any statements or references in his letter(s) which appear to be out of context (names of persons, places, incidents, etc., which you do not recognize), please bring them to our attention, indicating whether or not you feel he is attempting to pass on some information and what that information may be. Upon receipt of the original letter, we will make photostatic copies and immediately return one to you. The original will then be analyzed by our staff of experts and returned to you in about six or seven weeks. Be assured that all letters will be treated confidentially and the information therein will not be indiscriminately divulged.

A. W. GRATCH, Major, USAF, 
Directorate of Personnel Services.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

MRS. MARTHA W. COLIP,
Route One, Almena, Kans.

DEAR MRS. COLIP: As a member of General McCord's staff, I am responsible for keeping next of kin advised of all developments pertaining to their missing or captured relative. My purpose in writing this letter is to clarify some information regarding the circumstances surrounding the missing in action status of your son, First Lieutenant Glenn D. McCubbin.

Initial information received at this headquarters indicated that voice and beeper contact was established with the aircraft commander, who was the other crew member, during the electronic search which took place on 19 May 1968. As reported to us, he said that he was not hurt, and the crew of the search aircraft heard a possible second beeper but were unable to investigate further due to low fuel. Search efforts continued through 20 May 1968 but were suspended because voice and beeper contact could not be re-established.

We have just learned from the overseas commander that subsequent clarification of the statements of the crew of the search aircraft revealed that they could not, in fact, definitely determine if it was the voice of the aircraft commander or that of your son which was heard over the radio. This was due to unclear reception and poor clarity of words. Please accept our sincere apologies for the erroneous information.
Be assured that everything possible is being done to determine the true status of your son. We will continue to expeditiously advise you of all new information that is received.

Sincerely

J. G. Luther,
Lt. Colonel, USAF,
Chief, Casualty Division,
Directorate of Personnel Services.

Mrs. Martha W. Colip,
Route 1, Atchison, Kans.

It is with deep personal concern that I officially inform you that your son, 1st Lieutenant Glenn D. McCubbin is missing in action in North Vietnam. On 14 May, 1968 he was a crew member of an F4D Aircraft on an armed reconnaissance mission. Other members of the flight discovered that his aircraft was missing and began an electronic search. Beeper signals were heard. Extensive search is presently being conducted. Lieutenant McCubbin may have been captured. For his welfare it is recommended that in reply to questions from persons other than your immediate family, you give only his name, grade, service number and date of birth. This is the information he must provide if captured. Please be assured further information received will be furnished you immediately. You soon will receive a letter from your son's commander which will contain all the known circumstances concerning the incident. Pending further information, he will be listed officially as missing in action. A representative from Offutt Air Force Base, Nebraska will contact you within 48 hours to assist in any way possible. If you have questions you may contact my personal representative at area code 405-652-3505. Please accept my sincere sympathies during this period of anxiety.

Brigadier General George S. McCord,
Military Personnel Center Headquarters,
United States Air Force.

[Telegram]

Mrs. Martha Colip:

My previous communication concerning the missing status of your son, 1st Lt. Glenn D. McCubbin, the organized search has been suspended as all attempts to locate and rescue him have been unsuccessful. We will continue to make every effort to determine his status. Until then he will be listed officially as missing in action. Any new information received will be furnished you immediately. Again, please accept my sincere sympathy during this trying time.

Brigadier General George S. McCord,
Military Personnel Center Headquarters,
U.S. Air Force.

Statement of Virgil O'Connor, President, Prisoner of War Committee of Michigan


What does this mean to MIA families? It means that under the military rules that have existed in the past, the Secretaries of the various Military Services could have declared the MIA's as "presumed killed in action" today because of lack of new information.

A class action filed in the state of New York by five families has thus far prevented this from occurring. Twenty of our Michigan MIA families were prepared to file a similar suit. Why do the families feel this way? Because "lack of information" concerning our POW's and MIAs in Southeast Asia has been the rule and not the exception. One of our returned POW's was MIA for nine (9) years by the Viet Cong and no word was ever received by his family. Even now, North Vietnam will give us "no information" about fifty-nine (59) official POW's not returned. In addition, many of our MIAs have been " unofficially" reported as captives.

A large percentage of the returned POW's were not heard from for three to five years, so it is no surprise that this "lack of information" still exists.
The Pathet Lao who have never returned one prisoner from Laos have even refused to give us the list of numbers of prisoners held which was firmly promised to us by October 15, 1973. (More than 300 of our MIAs are in Laos). Only last week a news release by the Pathet Lao stated that once a coalition government is established, they will help us with our MIA problem.

In Cambodia, three factions are at odds and fighting which has prevented a full accounting there. There have been constant reports of Caucasian prisoners being held in Cambodia.

In addition, our government has not been permitted to recover the bodies of those Americans who died in captivity in North Vietnam and Viet Cong prison camps.

We ask that the Congress support these men who were loyal to their country by diligently seeking an accounting. Some incentives on the part of our government should be pursued. We feel that continual visits to Laos by members of the Senate and the House to seek MIA information would be of tremendous help.

North Vietnam assumed responsibility, according to the Paris Treaty, for the return of American POWs from Laos and Cambodia and the Viet Cong, in addition to their own. Why haven't they done so?

Could it be that by observing our government's eagerness to enter into ever-increasing trade agreements with China and Russia, the North Vietnamese have been led to believe that trade and business are more important than the account of our MIAs and POWs?

To counteract this impression it is suggested that the Department of State encourage all negotiators of business agreements with China and Russia to seek information about our MIAs and to inquire through these countries what steps North Vietnam has taken to complete the accounting of our men in South East Asia (including Laos and Cambodia).

Whenever possible, would this Senate Committee re-emphasize to participants in trade agreements the importance of seeking information about our MIAs/POWs. We are asking a commitment by this committee to act as a “watchdog” for the full accounting of these men.

What does this country value most? Its moral obligation to the men who gave up everything at their country's command or the trade and business with the countries who, during the Vietnam War, provided the war materials which threatened their very lives?

TIME WILL TELL. GOD HELP THE MIAS!

Prisoner of War Committee of Michigan, Virgil O'Connor, President.

STATEMENT OF HON. FAYE V. DOMENICI, U.S. SENATOR FROM NEW MEXICO

Mr. Chairman: May I take the opportunity at the outset of my statement to express my appreciation for this Committee's action today on the vitally important subject of this hearing. I would simply observe that such a hearing is long overdue.

It is long overdue because the families of men still unaccounted for have waited in vain since the year and a day which has passed since the agreement was signed—the agreement that should have returned all prisoners and accounted for all missing. They have waited in vain since some prisoners and even some missing servicemen were returned to a grateful Nation last year. They watched that return and continued to wait in a mixture of joy over the return of those gallant men, but with an ever-increasing sense of agony, frustration, and disbelief as their men did not return or were even account for. And, Mr. Chairman, they are still waiting.

My frustration has grown along with theirs. I am not one who has only recently heard their pleas for consideration of their plight or for help to which they are entitled under all the principles for which this great nation stands and for which their men fought and have been undoubtedly subjected to inhumane treatment and brutal death. Last year I urged my colleagues to give this situation the due consideration by floor statements on August 3rd and September 10th, and last year I was the only member of this Body to actively join in the "Walk for Freedom" to highlight the continuing failure of this government to meet its obligation to our men who are still unaccounted for and their
families. I have corresponded with appropriate officials of the State Department and the Defense Department urging that this matter receive the attention it is due by the Administration.

I provide this background, Mr. Chairman, so that you and the members of the Foreign Relations Committee will know and understand that in spite of the individual interest, concern, and actions taken in behalf of these families by individual Representatives and Senators, there will be no progress until we act as a Nation under the leadership of the Congress to remedy the present situation. To provide that leadership, it will take more than the high-sounding resolutions and hollow oratory which were the sum total of our efforts last year.

Having dealt with the perplexing nature of this problem, I am fully aware that it is not amenable to easy or simple solution; and, accordingly I have no solutions to offer. That difficulty, however, is not sufficient cause to fail to seek and eventually find an answer. There is no reason, no difficulty that cannot be overcome by this Nation and its leadership united to achieve such a great and good objective as the full and accurate accounting our men and their loved ones are due.

Therefore, Mr. Chairman, I respectfully urge this Committee to take into earnest consideration the pleas of the family members and their representatives who have testified before you and submitted written and documented evidence that there are Americans who may be, and probably are still alive, in enemy hands. I urge your committee to take action within the full range of its authority to obtain the release of any Americans still alive and a full and accurate accounting of all Americans not returned.

