

10. First Teletype Message from CJTFFA Det. One, Bangkok, Thailand, 23 Nov 1992.

Teletype messages used by the U. S. military services in the 1990s had a specific format. They were typed in upper case letters with text printed in two columns. Each page began with identical date, time, sender, and addressee information before the dual column text continued from one page to the next. This was done to ensure that the incoming pages, which rolled off the printer and got separated when the perforated sheets were torn from the accumulated stacks, could be properly collated in appropriate order.

Rolls of teletype paper were beige in color. Many texts had typing errors which were due to the immediate transmission of each letter as it was keyed in by the typist. Often, typists repeated a word if they caught their errors. In busy headquarters the teletype machines ran almost continuously and often the papers were spilling on the floor if there wasn't anyone ready to cut the pages as they rolled in.

Here is a copy of the first teletype message on the S-01 crash site discovery:

ROUTINE

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PAGE 01
INFO: REVIEW (01) USA CENTRAL ID LABORATORY (01)
23/0315Z AT 36 (TOTAL COPIES: 002)

RUEHBKA 2313 SECTION 01 OF 06 000149 23/0249Z

RTTUZYUW RUEHBKA2313 3280220-UUUU--RURVAAA.
ZNR UUUUU
R 230220Z NOV 92
FM CJTFFA DET ONE BANGKOK TH
TO RUMHQE/CDR JTF-FA HONOLULU HI
INFO RUEFJCS/SECDEF WASHDC//OCJCS-PW-MIA/J5//
RUEKJCS/SECDEF WASHDC//OASD-ISA/PW-MIA//
RUMHQE/USCINCPAC HONOLULU HI//J3//
RUEKJCS/USCINCPAC LO WASHDC//
RUEKJCS/DIA WASHDC//POW-MIA//
RUHVAAA/CDPUSAC/LHI WICKAM AFB HI//
RUEADW/NSC WASHDC
RUEHC/SECSTATE WASHDC//CA/OCS/CCS/EAP//
RUEAIIA/CIA WASHDC//OEA/SEA/IB/DOJ/EA/ICOG//
BT

UNCLAS SECTION 01 OF 06 BANGKOK TH 52313
UNCLASSIFIED 0371 NOV 92
DIA PASS TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE
SUBJ: DETAILED REPORT OF SURVEY OF CASE 0954
1. SUMMARY:

- A. ON 29 OCT 92 A JOINT U.S. - VIETNAM TEAM ATTEMPTED TO SURVEY A CRASH SITE AT GRID COORDINATES UJ4744596161, NEAR PHU NHUNG VILLAGE, TUAN GIAO DISTRICT, LAI CHAU PROVINCE. BECAUSE OF LOGISTICAL CONSTRAINTS, THE SURVEY WAS NOT CONDUCTED AT THIS TIME. ON 30 OCT 92 THE TEAM INTERVIEWED TWO WITNESS WHO PROVIDED INFORMATION CONCERNING THE CRASH SITE. ON 30 AND 31 OCT 92, THE TEAM EXAMINED A TOTAL OF EIGHT SETS OF HUMAN REMAINS, AND ONE SET OF IDENTIFICATION DATA. ON 7 NOV 92, ONE OF THE WITNESSES WAS REINTERVIEWED. ON THE MORNING OF 8 NOV 92, THE TEAM BEGAN AN ARDUOUS TREK TO THE ALLEGED CRASH SITE OF REFNO 0954. ON 8 NOV 92, THE INVESTIGATIVE ELEMENT COMPLETED A SITE SURVEY OF REFNO 0954. A TOTAL OF THREE WITNESS PROVIDED MORE INFORMATION ON THE SITE, AND ONE WITNESS WAS ABLE TO POINT OUT THE LOCATION OF MORE HUMAN REMAINS. THIS SITE IS NOT RECOMMENDED FOR RECOVERY EFFORT.

