

# WITHDRAWAL SHEET (PRESIDENTIAL LIBRARIES)

FORM OF DOCUMENT	CORRESPONDENTS OR TITLE	DATE	RESTRICTION
#1 memo	Walt Rostow to the President 1 p Secret 12:40 p.m. open 12-5-90 NLS 90-143	2/14/68	A
#2 memo	Walt Rostow to the President 1 p Secret 5:30 p.m. open 12-5-90 NLS 90-143	2/14/68	A
#3 memo	Walt Rostow to the President 1 p Secret 12:00 noon open 12-5-90 NLS 90-143	2/14/68	A
#4 memo	Walt Rostow to the President 1 p Secret 11:55 a.m. open 12-5-90 NLS 90-143	2/15/68	A
#5 memo w/map	Memo for the Record by Capt. R. L. Smith 2 p 141140R Feb. 68 Secret open 6-25-90 NLS 90-144	2/14/68	A
#6 memo	Walt Rostow to the President 1 p Confidential 12:20 p.m. open 12-5-90 NLS 90-143	2/14/68	A
#7 memo	duplicate of #2 open 12-5-90 NLS 90-143		
#8 memo	Captain Wilson to Secretary Nitze 1 p Possible Classified Information open 6-25-90 NLS 90-144	n.d.	A
#9 report	summary of incident 1 p Possible Classified Information open 12-5-90 NLS 90-143	2/14/68	A
#10 memo	duplicate of #3 open 12-5-90 NLS 90-143		

## FILE LOCATION

National Security File, Intelligence File, Box 2, Plane downed in Hainan Territorial Waters -- Feb. 1968

## RESTRICTION CODES

- (A) Closed by Executive Order 12356 governing access to national security information.
- (B) Closed by statute or by the agency which originated the document.
- (C) Closed in accordance with restrictions contained in the donor's deed of gift.

INFORMATION

THE WHITE HOUSE  
WASHINGTON

Wed., Feb. 14, 1968  
12:40 p. m.

~~SECRET~~

DECLASSIFIED

MR. PRESIDENT:

E.O. 12356, Sec. 3.4

NLJ 90-143

Nitze reports: By ing NARA, Date 11-30-90

1. Seventh Fleet Commander optimistic on rescue, if beeper continues to beep -- even though it's a night job.

2. The protective fighter CAP of six aircraft will be held 25 miles off shore unless the chopper is attacked. OK

3. The rescue chopper -- and the whole rescue party -- are under strict instruction to initiate no hostile action.

*Walt*  
W. W. Rostow

*if chopper operates at minimum altitude, it might reduce chance of MIG attack. I would not authorize fighter protection inside 12 mile limit.*

~~SECRET~~

## THE WHITE HOUSE

WASHINGTON

 ~~SECRET~~

Wednesday, February 14, 1968 -- 5:30 p.m.

Mr. President:

The orders have been communicated successfully to the Seventh Fleet; and are fully understood.

No word yet on the position of the pilot.

  
W. W. Rostow

DECLASSIFIED  
E.O. 12356, Sec. 3.4  
NJ 90-143  
By ing NARA. Date 11-30-90

~~SECRET~~



MEMORANDUM

THE WHITE HOUSE

INFORMATION

WASHINGTON

Wednesday, February 14, 1968  
12:00 noon

*Rec'd 12:05p*

~~SECRET~~

MR. PRESIDENT:

SUBJECT: Hainan Territorial Waters Rescue Operation

1. Facts

The Seventh Fleet would like to launch its rescue chopper from the Kearsage at 0400 its time (3-3/4 hours from now). It would take 45 minutes to get to the scene. They hope to complete the operation before dawn (0615 their time). Despite night operations, the Coral Sea would mount a protective fighter CAP against MIG's. Nitze is awaiting a final assessment from the Commander of the 7th Fleet before coming to the Cabinet meeting to answer this question: What are the chances of success?

2. Sect. Rusk. He does not believe the operation should be undertaken:

- the risks to the helicopter crew are too great;
- the man is in territorial waters: we would not attempt rescue if he were on Hainan or the China mainland.

3. Sect. McNamara. The rescue attempt should not be made.

4. Gen. Wheeler. The risks of an air engagement are high against a sizable force. Nevertheless, his gut feeling is the rescue should be attempted; although much depends on whether the 7th Fleet Commander believes the chances of successful rescue are good, in the light of weather and other factors determining whether the man can be found.

5. Mr. Clifford. Rescue the man. It is a mission of mercy. He feels Hainan is in a somewhat different status -- in fact, if not in law -- than the Chinese mainland.