I would sum up this plea by asking that the members of this committee treat this matter as if the name on the bracelet presented to you this morning was that of your son. These fine people who have suffered so long and who have patiently borne the agony and heartbreak of repeated disappointments deserve no less than that kind of personal consideration. Thank you, Mr. Chairman.

PETE V. DOMENICI.

Letters Submitted for the Record

POW COMMITTEE OF MICHIGAN,
Troy, Mich.

Hon. Senators and Congressmen,
State of Michigan,
Washington, D.C.

In view of the lack of action taken by the Nixon Administration to resolve and openly discuss the fate of more than 1200 unreturned POW's and men classified as Missing-In-Action in the Vietnam conflict, the family organization of the 49 Michigan men so classified, request a full scale Congressional Investigation of the Administration's activities on behalf of these men and their families.

Unwarranted reclassifications to Killed In Action, without full disclosure of the circumstances surrounding these changes in status, removes men from the Missing-In-Action list and thus relieves the N. Vietnamese from their obligation to assist in the accounting of our MIA's under terms of the Paris agreement. In the unwarranted reclassification cases, the action taken is in direct conflict with information in the hands of families, establishing the strong possibility that their relative could still be alive. In some instances, men are reclassified as KIA merely because wives have asked for a review with the objective of reclassification in mind. Her freedom to remarry or remain single is accomplished at the expense of her husband's status.

Kind statements of little substance seems to be the guideline of the State and Defense Departments, particularly irritating when questioned about information from reliable sources that seems to indicate the strong possibility of the survival of non-returned POW/MIA's. A case in point, is the report of Congressman Gilman of New York, January 22, 1974 on 10 American Pilots being held in Laos by the North Vietnamese.

The State Department's reply to our inquiry through Mr. Wolf, of Senator Griffin's office, was that this is "old information, previously investigated and could not be verified". To our knowledge, this information has never been previously made public. If, in fact, it had been investigated, State was delinquent in
failing to fully disclose the incident and full information of it's investigation to
the public, and in particular, to the POW/MIA families.

With the morality of the Administration in Washington subject to question
and suspicion by the American people, their position with regards to the treat-
ment of these families and the fates of our POW/MIA is inexcusable.

We ask that this Administration be held accountable for the apparent attempt
to deceive and placate these families, and demote the fates of their loved ones
to a status quo which can be eroded and finally eliminated through a simple legal
maneuver of declaring them dead.

Only a full congressional investigation of Administration guidelines and prac-
tices can reveal the true intent and objectives of the State and Defense Depart-
ments, with regards to the unresolved fates of more than 1200 Americans classi-
ified as POW/MIA.

Yours very truly,

ROBERT J. FARR,
Treasurer.

DETROIT, MICH.

Robert J. Farr,

Treasurer.

Senate Foreign Relations Committee,
Enter in Hearings of P.O.W.-MIAs.

Atten: Senator MIEKE MANSFIELD,

Dear Sir: We are the parents of S.Sgt. Dennis Wayne Hammond.

Our son went to Vietnam in 1966 he spent 13 months and enlisted for 6 months

more.

He was captured Feb. 8, 1968. He was held back 2 weeks he was supposed to
be on his way home when he was captured.

They held him back so the South Vietnamese could go on their R & R now that
is not fair to him. You can confirm this by talking to Dr. Floyd Kushner he was
in the camp with him. Dr. Kushner called him a good boy and soldier but told
me he felt bitter that they held him back. His flight date had been set for
the 15th of Feb. 1968 and then they captured him.

We had a letter from him in 1969 he was in prison the letter had been written
in 68 he told us of being captured by the Viet Cong.

In October of '69 3 boys were released out of this camp he was in. We talked to
1 boy by the name of Watkins he also told us about him being held over 2 weeks.

We had every thing ready for him a new car when we heard he had been cap-
tured so every thing had to go back.

Then when the prisoners were released and the names were being given out
24 hours went by before we were told that he had died Mar. 7, 1970.

Now they know where he is buried 31 miles W. of Tam Ky in Quangnam Prov-
dence S. Vietnam.

We waited once before for him and if they had not held him back he would
have been home before he was captured. Now why can't they return his body to
us, do we have to keep waiting again.

Why can't something be done to get the dead out since they know where the
graves are.

Till keep trying for I am not going to let him down. All this can be confirmed
by Watkins and Dr. Floyd Kushner.

Please let us hear when you can or for the body of our son
which belongs to us.

Thank you kindly.

Mr. & Mrs. William Hammond.

DANBURY, CONN.
February 2, 1974.

Chairman J. W. Fulbright,
Senate Foreign Relations Committee,
U.S. Senate, Washington, D.C.

Dear Mr. Chairman and Distinguished Committee Members: We are Hazel
O. Cole, Jr., missing in action since June 80, 1967.

You have already learned of us from Cheryl Eller, State Coordinator for the
Connecticut Chapter of the National League of Families. In addition to the in-
formation Miss Eller has already provided you about us and our missing son, we
would like you to consider the enclosures accompanying this letter.

The first is a copy of a letter we received from Capt. A. G. Nelson of the Bureau
of Naval Personnel dated August 24, 1978. It bears out Miss Eller's report to you
concerning the fact that our son was one of two U.S. pilots reported lost by our
government on June 30, 1967 and that Radio Hanoi reported the capture of two
American pilots on that date.

The second enclosure is a typewritten copy of a letter I wrote longhand to
President Nixon on or about January 20th. It reflects the disgust and frustration
we feel over our government's failure to obtain the fullest possible accounting
of our MIA's.

When our son's country needed him, he answered the call proudly and without
reservation. Now he needs his country. WE DEMAND ACTION!

Sincerely,

HAZEL and LEGRANDE COLE.

DANBURY, CONN.

Dear Mr. President: We feel that it is your duty as Commander-in-Chief to
tell the American people that all the POWs from the Viet Nam Conflict are not
home and that there has been no accounting for the 1300 missing men, some
of whom may still be alive.

Why do you still insist that YOU brought all the prisoners home when there
are fifty or more known to have been left behind? Why don't you come clean on
issues that strike home to the American people? How can you continue day after
day this way?

The American people are completely fed up with this attitude—not only on
the POW-MIA issue but also on many other vital issues which are being distorted.

I hope you have guts enough to answer this letter and tell me why you do
not want to face the truth. Sincerely,

An MIA Father,

LEGRANDE COLE.

DEPARTMENT OF THE NAVY,
BUREAU OF NAVAL PERSONNEL,

Mr. and Mrs. LEGRANDE O. COLE, Sr.,
DANBURY, CONN.

Dear Mr. and Mrs. Cole: As a result of the request you made at the National
League of Families of American POW/MIAs in Southeast Asia Convention the
following information has been extracted from the records of your son, Lieutenant
Commander LeGrande Ogden Cole, Junior, United States Navy.

There were only two aircraft lost over North Vietnam on 30 June 1967, Lieu­
tenant Commander Cole and Lieutenant Commander John Michael McGrath.
Lieutenant Commander McGrath was a Prisoner of War and has been returned
to U.S. Military Jurisdiction. While the Foreign Broadcast Information Service
Message referred to in Mr. John H. Chafee's letter to the Governor of Connecti­
cut dated 21 January 1971 also indicated two aircraft losses with the pilots being
captured, we have never been able to substantiate that your son was one of those
captured.

As I am sure you are aware, we have seldom been able to place great credence
in information received in North Vietnamese broadcasts. At best some of the
broadcast information has been used to confirm information from other sources.
Frequently, however, information was not factual or if factual had erroneous
information with regard to the date of loss.

If we can be of any further assistance please contact Captain T. F. RUSH,
Special Assistant for POW/MIA Matters or your Casualty Assistance Calls
Officer.

By direction of the Chief of Naval Personnel:

Sincerely yours,

A. G. Nelson,
Captain, U.S. Navy,
Director, Personal Services Division.
Dear Sirs:

Our son, Spec 5 Craig M. Dix is missing-in-action in S.E. Asia. On March 17, 1971 Craig was serving as crew chief aboard a helicopter on a troop lift mission when his copter was downed near Snuol, Cambodia. In June of that year we were sent a copy of the hearing and testimony given of the incident. We were told that a group of ARVNs were taken prisoner on the 18th by the Viet Cong in that area. They were later released and made their way back to their own lines. They had been told by their Viet Cong hospital guard that 3 members of a 4 man helicopter crew had been captured the day before. The 4th member of the crew was killed at the site, and one of the captured had been shot in the leg trying to escape. The Army believed that this was Craig’s crew but were not able to ascertain which crew member was killed nor who was shot. All 4 crew members were carried as missing-in-action.