- B. U.S. TEAM MEMBERS WERE:
- CPT SANDERS (TEAM LEADER)
- SFC THORNHILL (MEDIC)
- MSGT MAYNARD (LIFE SUPPORT TECHNICIAN)
- DR. DAVIS (ARCHAEOLOGIST)
- TSGT CHEEK (LINGUIST/ANALYST)
- CT12 FOSTER (LINGUIST)
- SSC ARNOLD (MORTUARY AFFAIRS SPECIALIST)
- SGT HUDSON (MORTUARY AFFAIRS SPECIALIST)

- VIETNAMESE TEAM MEMBERS WERE:
- MR. KHUYNH - VNOSMP
- MR. HUNG

2. DETAILS OF INVESTIGATION:

- A. ON 29 OCT 92, CPT SANDERS WAS SCHEDULED TO MEET WITH VNOSMP AND DISTRICT OFFICIALS IN TUAN GIAO DISTRICT, LAI CHAU PROVINCE TO DISCUSS REFNO 0954. WHILE ENROUTE TO LAI CHAU PROVINCE, THE MI-8 HELICOPTER PILOT WAS INSTRUCTED TO OVEFLY THE SITE ALLEGEDLY ASSOCIATED WITH REFNO 0954. THROUGHOUT THE TIME OVER THE ALLEGED SITE, NO US TEAM MEMBER OBSERVED ANY POSSIBLE AIRCRAFT WRECKAGE. THE PILOT ATTEMPTED TO LAND AT AN APPARENT LANDING ZONE THAT WAS STILL IN THE PROCESS OF BEING CUT. HE WAS UNABLE TO LAND BECAUSE OF CONCERNS OF THE TAIL ROTOR BLADE STRIKING THE GROUND DUE TO THE SLOPE ON WHICH THE LANDING ZONE WAS BEING CUT. UPON RETURNING TO TUAN GIAO, CPT SANDERS DISCUSSED WITH VNOSMP REPRESENTATIVE ALTERNATE MEANS OF GETTING TO CRASH SITE. AT THIS TIME, CPT SANDERS WAS INFORMED THAT

IT WOULD TAKE SIX HOURS BY TRUCK AND THEN A POSSIBLE FOUR OR FIVE HOUR WALK. THE US TEAM LEADER DECIDED TO MAKE AN ATTEMPT BY TRUCK. THE INVESTIGATION TEAM RODE ABOUT FORTY FIVE MINUTES TO PHU NHUNG VILLAGE AND STOPPED. AT THIS TIME, CPT SANDERS WAS INFORMED THAT THE TRUCKS COULD NOT PROCEED ANY FURTHER AND IT WOULD TAKE SEVEN TO EIGHT HOURS ON FOOT FROM THE VILLAGE TO REACH THE SITE. BECAUSE THIS INFORMATION WAS NOT CONSISTENT WITH WHAT WAS TOLD TO CPT SANDERS EARLIER, THE INVESTIGATION TEAM WAS LOGISTICALLY UNPREPARED TO CONTINUE THE MISSION. AT THIS POINT THE US TEAM LEADER MADE THE DECISION TO RETURN TO TUAN GIAO DISTRICT HEADQUARTERS TO CONSULT, VIA LANDLINE WITH 1RT COMMANDER IN HAND1. AT 1600 HOURS, CPT SANDERS NOTIFIED DET 2 COMMANDER OF SITUATION AND INFORMED HIM OF THE CONCERNS THAT WOULD BE PRESENTED TO VNOSMP REPRESENTATIVE ON THE FOLLOWING MORNING. THE CONCERNS WERE AS FOLLOWS:

- (1) THAT INVESTIGATIVE ELEMENT BE ALLOWED TO SEE THE ALLEGED REMAINS.

- (2) THAT INVESTIGATIVE ELEMENT BE ALLOWED TO INTERVIEW WITNESSES.

- (3) THE INVESTIGATIVE ELEMENT WOULD RETURN TO TUAN GIAO/LAI CHAU ON 6 NOV 92, AFTER MAKING NECESSARY PREPARATIONS.

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ROUTINE

PAGE 01 000146 23/0249Z
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 ----- 23/0315Z AT 36 (TOTAL COPIES: 002)