*W. Rostow*

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E.O. 12356, Sec. 3.4

NJ 90-143

By ing NARA. Date 11-30-90

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THE WHITE HOUSE      INFORMATION  
WASHINGTON

Thurs., Feb. 15, 1968  
11:55 a. m.

~~CONFIDENTIAL~~

MR. PRESIDENT:

No beeper heard from the downed flier off Hainan.  
Makes the decision of yesterday easier.

*Walt*  
W. W. Rostow

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E.O. 12356, Sec. 3.4  
NLJ 90-143  
By inf NARA. Date 11-30-90



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~~SECRET~~ SPECIALIST

Op-33332/cs  
141140R FEB 68

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MEMORANDUM FOR THE RECORD

Subj: ALH SAR Efforts

1. At 141113R the NDDC contacted the CINCPACFLT D.O. and queried him regarding latest info on the ALH SAR effort. The Duty Officer stated that KEARSARGE helos would be available for the SAR effort at 150400H.

2. At 141120R CAPT MCCAULEY, CINCPACFLT OPS officer called the NDDC to report that KEARSARGE had been named On-Scene Commander and was proceeding to a position at 18-00N 111-00E to arrive there at 150530H. CORAL SEA is proceeding to a position approximately 30 NM south of KEARSARGE and to be in that position by 150400H in order to provide MIG Cap, RESCAP and tanker services.

141630  
EST

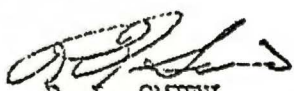
3. At the direction of CAPT KING, the NDDC posed the following two questions for CAPT MCCAULEY to pass to COMSEVENTHFLT and request an immediate reply:

a. What is VADM BRINGLE's personal assessment of the chances of success of the SAR effort?

b. If we do not succeed in darkness, does COMSEVENTHFLT plan to continue operations in daylight?

4. In relation to para 3 above, CAPT MCCAULEY stated he would pass the questions to COMSEVENTHFLT by voice and message. CAPT MCCAULEY also stated that he had received a msg from VADM BRINGLE prior to the NDDC call indicating that COMSEVENTHFLT thinks he can get the pilot in the water and he was going about this in a most deliberate manner and will not take any precipitous actions. Judgements would be made when on the scene. No judgement has been made as yet as to what to do during daylight hours.

5. At 141150R CAPT DONALDSON (OP-33) received the following info from CAPT MCCAULEY: The CORAL SEA MIG CAP and RESCAP will be held a minimum of 25 miles off shore and would not be used unless hostile forces were attacked. Further that all personnel involved in the SAR effort have been cautioned not to take any provocative actions.

  
R. L. SMITH  
Captain, U. S. Navy  
Navy Department Duty Captain

Distribution:

SECNAV/IDE...UNSECNAV/IDE...002...09A...03A...33...33B...333...06...007...  
IMCC - DDO...