In February of last year C/WO James Hestand, Craig’s pilot, was among the first group of POWs returned to this country. During his de-briefing he confirmed the fact that one member of the crew was dead at the crash site and that Craig had been shot in the right ankle trying to escape. They were separated at the time of capture and that is the most recent news he had of the others. There were three facts in the beginning—one man killed, one man injured, three men taken prisoner. Two of the three facts have been confirmed and we sincerely believe that our son and his co-pilot were also taken prisoner.

In July and August of 1971, I wrote a letter to Craig and sent them in care of Prince Norodom Sihanouk with a cover letter asking the Prince to try to get the letters into our son’s hands, and if possible word to us of his well-being. On Sept. 27 we received a telegram from Prince Sihanouk stating that his fighting forces in Cambodia were holding no American prisoners and that he was transmitting our letter to the Democratic Republic of Vietnam. I sent a letter of reply to the Prince thanking him for acknowledging my letter. My husband and I received another telegram from him dated Nov. 29, ‘71 in which he thanked us for our letter and stated that in the event he ever got any news of our son we could be assured he would let us know. Since that date we have consistently received mail from Prince Sihanouk to date numbering 88 communiques. They are not personal but are copies of speeches he and other heads of state have made at various meetings and banquets, etc. But we are much comforted by them relying on his promise and knowing he still remembers us.

Sincerely,

Mr. and Mrs. Walter Dix

NATIONAL LEAGUE OF FAMILIES CONNECTICUT CHAPTER,

February 1, 1974.

CHAIRMAN J. W. FULBRIGHT,
Senate Foreign Relations Committee,
U.S. Senate,
Washington, D.C.

Mr. CHAIRMAN AND MEMBERS OF THE SENATE FOREIGN RELATIONS COMMITTEE:

In June 1967 the man I loved and hoped to marry was killed in action in South Vietnam. He was MIA six days before his remains were recovered. Those six days were the longest six days his family ever lived.

Today I am the proud adoptive sister of Navy Lt. Cdr. LeGrande O. Cole, Jr., of Danbury, Connecticut and Jacksonville, Florida, a fighter pilot from the U.S.S. Intrepid missing in action since June 30, 1967 when his A-4 Skyhawk was downed over Vinh, North Vietnam while on a bombing mission.

I adopted Lee Cole and his beautiful family June 30, 1973 when I had a Freedom Tree dedicated to Lee at the high school he attended in Danbury. Lee’s parents, Mr. and Mrs. LeGrande Cole, Sr., and sister, Miss Cynthia Cole, live in Danbury. A married brother, Donald Cole, lives by the W. awaiting for him in Jacksonville, Fl., is his devoted wife, Billie Jo, and their son, Kenneth, who last saw his Daddy when he was a few months old. He is seven and a half now.

I read, fell in love with little Kenny this past Christmas and when we adults turned to the subject of MIAs, he overheard us. We got to discussing the Joint Casualty Resolution Center and Kenny immediately interjected with a question: “Are they looking for MY Daddy?”

28-757—74—8
The Cole family and I stand behind Kenny as one in our commitment to find his Daddy and to get an accounting of all our 2400 POW/MIA/BNRs (Prisoners of War/Missing in Action/Bodies not Recovered).

The Coles and I belong to the National League of Families of American Prisoners and Missing in Southeast Asia. I joined the League in July 1973 and have been State Co-ordinator for its Connecticut Chapter since December 1973.

I am a concerned citizen member of the League since no biological or legal bond makes me related to Navy Lt. Cmdr. Lee Cole. We are related only by God's wish that we reach out to one another in love and mutual support as brothers and sisters are wont to do in times of great crisis.

After Lee's aircraft went down over Vinh, North Vietnam June 30, 1967, he was one of two U.S. pilots specifically mentioned as lost over North Vietnam by the U. S. Government. Hanoi Radio never mentioned Lee by name but it did report that North Vietnam captured two U.S. pilots on June 30, 1967. The other pilot reported by our government to be downed that day is now a returned POW.

Lee's family has never had any mail from him in the six and a half years he's been MIA. I write to him every month and have been since last July. Not a single letter has been returned by Hanoi.

Lee's family and I believe to the depths of our being that he is a prisoner of war. We are convinced that he is ALIVE.

Gentlemen, you are only too aware that we have 2400 POW/MIA/BNRs still unaccounted for in the aftermath of the Vietnam Conflict. For the record I want you to know that if Lee were the only American missing in Southeast Asia, I would want our President, our Congress, and our entire Nation to make an all out effort to get him back. There is no way I would want him to be written off.

Now you take Lee, multiply him by 2400 and draw the logical conclusion as to how I want our entire Nation to grapple with the POW/MIA/BNR problem.

I can't begin to explain to you the agony experienced by our POW/MIA/BNR families, hour after hour, day by day, week by week and year by year. Believe me when I say the agony experienced can be further broken down into minutes and seconds.

Some reports some of our families receive from the U.S. Government ALMOST convince them that their man could be dead. However, even in some of the worst sounding cases the evidence is not quite convincing enough. These families vacillate between thinking their man is dead but somehow knowing they don't have all the facts, only a nagging conviction that their man is still alive.

Some families are absolutely sure their man are dead—on paper. All the verbal and written reports they have from the government indicate the men are dead. But a piece of paper doesn't really make it so. A piece of paper is not the son or the body of a son a mother spent 26 years raising. A piece of paper is no substitute for a living man or for a dead man's body and for these families a presumptive finding of death is completely out of the question. Presuming simply doesn't make it so.

Some of the families living this nightmare go on year after year with the hope and/or dread that their loved ones are alive—God only knows where and under what conditions. They fluctuate between hope and dread, anxiety an anticipation fearing all the while that the worst has happened or has yet to happen to the ones they love.

The anxiety of our families is in no way relieved when they receive less than consistent reports from our Defense Department regarding the circumstances surrounding the loss of their loved ones. The anxiety of families is further increased when they go to view their loved one's file only to find it is very thin or that it contains a shockingly small amount of information about him. Other families return to see a file they viewed once before only to find it is not as thick as it used to be or to discover that documents they remembered from before are no longer in the file. Unfortunately this paragraph touches upon a state of affairs which is highly prevalent and definitely not uncommon among the families I've talked to.

Families who have toured the Joint Casualty Center in Thailand were alarmed when they discovered how sparse, incomplete and sometimes inaccurate the supposedly "complete" files on their loved ones were.

Such negative experiences as these give rise to feelings and suspicions that families are told only what the government wants them to know and not necessarily the actual facts surrounding the loss of their loved ones.
As State Co-ordinator directly responsible to my Connecticut families and as a member of the League I have heard some rather tormenting stories.

The ordeal experienced the past three and a half years by Mr. and Mrs. Norman Westwood, Sr., of my state is a good case in point. I will not go into detail on their experience since they intend to send you their own report.

The last week in January I was in Washington, D.C. for a POW/MIA meeting and I met and spoke to two women whose names and home states I do not know. At the time I met them I did not know I would be writing about their experiences in a report to you.

The first woman I refer to is the mother of a man classified by our government as a POW. Last year when "all" the POWs were supposed to be coming home, our government advised her that her son, specifically, would be among the POW returnees. She told me the government showed her the quarters she and her son would have adjoining one another during Operation Homecoming.

She went on to say how the government wined and dined her in anticipation of the great event. Only one thing went wrong. Her son never came home and the U.S. Government has never been able to tell her why despite the fact it originally "knew" he would be coming.

In yet another bizarre case (The League of Families is full of them) a woman told me her daughter went to Laos in hopes of obtaining information about her missing husband. She went alone and at her own expense and hired an interpreter. While in Laos, she spoke to a North Vietnamese officer who told her that if she joined an "activist group" she might be able to find out something about her man.

I believe it was during her trip to Southeast Asia this same young wife spoke to an American military officer who really put his head on the proverbial block. He showed her a document which noted that her husband is among 37 Americans held prisoner in China. (China).

Once Stateside she inquired about this document with the DOD. She was told that no such document existed though she had seen it.

One of my Connecticut families spoke to a Navy officer about the POW/MIA problem. He turned out to be a very, very close friend of one of our POW returnees. He admitted that the returnee confided to him that all the POWs he knew in prison did not come home and have not been fully accounted for.

Beyond all this are some very reliable reports and persistent rumors concerning the POW/MIA problem. These tell of Americans being held prisoner in China, North Vietnam, Cambodia and Laos.

What about Mrs. Phyllis Allard of Chicago who reported publicly that she went to visit her POW son in Cambodia after first seeing a V.C propaganda film of him during an evening news report? She reportedly made that visit in 1972 but her son is not one of our POW returnees.

What about Emmett Kay who is still a POW in Laos?

