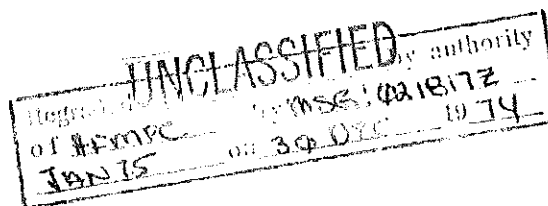


UNCLASSIFIED

STATEMENT

On 8 February 1969 I was number two in SV 31 flight. We had put our 750 pound bombs on a road target and myself and number four, Capt. Clark had two pods each of CBU remaining. We were asked by the FAC to hold while he put another flight in on a suspected gun position a few miles north. After the other flight had expended the FAC cleared SV 31 flight on the same target. The flight before had drawn a few rounds of 23mm cannon fire. We made our passes in sequence on converging headings, numbers one and three strafing and two and four delivering CBU. Everything appeared normal until after number four called off. I did not see any fire nor was any called on these passes. I heard the FAC say "Good show four" and Capt. Clark called "Off left". As I was joining up on lead I heard someone call "Number 4 just went in". After a 180 degree turn back toward the target I saw smoke coming from the crash site. We remained in the area approximately 10 minutes and did not hear a beeper or an emergency radio transmission.

James G. White
JAMES G. WHITE
Major, USAF



UNCLASSIFIED

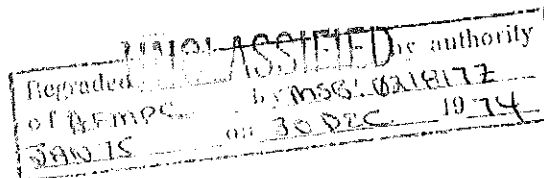
UNCLASSIFIED

STATEMENT

On 8 Feb 1969 I was pilot of Stornay 03, an F4 FAC, directing Survalley 31 flight on an actively firing 3 Mi parasite. On the number four man's last pass, he was shot down. I personally did not see the round impact on the aircraft but I did see a fireball about 3000 meters from the target and in the direction of the aircraft. The weather was excellent and the defensive reaction was heavy. A parachute commission was heard after he called "in" on the target. I observed no chute and heard no beeper. In spite of four low passes over the wreckage, it was impossible to determine if the canopy was still on the aircraft. I became aware of the crash almost immediately and I feel sure that had there been a chute I would have seen it. The crash occurred along a major route segment which is known to be heavily contested by hostile forces. Tgt coordinates were XD177508. Coordinates of the crash site were approximately XD138601. There were other aircraft in the area watching the strike. No one made any indication that they had seen a chute or heard a beeper when they were asked by Survalley 31 (lead) or Stornay 03. It is my feeling that pilot of Survalley 34 was killed in action.

S/ Robert J. Hony

T/ ROBERT J. HONY, 1/Lt, USAF
390th Tactical Fighter Squadron



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intervals
automatically

BR-64-008

UNCLASSIFIED

AFM 30-4 requires each member of a flight in which an individual is downed, to complete a signed statement. There are no exceptions. This statement will be used exclusively by Hq USF to determine if the individual should be continued in MISSING STATUS or changed to KILLED IN ACTION. STATEMENT SHOULD INCLUDE: Your position in the flight, downed member's position, the target, target coordinates, weather in target area, type of defenses (antiaircraft fire, SAMs, MIG, etc), if ejection was successful, if a good parachute was observed, if beep was heard, or if no ejection was observed, was aircraft observed still on the ground, if so was canopy still on the aircraft. Type of terrain, if it is down, heavily or sparsely populated, distance by miles to nearest city or village (name of city). Include anything you saw or any transmission you received or overheard from either the downed member or other members of the flight. STATEMENT WILL BE ASSIGNED CLASSIFICATION ACCORDING TO THE CONTENTS.

On 8 Feb 1969 I was pilot of Spang, A-1H, 54, FIC, during downing
31 flight on an actual target, 73 44 gunnater, on the
main. The four main. Last four. I saw a lot. Down. I personally
did not see the round impact. Aircraft but I did
see a fire ball on the ground about 3000 meters from the
target and in the direction of the downing. In looking
the weather was excellent and the defense reaction
was heavy. No other transmissions were heard. I
he called "in" a target and I observed no other
landed on target. In low passes over the
wreckage. It was possible that the canopy
was still on the aircraft. I was sure of the crash
about immediately. I believe that had there been
(If more space was required use the back side)

Robert J. Hoon (Signature)
(Initials)

FV3154339 (AFSN)
220725 (Unit)

CLASSIFIED by authority
by MSG: Q218172
on 30 03 00 1974

REPRODUCED BY GEPOLPA

GROUP 2
Declassified at 10 year
interval; not
automatically declassified

BP-69-008

...to ... would have ... The crash occurred
... the ... of the ... which is known to
... Tgt. coordinates
... of the ... site are approximately
... There ... aircraft in the area
... indication
... a lead a beeper when
... in String 03.
... 34 was killed

10315719 390 TFS

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AFM 30-4 requires each member of a flight to complete a statement if an individual is downed, to complete a signed statement. There are no exceptions. This statement will be used exclusively by HQ US F to determine if the individual should be continued in MISSING STATUS or changed to KILLED IN ACTION. STATEMENT SHOULD INCLUDE: Your position in the flight, downed member's position, the target, target coordinates, weather in target area, type of defenses (antiaircraft fire, SAMs, MIG, etc), if ejection was successful, if a good parachute was observed, if beeper was heard, if ejection was observed, was aircraft observed all the way down, so was canopy still on the aircraft. Type of terrain, terrain down, heavily or sparsely populated, distance by miles to nearest city or village (name of city). Include anything you saw or heard or saw or heard or overheard from either the downed member or other members of the flight. STATEMENT WILL BE ASSIGNED CLASSIFICATION ACCORDING TO THE CONTENTS.

On 9 Feb 1969, I was controlling Sunvalley Flight (45 AC's) during an attack against the active 23 mm AAA at Sunvalley. On Sunvalley 34's final pass, he was hit by AAA. 23 mm found & exploded. The aircraft was hit when it was hit and burst into flames - I then lost sight of the aircraft immediately. Immediately thereafter, directly on line with the flight, I was at (single) level explosion in the air. There was no chute seen. I was then convinced the pilot did not escape the crash.

(If more than one is required use the back side)
 (Signature) (Grade) (AFSN) (AFSN)

F. J. [Signature]
 (AFSN)

[Signature]
 (AFSN)

UNCLASSIFIED
 AUTHORITY
 DATE 30 DEC 1974

REPRODUCED BY USIC-2A

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 automatically declassified

89-64-008

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I could record the altitude passes over the crash site. The aircraft was totally destroyed. The weather was very bad. ~~the~~ the area is one of the most heavily populated in Jaos-
land. I am absolutely convinced that the pilot was fatally injured either when the aircraft was hit or when the plane crashed in the water —

RECEIVED
OFFICE OF THE
DIRECTOR
JAN 10 1964

(Address)

Subscribed and sworn to before me, a person
authorized by law to administer oaths, this
_____ day of _____ 19____

of person administering oath)

(Type: 1 name of person administering oath)

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(Official title and grade)

Downgrade
interval
automatic

Page of Pages:

BP-69-008