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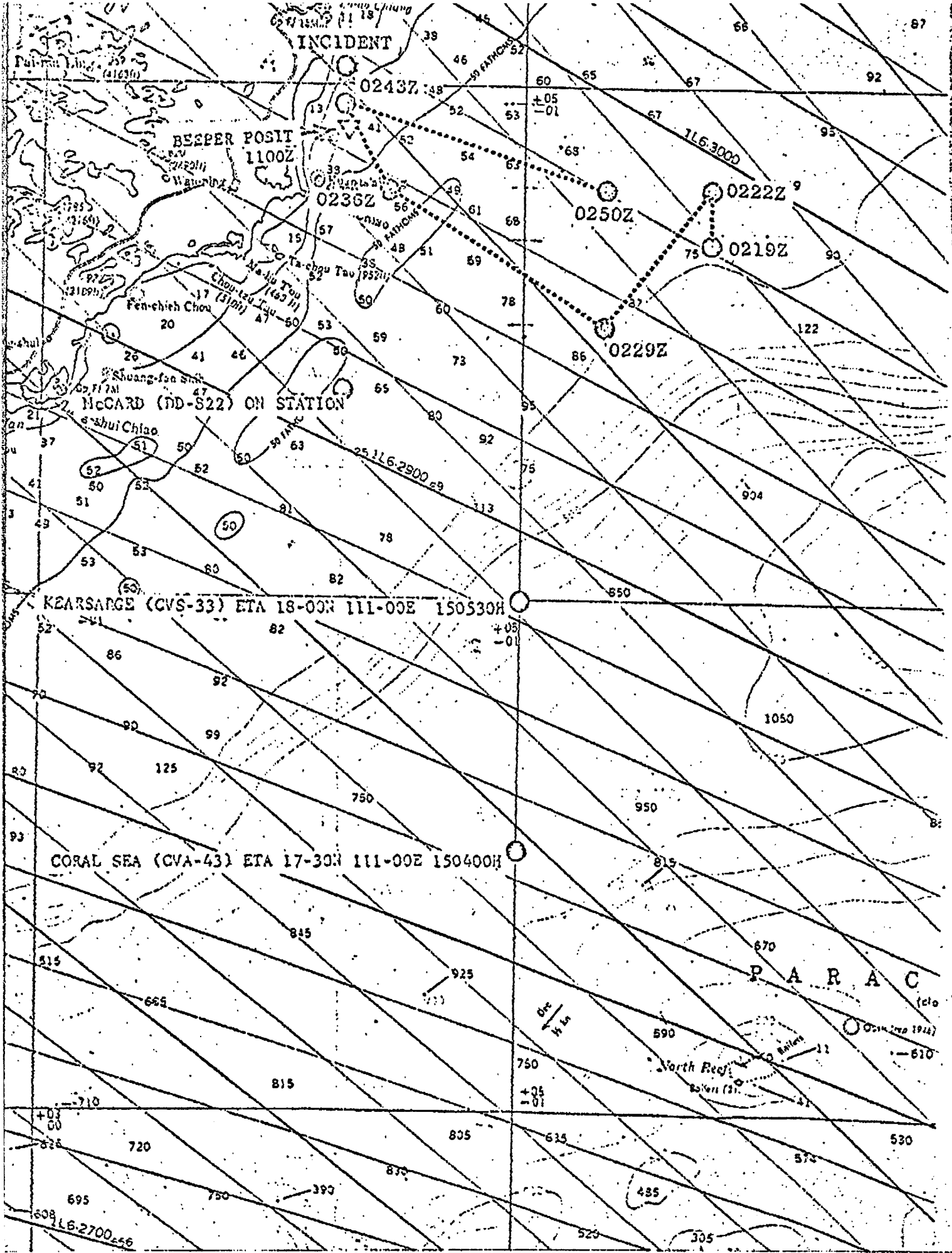
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NJ 90-144

By  NARA. Date 6-20-90

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INCIDENT

BEEPER POSIT  
1100Z

0243Z

0236Z

0250Z

0222Z

0219Z

0229Z

McCARD (DD-822) ON STATION

KEARSARGE (CVS-33) ETA 18-00N 111-00E 150530H

CORAL SEA (CVA-43) ETA 17-30N 111-00E 150400H

P A R A C

North Reef

16  
INFORMATION

~~CONFIDENTIAL~~

Wednesday, February 14, 1968 -- 12:20 p.m.

Mr. President:

Communications difficulties prevent our getting through promptly to the Seventh Fleet. Niltze will keep trying; but you may wish to make your decision on the basis of present evidence, given shortness of time.

W. W. Rostow

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E.O. 12356, Sec. 3.4

NLJ 90-143

By ij NARA. Date 11-30-90

WWRostow:rla



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By sig NARA. Date 11-30-90

~~SECRET~~

WWRostow:rlh

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SECRETARY NITZE

I have from the Navy a further report which clarifies the language in my previous memorandum. This from Admiral Bringle:

"Consider chances of recovery good during hours of darkness if pilot located by SAR forces. No beeper at present. Now plan to discontinue search at daylight unless rescue of pilot is imminent."

(The Navy's best estimate is that lack of beeper is due to fact that no receiving capability exists at the scene at this moment.)

Captain Wilson

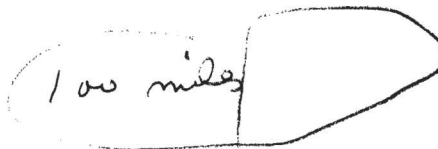
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By ing NARA. Date 6-20-90

2/14/68

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Two unarmed U. S. Navy A1 ~~propeller-driven~~ aircraft on a ferry flight from Subic Bay in the Philippines to the aircraft carrier USS CORAL SEA in the Gulf of Tonkin experienced navigational difficulties and inadvertently strayed into air space approximately 5 miles off the east coast of Hainan Island. One of the planes, an A1H was shot down by Chinese Communist MIG aircraft. The second, an EA1F, departed the area and recovered at Danang. Its pilot reports he last saw the other plane in a vertical dive and smoking. He also reports seeing a good parachute. The encounter with the MIG aircraft took place at 9:46 p.m. EST February 13.

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E.O. 12356, Sec. 3.4  
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Wednesday, February 14, 1968  
12:00 noon

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