What about the very reliable Russian news source which revealed several months ago that a number of Americans—more than 100—are being held in China?

What about Congressman Ben Gilman's recent visit to Laos and his report that a reliable source indicated that at least 8 to 10 American pilots are being held in North Vietnam for "informational" purposes? I understand that DOD has tried to discredit most of these reports? Why? What are they trying to hide? What did happen to 2400 missing Americans? Did they all vanish into thin air? What about the more than 800 Americans missing over Laos?

Does our government have knowledge of prison and slave labor camps over in Southeast Asia in which Americans are being held? If so, I believe we should be able to understand our government's reluctance to publicize such things. Why? Because up to now it seems only too apparent that we have left the fate of our 2400 missing men to the good will of the enemy. I don't have to tell you that that enemy has shown no good will.

The American people might indeed be happier living without the real facts concerning our missing men. But what of the families directly involved? People who can't seem to get all the pertinent facts on their loved ones? Families who all too often feel the government wants to resolve the entire POW/MIA issue by sweeping the whole thing under the rug? Families who are convinced the
government would rather make status changes across the board to KIA or PF6D instead of getting at the real answers or the men themselves?

What of these families? What of their men? What of the American dream which says that all men are entitled to life, liberty and the pursuit of happiness? What of the dignity and worth of every individual which the American dream holds to be so sacred? Have we lost these men or have we lost ourselves?

Gentlemen, our only true salvation lies in the truest and fullest possible accounting of all our missing men be they classified POW/MIA or BNR.

I have received a letter from President Richard Nixon which reads in part as follows:

Let me assure you, however, that just as we never broke faith with our POWs, so we shall not break faith with our MIAs. They must all be accounted for; the courage of our men and women who served throughout Indochina demands nothing less. Our joy at the repatriation of our POWs has not diminished our concern for those who did not return and we are determined to exert every effort in their behalf.

Gentlemen, the words are good but appropriate action must follow. Words alone may temporarily placate families and concerned citizens but they won't do a bit of good for our men.

Let's have our President send Mr. Kissinger back to Hanoi to renegotiate the POW/MIA/BNR problem. Let us enlist support for such efforts from the United Nations and all signatories of the Geneva Convention. Let us insist that Russia and China support our efforts to obtain the fullest accounting. And let us impose economic sanctions and any other meaningful means of support to those nations and organizations who fail to support us in one of the most meaningful and morally upright humanitarian projects we have ever undertaken.

Thank you.

CHERYL ELLER,
State Co-ordinator, Connecticut Chapter,
National League of Families.

THE WHITE HOUSE,

DEAR MISS ELLER: Your recent message has come to my attention, and I want again to reassure you of our firm continuing commitment to obtain the fullest possible accounting of our men who have not returned from Southeast Asia.

As you know, one of the basic provisions of the Paris peace agreement, is an obligation for all parties to the accord to help each other in obtaining information about those who are listed as missing in action. We shall insist that this pledge—a solemn agreement—is kept. In all candor, however, it must be said that we have had very limited success thus far in securing the cooperation of the Communist side in Vietnam under this purely humanitarian provision of the Paris agreement.

On numerous occasions in recent months the Communist side has refused even to discuss our formal written requests for information and assistance under the terms of this provision. Because I believe you should have the available information regarding our continuing initiatives to see that these humanitarian provisions are fulfilled, I am enclosing a chronology of the United States efforts to obtain information about American and third country nationals unaccounted for or deceased in Southeast Asia, together with the September 24 statement of the Chief of the U.S. Delegation to the Four-Party Joint Military Team which outlines some of the problems we continue to face.

Let me assure you, however, that just as we never broke faith with our POWs, so we shall not break faith with our MIAs. They must all be accounted for; the courage of our men and women who served throughout Indochina demands nothing less. Our joy at the repatriation of our POWs has not diminished our concern for those who did not return and we are determined to exert every effort in their behalf.

With my best wishes,

Sincerely,

RICHARD NIXON.
Chairman J. W. Fulbright,
Senate Foreign Relations Committee,
Senate Office Building,
Washington, D.C.

DEAR MR. CHAIRMAN AND DISTINGUISHED MEMBERS OF THE SENATE FOREIGN RELATIONS COMMITTEE: As parents of a man missing in action since 5-17-1970 and presumed dead by the Department of Defense, we are extremely gratified that these hearings on the POW/MIA issue are being held. They are desperately needed and long overdue.

Our painful plight and that of numerous other POW/MIA families is almost impossible to describe but we shall attempt to describe it as best we can. We hope by doing so we can help you secure an accounting of our son and all the 2400 Americans who remain unaccounted for in Southeast Asia.

When the cease-fire agreement was signed back on January 27th, 1973 and the names of POWs listed by Hanoi were turned over to our government, 1300 other Americans classified in an MIA status by DOD remained unaccounted for along with 1100 other men our government listed in the BNR (bodies not recovered) category.

The name of our son, Navy Lt. Norman Philip Westwood, Jr., is on the BNR list.

One year after the Paris Agreements were signed we are still left with a total of 2400 Americans unaccounted for. The main difference is that the names of several men from the original 1300 list have been transferred to the BNR list. Our own son was carried by the Navy Department as MIA on 5-17-70 and reclassified 5-18-70 as a PFOD (presumptive finding of death) in the BNR category. The finding of death has got to be presumptive because no body was recovered and no one saw our son die.

The circumstances surrounding the loss of our son are far from clear to us though we have had correspondence with the Defense Department, spoken to officials of the Navy Department and viewed our son's file. Much of our confusion is a result of discrepancies between some of the written and verbal reports we have received.

Our son was assigned to the aircraft carrier U.S.S. Coral Sea. According to the reports we've received, the carrier was operating in the Gulf of Tonkin off the coast of North Vietnam at the time our son's plane went down. He was lost May 17, 1970 while flying a Phantom F4B aircraft.

To this day we do not understand the circumstances surrounding the disappearance of our son. We have varying reports over the past three and a half years. At one point we were lead to believe our son went down with his plane; at another that the plane blew up with him in it and in yet another, that our son got out of the plane.

The report that our son got out of the plane was given to us by an eyewitness to the crash we had an opportunity to meet on October 12, 1973, Navy Cmdr. R. H. Maulden, at the Naval Annex. Also present was Capt. T. F. Rush of BuPers, special assistant for POW Matters.

Another discrepancy concerned the time frame in which our son's plane reportedly launched and the time it was supposed to have crashed. One account indicated our son's plane crashed within seconds following launch from the aircraft carrier and another indicated he was aloft more than 20 minutes before his plane crashed.

The actual location of the aircraft carrier at the time of the crash is also in doubt. One account led us to believe the carrier was 60 miles from shore and another that it was 100 miles from shore. When we questioned this discrepancy in distance from the shore we were told to take into consideration the factor of wind drift. Also—verbal reports were received indicating the plane did not crash anywhere near the carrier.

The actual time of launch is also in doubt. One report indicated our son took off before sunset and another that he took off after sunset. When we questioned this discrepancy we were told he took off during the time of the day when it is neither light nor dark.

Considering all these discrepancies and the questions they give rise to we really don't know what happened to our son. The government changed his status from MIA to KIA because the carrier couldn't find him in the dark. We have yet to
receive any conclusive proof that our son is dead and we hold some hope that
he may even be alive. At the very least we feel that there is the possibility that
if he did get out of the plane his body could have floated to shore. We also can-
not discount the possibility that if our son got out of the plane he might have
survived the crash, floated to shore and got pulled aboard a North Vietnamese
vessel or fishing boat. After all, we have yet to find out positively how far from
shore the carrier was, how long our son's plane was aloft, and whether or not our
son actually got out of the plane.

We are further puzzled by the fact that some reports indicate our son died as
the result of an aircraft "accident" yet he is listed in his folder as "MIA changed
to KIA" and a BPR report we viewed states he went down in a combat zone.
Is this so-called "accident" the best way to describe the circumstances under
which our son is supposed to have died in what was officially his 108th COMBAT
mission? Could the so-called "accident" not have been shore artillery?

Up until we met with Cmdr. Maulden, the eyewitness, on October 12, 1973, all
reports indicated our son went down with his plane.

Following that meeting we were left with some faint, miniscule hope that our
son survived the crash and could have been taken prisoner by North Vietnam.

After that meeting, Mrs. Westwood had an opportunity to be in Washington,
D.C. January 28th for the opening day of POW/MIA hearings by the Senate
Foreign Relations Committee. While attending the hearing, she was able, to
speak to Cmdr. Maulden who was also present for the hearing and he gave her
a phone number at which he could be reached.