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 RUEKJCS/USCINCPAC LO WASHDC//
 RUEKJCS/DIA WASHDC//POW-MIA//
 RUHVAAA/CDRUSAC1LH1 HICKAM AFB HI//
 RUEADWW/NSC WASHDC
 RUEHC/SECSTATE WASHDC//CA/OCS/CCS/EAP//
 RUEA11A/CIA WASHDC//OE#SEA/1B/DDO/EA/ICOG//
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RUEHBKA 2313 SECTION 02 OF 08 000146 23/0249Z
 THIS POINT, MR HUNG STATED THAT HE DID NOT REMEMBER SEEING WHICH DIRECTION THE AIRCRAFT WAS COMING FROM, OR WHICH DIRECTION IT WAS HEADED. MR. HUNG ALSO SAID THAT HE DID NOT HEAR ANY EXPLOSIONS, NOR DID HE SEE ANY PARACHUTES. MR. HUNG SAID THAT AFTER THE AIRCRAFT CRASHED, NO ONE WENT TO THE CRASH SITE BECAUSE THERE WERE "TOO MANY AMERICAN AIRCRAFT FLYING AROUND". HE WAS UNABLE TO TELL WHAT TYPE OF AIRCRAFT WERE FLYING AROUND. MR HUNG STATED THAT HE DIDN'T REMEMBER WHAT TIME HE SET OUT TO GO TO THE SITE BUT HE DIDN'T GET THERE UNTIL LATE AFTERNOON. HE SAID THAT AT FIRST HE WAS UNABLE TO GET TOO CLOSE TO THE SITE BECAUSE THE AREA WAS ABLAZE. AFTER AN UNSPECIFIED TIME, MR. HUNG STATED THAT HE WAS ABLE TO GET CLOSE TO THE AIRCRAFT WRECKAGE. WHEN ASKED ABOUT BODIES, MR. HUNG STATED THAT HE DOESN'T REMEMBER SEEING ANYONE STILL ALIVE, BUT THE BODIES HE SAW WERE PROBABLY ALL DEAD DUE TO THE FIRE. MR. HUNG STATED THAT BECAUSE THE FIRE WAS SO BAD, HE COULD NOT TELL HOW MANY BODIES WERE AT THE SITE. HE ALSO STATED THAT BECAUSE EVERYTHING WAS SO BADLY BURNED, HE COULD NOT TELL WHAT TYPE OF AIRCRAFT, HOW MANY ENGINES, NOR COULD HE DISTINGUISH ANY MARKINGS ON THE AIRCRAFT. MR. HUNG SAID THAT HE LEFT THE SITE AND RETURNED TO HIS VILLAGE - WITHOUT TAKING ANYTHING AWAY FROM THE SITE. HE DIDN'T REMEMBER TELLING ANYONE OF WHAT HE HAD SEEN (SEE COMMENTS). MR. HUNG STATED THAT HE WENT TO THE TO THE CRASH SITE A TOTAL OF TWO TIMES. HE STATED THAT THOUGH HE DIDN'T KNOW WHEN THEY BEGAN, PEOPLE (LOCAL ETHNIC VILLAGERS) SOON BEGAN GOING TO THE SITE TO TAKE AWAY PIECES OF METAL FROM THE AIRCRAFT WRECKAGE FOR USE IN THEIR VILLAGES. MR HUNG STATED THAT AFTER LEARNING OF BT #2313

- (4) THAT LOCAL VILLAGERS WERE TO CUT OUT A USABLE LANDING ZONE CLOSER TO THE CRASH SITE.
- B. ON 30 OCT 92, AT APPROXIMATELY 1100, WHILE WAITING FOR THE WEATHER TO CLEAR FOR RETURN FLIGHT TO SON LA PROVINCE, VNOSMP REPRESENTATIVE INFORMED CPT SANDERS THAT THE WITNESSES AND REMAINS WOULD BE MADE AVAILABLE TO US LATER IN THE DAY. AT 1400 HOURS, IN TUAN GIAO DISTRICT HEADQUARTERS, BOTH WITNESSES AND ALLEGED REMAINS BELIEVED TO BE ASSOCIATED WITH REFNO 0954 WERE PROVIDED (SEE ENCLOSURE). A TOTAL OF FOUR SETS OF POSSIBLE HUMAN REMAINS WERE EXAMINED BY THE ON SITE ARCHAEOLOGIST AND PHOTOGRAPHED. AFTER COMPLETING THE EXAMINATION AND PHOTOGRAPHING OF THE ALLEGED REMAINS AND IDENTIFICATION DATA, WE WERE ALLOWED TO INTERVIEW THE TWO ALLEGED WITNESSES.
- U.S. TEAM MEMBERS PRESENT AT THE INTERVIEW:
 - CPT SANDERS - TEAM LEADER
 - DR. DAVIS - ARCHAEOLOGIST
 - MSGT HAYNARD - LIFE SUPPORT TECHNICIAN
 - TSGT CHEEF - LINGUIST/ANALYST
 - SSG ARNOLD - PHOTOGRAPHER
 - PRESENT FROM VIETNAMESE DELEGATION:
 - MR. KHUYNH - VNOSMP REPRESENTATIVE
 - MR. NGUYEN QUOC DAT (NGUYENX QUOC DAT) - ASST. DISTRICT CHIEF - TUAN GIAO DISTRICT
 - MR. THAN DU (TRAAN ZU) - DISTRICT MIA TEAM MEMBER
 - MR. NGUYEN SANG (NGUYENX SANGS) - DISTRICT MIA TEAM MEMBER
 - MR. LO VAN ON (LO VAWN ONS) - DISTRICT MIA TEAM MEMBER
 - MR. NGO VAN CU (NGOO VAWN CWS) - DISTRICT MIA TEAM MEMBER
 - MR. SUNG GIONG (SUNGS GIOONG LY) - WITNESS 0954
 - MR. VU XUAN HUNG (VWS XUAAN HUNGF) - WITNESS 0954

