DOCID: 4132649

982023-2-2-4555

1983

(b)(3)-P.L. 86-36

SECRET SPOKE

2 MAY 73 18 29z

TRC

ZCZCDKA442
PP [redacted]
DE [redacted] #1098 1221827
ZNY MMNSH
P 021826Z MAY 73
FM DIRNSA
TO AFSSO USAF
INFO USAFSS
AFSSO PACAF
AFSPCOMMCEN
SSO DIA
ZEM
~~S E C R E T SPOKE~~
B6-100-73
DOWNED EC-47 CREW

DI-2	Y	DE		CJCS		CNO	
NIC	X	DS-6		SJCS		CSA	
JRC	X	DS-SC2		DJS		CSAF	
DC		[illegible]		J-3		[illegible]	
DT		[illegible]		DDO	X	[illegible] T/C	
[illegible]	X			[illegible]		R/F	X

DOCSA

1. HAVE REVIEWED ALL AVAILABLE INFORMATION CONCERNING THE FOUR FLIERS MENTIONED IN THE 5 FEB MESSAGE AND NO ADDITIONAL REFLECTIONS OR AMPLIFYING INFORMATION CONCERNING THE DISPOSITION OF THE FLIERS WERE REVEALED. FOR YOUR INFORMATION AND CONSIDERATION THE FOLLOWING IS A RECAP OF THE INTERCEPT AND SOME OTHER OBSERVATIONS CONCERNING THIS SUBJECT.

2. FOUR FLIERS, WHOSE NATIONALITY WAS NOT DISCLOSED, WERE LOCATED ON 5 FEB IN THE GENERAL AREA NORTH OF MOUNG NONG IN THE BINH TRAM 33 AREA. ACCORDING TO THE DIALOGUE, THE FLIERS WERE TO BE TRANSFERRED FROM "44," A PROBABLE REFERENCE TO KILOMETER MARKER 44 ON ROUTE 914 (XD 495254, 16-30N 106-25E) TO "93," A PROBABLE REFERENCE TO KILOMETER MARKER 93 ON ROUTE 1032 (XD 549525, 16-43N 106-27E) AND WERE APPARENTLY EN ROUTE TO THE BINH TRAM 9 AREA, WEST OF THE DMZ IN LAOS. TWO UNIDENTIFIED PERSONALITIES IN THE BINH TRAM 9 AREA WERE TO BE CONTACTED CONCERNING MOVEMENT OF THE POWS AND IF PROBLEMS WERE ENCOUNTERED, HIGH HQS (PROBABLY MR 559) WAS TO BE NOTIFIED TO SUPPLY "WAYS AND MEANS" (PROBABLE REFERENCES TO TRUCKS) TO MOVE THE FLIERS. SUFFICIENT WATER WAS TO BE GIVEN TO THE FLIERS. IN ANOTHER CONVERSATION (ALSO ON 5 FEB) AN UNIDENTIFIED PERSONALITY ASSOCIATED WITH AN UNIDENTIFIED GROUP 210 OR GROUP 210B, PROBABLY IN NORTH VIETNAM, STATED THAT THERE HAD BEEN SOME DIFFICULTIES IN TRANSPORTING THE FLIERS AND ASKED THAT THE BINH TRAM 9 PERSONALITIES CHECK TO SEE IF THESE PROBLEMS HAD BEEN RESOLVED SO MOVEMENT COULD CONTINUE. THE GROUP 210/210B PERSONALITY ALSO ASKED THAT HE BE NOTIFIED OF THEIR TIME OF DEPARTURE AS HE WAS WAITING FOR THEM. THESE WERE THE ONLY SIGINT REFLECTIONS OF THE MOVEMENT OF THESE "FLIERS."

3. THE TERM FOR "FLIERS" IS COMMONLY USED BY THE NORTH VIETNAMESE TO REFER TO AIR CREW MEMBERS INCLUDING PILOTS, NAVIGATORS, GUNNERS ETC. THE USE OF THIS TERM IN THIS MESSAGE DOES NOT EXCLUDE THE POSSIBILITY THAT THE FOUR PRISONERS WERE ENLISTED AIR CREW MEMBERS BUT DOES NOT NECESSARILY INDICATE SUCH SINCE THE SAME TERM HAD BEEN USED TO REFER COLLECTIVELY TO B-52 CREWS DOWNED IN DECEMBER IN NORTH VIETNAM.

4. ALTHOUGH THE INITIAL LOCATION GIVEN IN THE 5 FEB MESSAGE IS SOME

DI-2 (NIC)

Approved for release by NSA on 07-18-2014, Transparency Case# 65886

1575

SECRET SPOKE

Incl 11

SECRET SPOKE

5 KM FROM THE CRASH SITE IT IS POSSIBLE THAT AT LEAST PART OF THE CREW WERE ABLE TO BAIL OUT PRIOR TO THE CRASH AND THEREFORE COULD HAVE BEEN CLOSER TO THIS POINT THAN THE CRASH SITE WHEN THEY WERE CAPTURED. FURTHER, SINCE VEHICLE TRANSPORTATION WAS INDICATED, RAPID MOVEMENT IS REASONABLE. IT IS POSSIBLE THAT THESE 4 FLIERS WERE PART OF THE CREW OF THE EC-47.

633
31098

NNNN

SECRET SPOKE