Before going to Washington, Mrs. Westwood wrote to Capt. Rush by regist-
tered mail to request a meeting with him during the time she would be in the
capital. In that letter, she reviewed our son's case as it had been pre-
sented to us up to that point and specifically referred to the statement made by
Cmdr. Maulden back on October 12th that our son ejected from his plane. Both of
us heard Cmdr. Maulden say this at the October meeting and both of us noticed
that Capt. Rush tried to dismiss any possibility that our son got out of the plane.
In response to Capt. Rush's remark, Cmdr. Maulden said quite emphatically,
"I was there!"

Since Cmdr. Maulden took that stand, the pressure has apparently been on
him. When Mrs. Westwood placed a call to him on 1/29/74 to ask him some ques-
tions, she made reference to his statement that our son ejected from the plane.
Cmdr. Maulden immediately and emphatically denied the substance of what he
had told us back on October 12th.

Cmdr. Maulden is the only eyewitness we've been permitted to talk to in the
three and a half years since our son went down. His sudden and unexpected
turnabout has shaken us considerably.

Gentlemen, what really happened to our son? Why won't the Defense Depart-
tment tell us? What is it trying to hide?

We are members of the National League of Families of American Prisoners
and Missing in Southeast Asia and we want to go on record as reporting that we
are not the only POW/MIA family being subjected to the treatment we have de-
scribed here from our Defense Department.

People such as ourselves with loved ones in the PFOD (presumptive finding of
death) category are being deliberately confused and misled by our Defense Dep-
artment in the hope that we and our problem will go away. Families listed in
the MIA category we have spoken to of being harrassed by the Defense De-
partment to permit changes in status from MIA to KIA, even in cases where no
new information has been received to justify such reclassification.

Due to a court injunction now in effect, status changes from MIA to KIA
cannot presently be made by DOD without consent from the primary next of kin.
If we had had the benefit of such a court injunction when our son went down, we
would never have permitted the change in his status from MIA to KIA.

We wish to go on record with the conviction that our government's treatment
of the POW/MIA problem represents more of an attempt to sweep the issue under
the rug than an attempt at obtaining truthful and complete data and passing it
along to the families involved. The whole approach of DOD to our problem seems
to be for us a form of cruel and unusual punishment against our 2400 MIA's and
their families who are living with the nightmare day by day.
We think it's time this horrible story got out and we think it's time you in the Congress did something about it!

Please take note of the enclosures herein as they expand upon the discrepancies noted in this letter.

Respectfully submitted,

Enclosures: 19 sheets.

Mr. Robert J. Collins,
Vice President,
St. Anselm's College,
Manchester, N.H.

Dear Mr. Collins: Norm and I received your letter with the response and attachments from Senator McIntyre as a result of his inquiry about Norman. Although no new information was forthcoming we are extremely grateful to you and the Senator.

The letters sent to Senator McIntyre were letters that I sent to Captain Rush with my initial request for a research of the casualty report with some of the discrepancies we questioned underlined. This is how he came to be in possession of them. In his letter to the Senator, Captain Rush was in error on some points. We have yet to receive a valid eye-witness affidavit or to speak to an eye-witness, although I requested both. We never spoke to the survivor of the tragic crash as he stated. Jerry Kane, the survivor, wrote us that he could not see the crash or tell us anything beyond the point when he ejected. I still have his letters. The film we received was of extremely poor quality making an identification impossible. If it showed the site of the crash we could not make it out. He would not tell us who took the film. The Navy's reluctance to furnish us with valid eye-witness accounts leaves us totally confused and perplexed. They have been wonderful to us in every other way. I am telling you all this so you will not think I have taken complete leave of my senses.

Our quest for first-hand information remains unrewarded and the discrepancies I mentioned to you are as yet unresolved, at least in our minds. Perhaps someday, somehow we will gain the information we are seeking. Tomorrow I will request to see Norman's personnel folder at the Pentagon in Washington. I understand, as 'next of kin, we cannot be refused and perhaps it will reveal something.

Our heartfelt thanks go out to you and Senator McIntyre for your efforts, kindness and understanding in this matter. No one could do more.

As always, Norm joins me in sending our warmest personal regards to you.

Most sincerely,

Mrs. Norman P. Westwood.

West Hartford, Conn.,

Mr. Robert J. Collins,
Vice President,
St. Anselm's College,
Manchester, N.H.

Dear Bob: The Bureau of Naval Personnel through Captain T. F. Rush, has given me a response relative to the inquiry concerning the aircraft accident in which Lt. Norman P. Westwood, Jr., was killed on 17 May 1970. His letter with copies of various correspondence made available to me, are enclosed for your information.

It would appear that the Navy through those more fully acquainted with the circumstances surrounding the matter presented have given the Westwood family as much information as possible of which they are knowledgeable. There is no compensation for the loss of a child so that I can understand that Mr. and Mrs.
Westwood would perhaps be clinging to straws with the hope that sometime, somewhere, their son would turn up. I am sure it is extremely difficult to accept facts as they are. Whatever the case, with deepest regret do I forward the attached for your information and theirs, if they have not already received the originals.

Sincerely,

THOMAS J. McINTYRE,
U.S. Senator.

DEPARTMENT OF THE NAVY,
BUREAU OF NAVAL PERSONNEL,

THOMAS J. McINTYRE,
U.S. Senate,
Washington, D.C.

DEAR SENATOR McINTYRE: This is in response to your inquiry concerning the aircraft accident in which Lieutenant Norman P. Westwood, Jr., was killed on 17 May 1970.

I am enclosing the results of a previous investigation provided Senator Ribicoff and two letters from the Squadron's commanding officer. All of this information has been provided to the family.

In Mr. Collins' letter several statements deserve further comment for your information. With respect to the launch of the aircraft, it was a perfect launch in that the catapulting machinery performed normally throughout the launch. However, as reported, there was an indication (a, rumble) in the right engine of the aircraft. The crash site was in the close proximity of the carrier and visually observed by many of the ship's crewmembers including the Captain. As indicated in the attachments, a helicopter rescued one crewmember in the immediate vicinity of the crash site. In fact, the crash site was in sight at the time of the crash and remained under surveillance throughout the attempted rescue effort. I can only assume that the early report received concerning location of the crash site was misinterpreted and actually referred to location of the other crewmember, not the site itself.

I regret that the Westwood family feels there has been a reluctance on the Navy's part to respond to their inquiries. I have personally talked with Mrs. Westwood at great length and in great detail on six occasions during the past six months. In addition, I have provided her with a film of the launch and crash site and pertinent excerpts from eye-witness statements. She has previously talked with the surviving crewmember of the aircraft and arrangements have been made for her to talk with another creditable eye-witness.

I hope the above information satisfactorily answers your inquiry. If I can be of any further assistance, do not hesitate to contact me.

By direction of the Chief of Naval Personnel:
Sincerely,

T. F. RUSH,
Captain, U.S. Navy,
Special Assistant for POW Matters.

DEPARTMENT OF THE NAVY,
OFFICE OF THE JUDGE ADVOCATE GENERAL,

Hon. ABE RIBICOFF,
U.S. Senate,
Washington, D.C.

DEAR SENATOR RIBICOFF: This is in response to your recent request for a full report of the circumstances surrounding the death of Lieutenant Norman P. Westwood, U.S. Naval Reserve, which occurred on May 17, 1970. Investigation reveals the sequence of events to have been as follows.

Lieutenant Westwood was a very capable aviator with 733 hours of flight time and 475 hours as a pilot in the Phantom II fighter aircraft (F-4B). His fellow crewmember, on the fateful mission in which Lieutenant Westwood lost his life, was Lieutenant Jerry W. Kane, U.S. Naval Reserve, who was also deemed to be a very capable naval flight officer with 902 total flight hours. Lieutenant Kane occupied the rear seat in the tandem-seated aircraft and performed the duties of a Radar Intercept Officer (RIO). No sociological, psychological, or human
factor, of possible pertinence to the accident, was known to have existed respecting either officer. The combat flight was an authorized combat mission, approved by Commander T. J. Cassidy, Commanding Officer, Fighter Squadron ONE SIX ONE, while the squadron was embarked on the aircraft carrier, USS CORAL SEA (CVA 43). On this date, USS CORAL SEA was operating in the Gulf of Tonkin approximately 110 miles off the coast of Vietnam and 93 miles southwest of the island of Hainan.