- C. THE FIRST WITNESS INTERVIEWED WAS MR. VU XUAN HUNG (VWS XUAAN HUNGF). MR HUNG, 36 YOA, IS A RESIDENT OF PHU NHUNG VILLAGE, TUAN GIAO DISTRICT, LAI CHAU PROVINCE. MR. HUNG STATED THAT AS FAR AS HE COULD REMEMBER, THE INCIDENT HAPPENED AT THE END OF 1967 OR BEGINNING OF 1968. MR. HUNG STATED THAT HE COULDN'T REMEMBER THE DATE, MONTH, NOR TIME OF DAY THAT THE CRASH TOOK PLACE. HE SAID THAT WHEN THE AIRCRAFT CRASHED, HE WAS IN HIS VILLAGE (PHU NHUNG). THE WITNESS SAID THAT HE "SAW" THE AIRCRAFT CRASH. WHEN QUESTIONED FURTHER ON

ROUTINE.

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23/0315Z AT 36 (TOTAL COPIES: 002)
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RUHVAAA/CORUSACILHI HICKAM AFB HI//
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BT
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GOVERNMENT (UN) EFFORTS TO LOCATE MISSING AMERICANS, IN NOVEMBER OF 1991, HE TOLD LOCAL AUTHORITIES OF WHAT HE HAD SEEN. AT THAT TIME DISTRICT AND PROVINCE AUTHORITIES WERE INFORMED OF THE CRASH SITE.