The aircraft, with Lieutenant Westwood and Lieutenant Kane aboard, was positioned on the catapult for takeoff from the carrier at approximately the scheduled launch time of 7:30 p.m. on May 17, 1970. At this time the weather was clear with ten miles visibility. The overall weather conditions had no adverse effect on the later performance of the aircraft nor on the subsequent rescue operations. After the aircraft burned approximately five hundred pounds of fuel to achieve the desired gross takeoff weight, approximate signals were exchanged and the catapult was discharged to propel the aircraft from the aircraft carrier into the air.

According to Lieutenant Kane, the propulsion along the catapult felt normal and just before the aircraft was released he mentioned to Lieutenant Westwood that it was a "good shot." Immediately afterwards, however, he related that the aircraft felt as though it were decelerating. The attitude reference gyro, an instrument which indicates the attitude of the aircraft, showed the airplane to be ten degrees nose up with reference to the horizontal, and then started to indicate the aircraft to be in a roll to the right. He saw out of the corner of his eye what he described as a sharp flash rearward, and noted that the tail seemed to drop down and the aircraft to become very "mushy," or sluggish in response to the controls. Lieutenant Westwood told Lieutenant Kane to "get out," meaning to drop down and the aircraft to become very "mushy," or sluggish in response to the controls. Lieutenant Westwood told Lieutenant Kane to "get out," meaning to drop down and the aircraft to become very "mushy," or sluggish in response to the controls.

Witnesses reported later that they observed an unusual flame pattern from the starboard (right) lower side, and observed the aircraft to begin rolling to starboard as it cleared the catapult and left the flight deck. From the carrier it appeared that with the drop of the starboard wing, the starboard afterburner area around the tail section of the aircraft seemed to explode, with fire moving rapidly forward into the fuselage area. The starboard fuselage area then seemed to explode. The total time of flight was four to six seconds; and the angle of impact of the aircraft with the water was approximately 120 degrees bank to the right and 20 degrees nose down. Because of the short time the aircraft remained airborne; the inherent mechanical time delay between rear and front seat ejection (approximately 1.3 seconds, which is necessary to ensure safety of the seats leaving the aircraft); and the extreme aircraft attitude and low altitude after expiration of the time delay, ejection from the front cockpit by Lieutenant Westwood would have taken place, if at all, when the aircraft was in a position from which a safe ejection could not have been made. No indication of front seat ejection was observed by any witnesses. The aircraft was destroyed on impact with the water at the specific geographical coordinates of 18°28.2' North, 107°38.5' East in 25 fathoms (150 feet) of water.

A rescue helicopter from the USS CORAL SEA was on scene immediately, and effected the rescue of Lieutenant Kane, who received only minor bruises on the calves of both legs believed to be attributable to the ejection seat restraints. Helicopters and motor whale boats were used in search and rescue efforts to recover Lieutenant Westwood, which continued from 7:37 p.m., May 17, 1970, to 9:00 a.m., May 18, 1970, with negative results.

Sunset occurred at 7:15 p.m., on May 17, 1970. Therefore the accident which took place at 7:37 p.m., occurred during that period of time of approximately 30 minutes after sunset which is usually denoted by the term twilight wherein, although sunset has occurred, complete darkness has not yet set in. Further evidence of the lighting situation at the accident site may be inferred from the fact that both battery powered signalling wands, which would provide necessary illumination during hours of darkness, and smoke flares, normally used in daylight operations, were used in conjunction to mark the accident site. The ship was maneuvered properly in order to insure clearance of the crash scene, and passed the position of the accident 80-40 yards off the ship's starboard beam. This fact may account for the letter received by Mrs. Westwood describing the aircraft as sinking "alongside the ship." Actually the aircraft was substantially
broken up by impact with the water, at a position approximately 100 feet in front and to the right of the aircraft carrier, four to six seconds after takeoff.

No remains of Lieutenant Westwood have been recovered, hence precise causes of death can only be subjects of speculation. The circumstances, however, preclude any probability of his having survived the crash.

All preflight checks and final checks of the aircraft prior to launch on the day of the accident had revealed the aircraft to be mechanically sound and airworthy in all respects. A subsequent review of all paper work associated with the aircraft revealed nothing of significance in determining the proximate cause of the crash. The lack of information as to engine instrument readings and warning light illuminations renders purely speculative any suggestion of causes of the accident. Possible causes include either catastrophic engine failure or bleed air ducting failure resulting in fire and subsequent loss of control of the aircraft.

Lieutenant Westwood was on his first combat tour in Southeast Asia at the time of the tragic accident, and had already completed 107 combat missions, earning five Air Medals and the Navy Commendation Medal with Combat "V". The loss of such a highly qualified and capable individual is a great loss to the Navy and to the United States of America.

Please convey to Mr. and Mrs. Westwood an expression of the deep sympathy of the Judge Advocate General and all members of his staff.

Sincerely yours,

JOHN R. BROOK,
Captain, JAGC, U.S. Navy.

FIGHTER SQUADRON ONE SIX ONE,

DEAR MRS. WESTWOOD: We returned to the United States on 1 July after completing our deployment to the Western Pacific. Mail has finally caught up to us. I received your letter dated 18 June 1970 this morning.

I know how hard it must be to accept the loss of a son. I will attempt to answer your questions concerning his accident.

We have very stringent maintenance requirements on our airplanes and we go to great lengths to ensure that they are completely ready for flight. We had enjoyed an enviable safety record prior to Norm's accident not having had a fatality in three years. A thorough investigation into the cause of Norm's accident was conducted but the exact cause has not been determined since the airplane was lost at sea. Several pre take off checks are conducted by the pilot and his Radar Intercept Officer prior to accepting the airplane for flight. Norm and Jerry were both satisfied that the airplane was ready for flight or they would not have launched. We all share a sense of responsibility to each other to ensure that our airplanes are as safe as humanly possible. In fact Norm's collateral duty was Line Division Officer in the Aircraft Maintenance Department. The men in his division are responsible for servicing the airplanes between flights.

Our airplanes are extremely complex machines and as such have many back up systems that function when main systems fail. Parts have been known to fail however we attempt to minimize failures of this type by replacing components on a periodic basis prior to anticipated failure times. We have an excellent group of maintenance personnel and a dedicated quality control division that inspects their work. I feel sure that Norm's mention of a rag in the pressurization ducting was actually meant in jest. In the event that it actually did happen, it would not have caused a problem on that flight since the pressurization system could have been shut off without endangering the airplane or crew.

As I mentioned in my first letter Norm crashed immediately after the catapult shot and the airplane sank alongside the ship. The ejection system was actuated just prior to the airplane contacting the water and sufficient time was apparently not available for Norm's seat to fire. The accident occurred at dusk and visibility was restricted due to darkness. If Norm had survived the crash he would have been in the water in the vicinity of Jerry. The first casualty message that we sent indicated that Norm was missing. We felt this to be the most prudent course of action until a complete search could be conducted. Coral Sea remained in the area throughout the night. A destroyer and a helicopter also searched the area during the entire night and well into the daylight hours the following morning, to be absolutely sure of Norm's status. After the search was terminated we declared Norm dead. The ship was approximately 100 miles at sea off the coast of
Viet Nam when the accident occurred. In addition to this very thorough search, several responsible officers including the ship's Captain observed the crash from the bridge and did not see Norm leave the airplane. Unfortunately, there was no possibility that Norm survived the crash.

Lieutenant Tay FONTAINE, one of Norm's friends, is presently in Connecticut on leave. He indicated to me that he would visit you during this period.

If I may be of any further assistance please let me know.

Sincerely yours,

T. J. CASSIDY, JR.
COMMANDING OFFICER,
FIGHTER SQUADRON ONE SIX ONE,
May 18, 1970.

DEAR MR. AND MRS. WESTWOOD: Please accept my sincere sympathy on behalf of all the officers and men of Fighter Squadron ONE SIX ONE during this very trying period. We all share in your sorrow and ask God to help you in this time of need. Norm was a friend and a squadron mate to all of us. His passing has been deeply felt. He was very proud of his status as a Naval Aviator. Norm's airmanship and devotion to duty has left a lasting impression on all of us. He gave his all in the service of his country; defending the highest of man's ideals and of this you may always be justly proud.

Just prior to sundown on the evening of 17 May, Norm launched for a bombing mission. The catapult launch appeared normal. Immediately after becoming airborne fire was observed on the right side of the airplane. The airplane then began to roll to the right. Norm ordered his Radar Intercept Officer, Lieutenant Jerry KANE, to eject. Jerry actuated the ejection system to eject both seats from the airplane. Witnesses have indicated that only one parachute was observed. Jerry was recovered uninjured. Norm's seat was not observed to leave the airplane prior to the airplane contacting the water. An extensive search of the crash site was conducted by a destroyer, a small boat and a helicopter but failed to locate any trace of your son. We are presently conducting an investigation in an attempt to determine the cause of the accident.