- D. THE SECOND WITNESS INTERVIEWED WAS MR. SUNG GIONG LY (SUNGS GIOONG LY), A 65 YOA RESIDENT OF PHU NHUNG VILLAGE, TUAN GIAO DISTRICT, LAI CHAU PROVINCE. MR. LY COULD NOT REMEMBER ANY DETAILS AS TO WHEN THE INCIDENT OCCURRED. HE COULDN'T REMEMBER THE DATE, DAY, MONTH, YEAR, NOR TIME OF DAY. HE ALSO COULDN'T REMEMBER IF THE INCIDENT HAPPENED DURING THE DAY OR NIGHT. MR. LY STATED THAT HE DID NOT SEE THE AIRCRAFT CRASH. HE DID NOT REMEMBER HEARING NOR SEEING THE AIRCRAFT OVER FLY HIS VILLAGE. MR. LY SAID THAT HE SAW AN AREA BURNING AND THOUGHT THAT IT MIGHT HAVE BEEN AN AIRCRAFT, AND DECIDED TO GO SEE. MR. LY DIDN'T KNOW THE DISTANCE FROM HIS VILLAGE TO THE AREA THAT WAS BURNING. BUT HE STATED THAT HE STARTED AT SUNRISE, AND DIDN'T GET THERE UNTIL NOON (APPROX. 6 HOURS ON FOOT). MR. LY REMEMBERED THAT HE DIDN'T GO ALONE, BUT HE COULDN'T REMEMBER WHO WENT WITH HIM TO THE SITE. MR. LY SAID THAT, UPON REACHING THE SITE, HE DID NOT KNOW WHAT TYPE OF AIRCRAFT IT WAS, BUT THAT IT HAS A "LARGE" AIRCRAFT. MR. LY SAID THAT HE COULD NOT DISTINGUISH ANY MARKINGS, OR EVEN HOW MANY ENGINES, BECAUSE EVERYTHING HAS SO BADLY BURNED. MR. LY, HOWEVER, SAID THAT HE SAW BODIES WITH WHAT HE THOUGHT WAS "AMERICAN CLOTHING". HE HAS UNABLE TO REMEMBER WHAT TYPE OF CLOTHING IT HAS TO MAKE HIM THINK THAT IT HAS AMERICAN. BECAUSE OF THE WRECKAGE AND BURNING, HE COULD NOT TELL HOW MANY BODIES THERE WERE. MR. LY HAS CERTAIN THAT HE SAW NO ONE STILL ALIVE. HE STATED THAT THIS HAS BECAUSE EVERYTHING HAS SO BADLY BURNED. MR. LY DIDN'T REMEMBER HOW LONG IT TOOK FOR HIM TO REPORT WHAT HE SAW, BUT HE REMEMBERED THAT HE DID REPORT WHAT HE HAD SEEN TO VILLAGE AUTHORITIES. MR. LY STATED THAT HE WENT TO THE SITE A TOTAL OF THREE TIMES. MR. LY STATED THAT HE HAD NO KNOWLEDGE/RECOLLECTION OF ANYONE ELSE GOING TO THE SITE, OR OF ANYONE TAKING ANYTHING AWAY FROM THE SITE. MR. LY COULD NOT REMEMBER NOR RELATE ANY OTHER INFORMATION CONCERNING THE INCIDENT OF REFNO 0954. AFTER THANKING THE WITNESSES FOR THEIR HELP AND COOPERATION, THE INTERVIEW SESSION WAS TERMINATED AND THE WITNESSES DISMISSED.

- E. AFTER THE WITNESSES WERE DISMISSED, MR. DAT, TUAN GIAO DISTRICT ASSISTANT CHIEF EXPLAINED WHY IT TOOK SO LONG FOR DISTRICT, PROVINCE, AND NATIONAL LEVEL

RUEHBKA 2313 SECTION 03 OF 06 000147 23/0250Z
OFFICIALS TO LEARN OF THIS INCIDENT. MR. DAT STATED THAT THE CRASH HAPPENED IN AN AREA INHABITED BY MANY ETHNIC MINORITIES WHO ARE NOT ALWAYS IN TOUCH WITH LOCAL AND OR DISTRICT AUTHORITIES BECAUSE OF TERRAIN AND OR DISTANCE. HE STATED THAT WHEN LOCAL VILLAGE AUTHORITIES WERE INFORMED OF THE INCIDENT, NO ONE KNEW EXACTLY WHAT TO DO, NOT ONLY WITH THE INFORMATION, BUT ALSO WITH ANY REMAINS OR IDENTIFICATION DATA THAT HAD BEEN REMOVED FROM THE SITE. WHEN THE AMERICAN AND VIETNAMESE GOVERNMENTS INCREASED THEIR EFFORTS TO ACCOUNT FOR AMERICANS MISSING DURING THE WAR, GOVERNMENT NEWS OF THE EFFORT BEGAN TO REACH DOWN TO THE ETHNIC VILLAGE LOCAL AUTHORITIES. THEY THEN KNEW THAT THE INCIDENT THAT THEY HAD BEEN AWARE OF FOR SO LONG NEEDED TO BE REPORTED TO DISTRICT AND PROVINCE AUTHORITIES. THAT IS WHY REPORTS OF THIS INCIDENT DIDN'T BEGIN TO FLOW UNTIL AFTER NOV 91.

- F. LINGUIST/ANALYST COMMENTS: THE FIRST WITNESS, MR. HUNG, WAS NOTICEABLY NERVOUS THROUGHOUT THE ENTIRE INTERVIEW. OTHER THAN REMEMBERING THAT IT HAPPENED AT THE END OF 1967 OR BEGINNING OF 1968 (WHICH CORROBORATES THE TIMEFRAME), HE DIDN'T HAVE A LOT OF SPECIFICS TO RELATE. IT IS VERY PROBABLE THAT HE DID NOT KNOW WHAT IT WAS HE WAS SEEING BECAUSE AT THE TIME OF THE INCIDENT HE WOULD HAVE BEEN ONLY 11 OR 12 YEARS OF AGE. THE SECOND WITNESS, MR. LY, WAS ALSO UNABLE TO RELATE VERY MUCH SPECIFIC INFORMATION CONCERNING THE CIRCUMSTANCES AROUND THE CRASH ITSELF. THE APPARENT HIGHLIGHT OF HIS TESTIMONY WAS SEEING WHAT HE THOUGHT TO BE AMERICAN CLOTHES. THE AUTHORITY'S EXPLANATION FOR THE TIME LAPSE BETWEEN THE TIME OF THE CRASH, AND THE TIME THE PROVINCE/NATIONAL AUTHORITIES BECAME AWARE, IS
BT
#2313