A military memorial service will be held on board USS CORAL SEA for Norm. This final tribute to a brave fighting man will be attended with heavy hearts and be assured that Norm and yourselves will be remembered in our prayers.

You have every reason to be extremely proud of your son. He is a credit to you his parents. It was your training that made him a responsible Naval Officer and a loyal American.

If I might be of any assistance please do not hesitate to contact me. I will write to you in the near future concerning the shipment of Norm's personal effects.

Sincerely yours,

T. J. CASSIDY, JR.
COMMANDING OFFICER,
FIGHTER SQUADRON ONE SIX ONE,
January 18, 1974.

Re: Navy Lt. Norman P. Westwood, Jr. 715494/1815.
Captain T. F. Rush,
Bureau of Naval Personnel (Pers.-09),
Washington, D.C.

DEAR CAPTAIN RUSH: My husband and I are most grateful to you and Cmdr. Maulden for meeting with us on October 12, 1973 in an effort to help us resolve the discrepancies in the written and verbal reports received by us to date pertaining to our son's fate.

As you know, Cmdr. Maulden is the first eye-witness permitted to speak with us since our son's tragic crash on May 17, 1970 after which he was reported MIA and later declared 'dead "because of logic and circumstances." At the time of our meeting at least some of the discrepancies in the reports we received were clarified.

At this point we wish to go on record that until our meeting with you and Cmdr. Maulden we have not talked with or heard from any eye-witness other than Jerry Kane, Norm's Radar Intercept Officer, who wrote he could not report anything first hand beyond his own ejection from the plane. Nor had we been permitted to see a single valid eye-witness report.
From Cmdr. Maulden we learned that our son, Navy Lt. Norman P. Westwood, Jr. did not go down with or blow up with his plane as all previous reports indicated but did indeed eject from the plane before it crashed into the sea. Also, that the Carrier U.S.S. Coral Sea did not remain in the area of the crash all night during the search as Capt. Cassidy, Norm's C.O., reported in writing to us but resumed launchings as soon as Jerry Kane was rescued uninjured and returned to the carrier. Does this mean that the destroyer assigned to the search did not search for 18½ hours as reported to us? We also learned that the plane did not crash upside down but went into the sea nose and right wing first and even if it had Norm would have ejected.

Jerry Kane wrote us in reply to my letter that he could not see anything after he ejected because he landed in an area of flame. Cmdr. Maulden verified this to be in error. The Phantom F4B burns JP5 fuel which cannot burn in water due to its relatively high vaporization temperature.

You confirmed the fact that Norm's friends in VF 161 and the other men aboard the Coral Sea were ordered not to discuss the crash with us. Why? Now I know for certain why my letters to them were all in vain, why those who did reply wrote they could not add anything to what we had already been told. Even the young officer from VF 161 who called on us the August after could discuss only what he had been briefed on. We would like to know why these men were ordered not to discuss our son's fate with us and if we contacted any of these men now would they still be restricted on what they can discuss or write to us? If so, why?

We have viewed the film you sent us of a plane on fire many times but us you know it is of such poor quality it is impossible to identify the type of plane much less make out the crash site. This added to the fact that we don't even know who took it renders it valueless. We know the trouble you went to to obtain this film and we are grateful for all your efforts and help.

You were unable to explain the discrepancies in the time Norm was launched (was it 7:15 P.M. or 7:30 P.M.?) aside from stating Capt. Cassidy, Norm's C.O., was not an eye-witness, was below deck at the time of the crash, and must have made a mistake in the time reported. We were told Norm was airborne 4 to 6 seconds after a perfect launch and yet the time of his death was put at 7:37 P.M. although his body was not recovered and no trace of him was ever found. If the search lasted 18½ hours how was the time of his death arrived at. Whether the time discrepancy is 22 minutes or 7 minutes it is a far cry from 4 to 6 seconds.

We are still not sure of the carrier's location at the time of the crash. We have been told both 60 and 100 miles from the coast of Vietnam. The only thing we feel sure of now is that Norm did eject from the plane before it crashed and that it did not blow up with him in it, nor did he go down with it as all previous reports indicated. As Cmdr. Maulden said, "He was there somewhere, we simply couldn't find him in the dark." But where is he now? We realize the possibility that Norm survived ejection from the plane at such a low altitude is minuscule but it is not impossible. Cmdr. Maulden said Jerry Kane ejected at about 100 feet and Norm at about 50'. Jerry was rescued uninjured. This leaves us with a fragment of hope that Norm was picked up by the enemy and may still be alive. For this reason we are glad to hear from you that Norm's name is on the list of 1100 (approx. 1400 now) MIAs presumed dead or Dead Bodies Not Recovered which has been turned over to North Vietnam for inquiry along with the MIA list and that his name would not be on this list if there was not the possibility that at least his remains can be accounted for. God willing, someday there will be a full accounting of all 2400 men on both lists. Until their remains or the living MIAs and POWs are returned this state of limbo will continue for us and hundreds of other families.

We are sorry there is still no explanation for the verbal reports we received from the Pentagon on the day Norm was reported MIA. Those were consistent and my two brothers, were told that the sight of the crash had still not been located and that darkness was hampering the search. Later we were told that the sight of the crash had been located and was vividly marked by fire on the surface of the water. Prior to this last verbal report, Norm had been declared dead. My brothers are positive they did not misunderstand these reports as you seem to think. Still later, written reports stated that Norm crashed 100 to 150 feet in front of and to the right of the Carrier.
With the many discrepancies in both the written and verbal reports to date, our well-founded confusion and frustration continues.

As you know, the photo copies of valid eye-witness reports you showed us during our meeting were of poor quality and difficult to read although, with your kind help and that of Cmndr. Maulden, we were able to make out some of the important parts. For this reason, please consider this a formal request for copies of each of the eye-witness reports you have on file and which were shown to us on October 12th. Also, as I requested in my first letter to you dated February 5, 1973, we wish to be placed on whatever mailing lists MIA families are on. We do not consider this an unreasonable request since no trace of our son has ever been found and no one saw him die. If you cannot comply with these requests, please let us know why.

When my husband and I met with you and reviewed our son's folder, we found it to be incomplete. At that time, you said that the rest of it had been microfilmed and sent to the Archives but that you would send for it. I plan to be in Washington from January 25th through the 30th and would like to arrange a time with you to review his complete folder. Please let me known if and what time during this period will be convenient for you.

Captain Rush, we are most grateful to you for arranging our meeting with Cmndr. Maulden and for the time, patience and courtesy you both extended us. Our sincere and heartfelt thanks and please try to understand our pursual of this matter.

Sincerely yours,

ADELINE B. WESTWOOD
(Mrs. Norman P. Westwood, Sr.)

DEPARTMENT OF THE NAVY,
BUREAU OF NAVAL PERSONNEL,

DEAR MRS. WESTWOOD: This is a follow-up report on matters discussed during our last telephone conversation.

Enclosed you will find the two slides provided in your letter. The individual you have marked has been identified as Sergeant William A. Robinson of the U.S. Air Force. He was returned to U.S. control on February 12, 1973 and subsequently promoted to Second Lieutenant.

I regret that there are no official films of your son's incident, however, I have located a film in Norfolk, Virginia taken by an amateur observer on the ship which is being made available to me. I will forward this to you when received. I'm told it shows the launch from the ship and the crash site in the vicinity of the ship. Additionally, I have inquired as to the availability of eye-witness reports and I expect that some may be available in the near future. The reason for the delay is that this information is retained by an activity in the Norfolk area and must be located and reproduced. I have called to check on the progress in providing these items and hopefully, I will receive them this week.

As you are aware, Jerry Kane was seriously injured in an auto accident in January. He suffered a fractured pelvis, however, the hospital indicates that he has recovered sufficiently to be released to an out-patient status for recuperation.

Last week I talked with a member of the Joint Casualty Recovery Center in Thailand regarding their listing of persons for follow-up query during the negotiations with the other side. Your son's name was included on their list for inquiry. This means that the North Vietnamese will be asked if they can provide any information on the fate of your son. It is difficult at this time to estimate when this will be accomplished due to the problems that have been encountered thus far in implementing an exchange of information.

Thank you again for your call, and hopefully, I will have the film for you in the near future.

Sincerely,

T. F. RUSH,
Captain, U.S. Navy,
Special Assistant for POW Matters.

DEAR CAPTAIN RUSH: My family and I are most grateful to you for the very kind way in which you received my calls on January 27, 1973 and my request to have the casualty reports of my son, Navy Lt. Norman Philip Westwood, Jr. 715494/1315, researched.