ROUTINE.

PAGE 01
INFO: REVIEW (01) USA CENTRAL ID LABORATORY (01)
23/0315Z A1 36 (TOTAL COPIES: 002)

000146 23/0251Z

RUEHBKA 2313 SECTION 04 OF 06 000146 23/0251Z

RTTUZYUW RUEHBKA2313 320022Z-VUUU--RUHVAAA.

ZNR UUUUU

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RUEK JCS/USCINCPAC LO WASHDC//

RUEK JCS/DIA WASHDC//PW-MIA//

RUHVAAA/CDRUSACILHI HICKAM AFB HI//

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UNCLASSIFIED 0371 NOV 92

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SUBJ: DETAILED REPORT OF SURVEY OF CASE 0954

DEFINITELY PLAUSIBLE DUE TO THE PHYSICAL ISOLATION, LACK OF ESTABLISHED LINES OF COMMUNICATION, AND ETHNIC DIFFERENCES.

- G. ON 31 OCT 92, AN ADDITIONAL FOUR SETS OF HUMAN REMAINS (SEE ENCLOSURE) WERE MADE AVAILABLE TO THE INVESTIGATIVE ELEMENT. MATERIALS MADE AVAILABLE INCLUDED A GENEVA CONVENTION CARD, AN IDENTIFICATION TAG AND AN AIRCRAFT DATA PLATE.

- H. ON 7 NOV 92, AT LAI CHAU DISTRICT HEADQUARTERS, ALL EIGHT SETS OF REMAINS, IDENTIFICATION DATA, AIRCRAFT DATA PLATE, AND A SCREWDRIVER, WERE MEASURED AND PHOTOGRAPHED. AFTER THIS WAS COMPLETED MR. VU XUAN HUNG (VUWS XUAN HUNG) WAS REINTERVIEWED TO SEE IF HE COULD PROVIDE FURTHER INFORMATION CONCERNING REFNO 0954. MR. HUNG STATED THAT IN NOVEMBER OF 1991 HE HEARD THAT THE GOVERNMENT (GVN) WAS LOOKING FOR MIAS AND REMAINS. HE SAID THAT AFTER HEARING THAT INFORMATION HE WENT TO SEARCH FOR BONES. HE STATED THAT AT THE TIME OF THE INCIDENT, THE NEAREST HOUSE WAS SEVEN TO EIGHT KILOMETERS FROM THE CRASH SITE. HE SAID THAT PRESENTLY THE HOUSE NEAREST TO THE CRASH SITE IS ABOUT ONE KILOMETER FROM THE SITE. MR. HUNG STATED THAT THERE ARE NO ROADS OR TRAILS TO, AROUND, OR THRU THE SITE. HE SAID THAT THE CRASH SITE COVERED ABOUT 200 SQUARE METERS. MR. HUNG STATED THAT WHEN HE DECIDED TO GO TO THE SITE TO SEARCH FOR BONES, HE WENT ALONE. HE STATED THAT WHEN HE REACHED THE SITE HE SAW NO APPARENT GRAVE SITES TO INDICATE THAT VILLAGERS MIGHT HAVE BURIED THE BODIES. MR. HUNG STATED THAT MOST OF THE AIRCRAFT WRECKAGE HAD BEEN CARTED AWAY BY LOCAL VILLAGERS, BUT THAT THERE STILL SOME HEAVY PIECES REMAINING IN THE AREA. HE SAID THAT HE WAS NOT ABLE TO TELL WHAT TYPE OF AIRCRAFT IT WAS BECAUSE EVERYTHING WAS SO BADLY BURNED. MR. HUNG STATED THAT HE DOES NOT PERSONALLY KNOW ANYONE WHO MIGHT HAVE TAKEN WRECKAGE FROM THE SITE, OR ANYONE THAT MIGHT BE PRESENTLY HOLDING REMAINS. MR. HUNG SAID THAT UPON REACHING THE SITE, HE DUG SEVERAL HOLES APPROXIMATELY 40 TO 70 CENTIMETERS DEEP AND THAT BONES WERE SPREAD THROUGHOUT THE HOLES. MR. HUNG STATED THAT HE HAS BEEN TO THE CRASH SITE THREE TIMES. THE FIRST TIME WAS TO SEE THE CRASH. THE SECOND TIME WAS WHEN HE WENT TO SEARCH FOR BONES, AND THE THIRD TIME WAS TO GUIDE MR. PHAM TEO (VUOSHP TEAM LEADER) TO THE SITE. MR. HUNG THEN STATED THAT "THE FIRST TIME HE HAD BEEN TO THE SITE WAS "APPROXIMATELY 10 YEARS AGO." HE SAID THAT HE COULDN'T REMEMBER THE MONTH OR YEAR OF THAT VISIT.

- I. UPON ARRIVAL AT THE CRASH SITE, ON 8 NOV 92, TWO WITNESSES WERE INTERVIEWED. BOTH OF THEM HAD BEEN TO THE SITE, HAD RECOVERED REMAINS AND HAD TURNED THEM OVER TO DISTRICT AND PROVINCE AUTHORITIES. THE FIRST WITNESS INTERVIEWED WAS MR. LY A VANG (LYS A VANG) A 36 YOA RESIDENT OF PHU NHUNG VILLAGE, TUAN GIAO DISTRICT, LAI CHAU PROVINCE. MR. VANG PROVIDED THE FOLLOWING INFORMATION THAT HE REMEMBERED CONCERNING REFNO 0954. HE SAID THAT HE FOUND SOME REMAINS IN OCT 91, FINDING ALL HE HAD IN ONE HOLE. HE SAID THAT AT THE TIME THAT HE WAS LOOKING FOR THE REMAINS THERE WERE TWO OTHER PEOPLE WITH HIM WHO ALSO FOUND REMAINS. HE SAID THAT THEY HAPPENED ON TO THE SITE WHILE THEY WERE OUT HUNTING, AND, HAVING HEARD THE NEWS OF THE GOVERNMENT LOOPING FOR MIAS AND REMAINS, HE AND THE PEOPLE WITH HIM BEGAN TO SEARCH FOR BONES. HE SAID THAT ONE OF THE PEOPLE WHO WAS WITH HIM, A MR. VA A VANG (VAJ A VANG), FOUND A PAIR OF "ARMY BOOTS". HE WAS UNABLE TO SUPPLY THE NAME OF THE OTHER PERSON, AND HE DID NOT KNOW IF THEY STILL WERE/ARE IN POSSESSION OF THE REMAINS OR IF THEY HAVE TURNED THEM OVER TO ANY OFFICIALS YET. MR. VANG STATED THAT HE HAD TO DIG FOR ABOUT 10 MINUTES BEFORE HE FOUND THE REMAINS THAT HE TURNED IN. HE SAID THAT THERE WERE NO REMAINS LYING ON THE SURFACE OF THE GROUND. MR. VANG SAID THAT HE HEARD FROM OTHERS (NOT FURTHER IDENTIFIED) THAT THE SITE HAD BEEN THERE FOR A LONG TIME, PROBABLY SINCE 1967 OR 68. ALSO INTERVIEWED AT THE SITE WAS MR. LAU GIA NU (LAU GIAR NU), 30 YOA. MR. NU STATED THAT HE FOUND THE REMAINS THAT HE HAD TURNED IN AUG 92. HE SAID THAT HE FOUND THEM ALL IN ONE HOLE. HE SAID THAT AT THE TIME HE WAS AT THE SITE SEARCHING FOR REMAINS, THERE WAS A TOTAL OF SEVEN PEOPLE

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ROUTINE

PAGE 01 000144 23/0252Z
 INFO: REVIEW (01) USA CENTRAL ID LABORATORY (01) 23/0315Z AT 36 (TOTAL COPIES: 002)
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 SUBJ: DETAILED REPORT OF SURVEY OF CASE 0954