I called you again on February 1, 1973 and talked with your assistant Cmdr. Sousa who was most kind and helpful in answering my questions. Based on that conversation I am enclosing copies of some direct communications which may be helpful in the research. Not reflected in the communications are the discrepancies resulting from verbal communications with the Pentagon on the evening of 18 May 1970, the evening my son was declared dead after having been reported MIA at approximately 7:00 A.M. that morning. My brothers, Michael and Joseph Blase, called the Pentagon, Oxford 42746 that evening seeking more detailed information than we had received up to that point. This resulted in several calls being returned by the officer at that telephone number as information was relayed to him. Both brothers were told consistently that the site of the crash had not been located and that the search was continuing.

We were led to believe that although Jerry Kane, Norm’s Radar Intercept Officer was rescued unharmed, Norm did not crash in the same area nor was he seen to eject, and that the search was hampered because of darkness. One of these calls was received by my son, David. Finally at around midnight the Pentagon called to report that the site of the crash had been located and was vividly marked by fuel fire. In the meantime at approximately 7:30 P.M. we were informed by our Liaison Officer, Lt. Gary Suter that our son had been declared dead “because of logic and circumstances.”

Some of the other discrepancies in the written reports are the time Norm was launched. Was it at approximately 7:15 P.M. “just prior to sunset,” or at 7:30 P.M.? Also, the length of time he was airborne. Was it four to six seconds or seven minutes or twenty seven minutes? The time of the crash was definitely established at 7:37 P.M. At the very least it would seem four to six seconds would have to carry him more than 100’ to 150’ from the carrier. Add to this the fact that my son’s friends, who served with him in VF 161, will not comment on the tragic crash at all in spite of my written requests, and perhaps you can understand our total confusion. We were also told it was too dark to see at the time of the crash and that visibility was ten miles. We feel that all the foregoing is important in that if Norm crashed in enemy territory there is the possibility that he survived the crash and is a POW. Should this be the case it is my hope that his status be changed to MIA until at least something more definite can be learned. This is my only motive for requesting a research of the casualty report and writing this letter.

I am enclosing two slides of a group of POW’s taken on Christmas Day, 1970 in North Vietnam and made from a film strip my husband and I viewed at CBS TV in New York last September. The tallest POW in the slides bears a very strong resemblance to my son and in the movie film the way he stands and some of his mannerisms are exactly like Norm’s. Although we feel it could be Norm the quality of the photography is poor. We would be most appreciative if you can tell us if this POW has been identified. Also, it is my understanding that 118 photographs taken from North Vietnamese films were mailed to POW and MIA families sometime last year. Would it be possible for you to send me copies of those photographs or if not, arrange for my husband and me to view them in Washington. We are not on any mailing list and it has been a very long time since we have had any contact with the government. We would be most appreciative if we could be placed on the mailing list for MIA families.

Our heartfelt thanks to you for all you are doing. We look forward to hearing from you soon.

Sincerely yours,

(Mrs. Norman P. Westwood, Sr.)
U.S.S. Coral Sea 171622Z May

Lt. Norman Philip Westwood, Jr. attached to F11fro~, 161, missing in aircraft accident.

On takeoff from USS Coral Sea. After catapulting observers noticed fire near right engine and plane rolled to right. Lt. Westwood was pilot and according to communications received ordered other officer to eject. Other officer did so and was uninjured. Both officers should have ejected but only one parachute was sighted. Search continuing. This would indicate there was time for our son to eject.

From: USS Coral Sea 180855Z May 1970.
Change to Coral Sea MSG 171622Z May 1970.

C. (1) Lost at sea—Died in line of duty.

(2) Search for missing pilot of F4-B. Lt. Norman Philip Westwood, Jr., 715494/1315, USNR was terminated at 0900H, 18 May 1970. Crash site was vividly marked and definitely established by fuel fire on surface of the water. Commanding officer, USS McKinzie (DD-886) was designated as on scene search and rescue commander from 171637H to 180000H May 1970. Area was thoroughly searched using ship’s motor whale boat and search and rescue helicopters. Results were negative.

(3) It is thus considered that the pilot was lost at sea and died in the line of duty as a result of the aircraft accident. His body was not recovered.

WASHINGTON, D.C., May 18, 1970.

Mr. and Mrs. NORMAN PHILIP WESTWOOD, Sr.
West Hartford, Conn.

I deeply regret to confirm on behalf of the U. S. Navy that your son Lt. Norman Philip Westwood, Jr., 715494/1315, USNR was reported missing on 17 May 1970 at sea as the result of an aircraft accident. During Yankee station operations your son was launched as the pilot of an aircraft from the USS Coral Sea on a night bombing flight. Following the catapult launch, fire was observed in the vicinity of the right engine and the aircraft began to roll to the right. Your son ordered the other crew member to eject and he was recovered uninjured. Your son was not observed to leave the aircraft. Search results to date have been negative. You may be assured that every effort is being made with personnel and facilities available to locate your son. Your great anxiety in this situation is understood and when further information is available concerning the results of the search now in progress you will be promptly notified. I wish to assure you of every possible assistance together with the heartfelt sympathy of myself and your son’s shipmates at this time of heartache and uncertainty.

If I can assist you please write or telegraph the Chief of Naval Personnel, Department of the Navy, Washington, D.C. 20370. My personal representative can be reached by telephone at Oxford 42746 during working hours and Oxford 42748 after working hours.

Vice Admiral C. K. DUNCAN, Chief of Naval Personnel (504).

WASHINGTON, D.C.

Mr. and Mrs. NORMAN PHILIP WESTWOOD, Sr.
West Hartford, Conn.

It is with utmost regret I confirm that your son Lt. Norman Philip Westwood, Jr., 715494/1315, USNR previously reported missing now has been reported to have died on 17 May 1970 at sea as the result of an aircraft accident.

It is with further regret I must confirm that searchers failed to recover your son’s remains. A letter from his commanding officer setting forth the circumstances of death will follow. Your son died while serving his country. My sincerest sympathy is extended to you in your great loss.

Vice Admiral C. K. DUNCAN, Chief of Naval Personnel.
PARTIAL LIST OF POW/MIA FAMILY MEMBERS PRESENT AT U.S. SENATE COMMITTEE
ON FOREIGN RELATIONS HEARING OF JANUARY 28, 1974

[Prepared by National League of Families of American Prisoners and Missing in
Southeast Asia]

Scott Albright
Maureen Dunn
E. C. Mills
Dr. and Mrs. Donald Shay
Edna Hicks
Alice Menges
Louis Stockstill
Richard Dudman
Sally Kennedy
Anne Hart
Mrs. Paul Miller
Mr. Edwin Pearce
Evelyn Grubb
John Coker
Phyllis Stallitt
George Shine
Iris Powers
Nancy Parisbo
Rose Johnson
Mr. and Mrs. George Lockhart
Marilyn Hale
Jan Willey
Mildred Johnson
Mrs. Erna Foster
Mrs. Frances Masterson
Mrs. Dickie McCubbin
Mrs. Elizabeth Bedinger
Joe McCain
Connie Asheng
Steve Frank
Susan Graham
Maureen Smith
Mrs. Reynolds
Gladys Ammon
Robert Ammon
Kay Bosiljevac
Susan Bosiljevac
Michael Bosiljevac
Mr. and Mrs. George Brooks.
Mrs. Santina Christiano
Mrs. Josephine Christiano
Jeffrey Christiano
Fran O'Connor
Muriel Reeder
Marian LaBahn

Marianne Nelson
Kathleen Johnson
Mr. and Mrs. C. Nelson
Mr. and Mrs. Jack Huard
Richard Elly
Jody Dunn
Mrs. Scott Albright
Ginny Neals
Maralyn Fowler
Mrs. Pat McCubbin
Pat Sheridan
Dennis Kahler
Elaine Martin
Mr. and Mrs. Sal Mascari
John Noble
Gene Christiano
Eileen Coulter
Frank and Helen Cona
George Creed
Page Derks
Mr. and Mrs. Peter DeWispelaere
Mrs. Maialda DiTommaso
Alice Duckett
Mr. and Mrs. James T. Egan
Cheryl Elter
Bertha Estes
Anthony Gianangeli
Mr. and Mrs. George Grazioi
Ann Griffiths
Bita Harvey
Mr. and Mrs. Earl Hopper
Ann Howes
Ann O'Connor
Sandra Paul
Mr. and Mrs. Ed Pierce
Carol Samulak
Marian Shelton
Carolyn Standerwick
Earlyne Thomas
Barbara Trotter
Charleen Walters
Virginia West
Mrs. Elaine T. Worrel
Mrs. Sandy Cassara
Barbara Smith