THERE IS A NOTICEABLE, ROUGHLY CIRCULAR BREAK IN THE TREES WHERE THE AIRCRAFT PLUNGED THROUGH THE FOREST CANOPY. THE SURFACE OF THE SITE IS LARGELY COVERED BY LIMESTONE OUTCROPS AND HIGHLY UNSTABLE AREAS OF SHATTERED ROCKS, THE LATTER PRESUMABLY RESULTING FROM THE IMPACT OF THE AIRCRAFT AGAINST THE MOUNTAIN SIDE. A FEW POCKETS OF HUMIC SOIL CAN BE FOUND SCATTERED ABOUT THE CRASH AREA, BUT FOR THE MOST PART THIS SURFACE HORIZON HAS LONG BEEN ERODED DOWNHILL ONCE WHATEVER PROTECTIVE GROUND COVER MAY HAVE EXISTED WAS DESTROYED BY THE CRASH.

- C. OVERALL, THE CRASH AREA MEASURES SOME 16 METERS UPHILL/DOWNHILL AND 22 METERS ACROSS THE SLOPE. FROM TOP TO BOTTOM, THE SITE FALLS ROUGHLY 10-15 METERS AND FACES A GENERALLY NORTH TO NORTH-NORTHWESTERLY DIRECTION. WHILE A CONSIDERABLE AMOUNT OF AIRCRAFT WRECKAGE LITTERS THE MAIN SITE AREA AND PORTIONS OF THE STEEPER SLOPE IMMEDIATE BELOW, NO LARGE PIECES OF WRECKAGE WERE OBSERVED WITH THE EXCEPTION OF WHAT APPEARED TO BE TWO STRUTS FROM THE MAIN LANDING GEAR AND A SECTION OF DRIVE SHAFT FROM ONE OF THE ENGINES. THE REST OF THE LARGER WRECKAGE APPEARS TO HAVE BEEN GRADUALLY CARTED AWAY OVER THE YEARS BY LOCAL VILLAGERS "MINING" THE SITE FOR SCRAP METAL. PRESUMABLY THESE WERE THE SAME PEOPLE WHO MORE RECENTLY RECOVERED THE HUMAN REMAINS PRESENTED TO THE SURVEY TEAM. THERE WAS ABUNDANT EVIDENCE OF FAIRLY RECENT DIGGING AT THIS SITE AND AT LEAST TWO WITNESSES WERE ABLE TO CONFIRM LOCATIONS WHERE THEY HAD RECOVERED HUMAN REMAINS.

- D. THE SURVEY TEAM TESTED THREE LOCALITIES TO DETERMINE THE NATURE OF THE FEW ACCESSIBLE SOIL DEPOSITS AND THEIR POTENTIAL TO YIELD FURTHER HUMAN REMAINS. TWO TEST AREAS (TE-1 AND TE-2) WERE PREVIOUSLY WORKED BY THE AFOREMENTIONED WITNESSES; THE THIRD TEST AREA WAS TESTED ON THE BASIS OF A TOOTH FRAGMENT FOUND ON THE SURFACE. TE-1 AT THE DOWNHILL END OF THE CRASH AREA MEASURE LXL METER AND BOTTOMED ON BEDROCK AT ABOUT 0.5 METERS BELOW SURFACE. THE MATRIX CONSISTED OF A VERY DARK BROWN, HIGHLY ORGANIC, SILTY LOAM. THIS MATERIAL WAS CLEARLY DEPOSITED AS A RESULT OF COLLUVIAL DOWNWASH TRAPPED IN POCKETS AMONG THE ROCK OUTCROPS AND AS SUCH PRESENTS LITTLE EXCAVATION POTENTIAL BEYOND THE LIMITED OCCURRENCE OF THESE POCKETS. AS FOR MATERIAL RECOVERY, TE-1 YIELDED ONE VERTEBRAL FRAGMENT AND ONE METACARPAL OR METATARSAL FRAGMENT. TE-2 NEAR THE TOP OF THE SITE MEASURED ROUGHLY 0.4 X 0.5 METERS AND BOTTOMED ON

RUEHBKA 2313 SECTION 06 OF 06 000144 23/0252Z
 BEDROCK AT 0.2 TO 0.3 METERS BELOW SURFACE. THE MATRIX HERE WAS THE SAME AS IN TE-1 BUT YIELDED NO FURTHER REMAINS BEYOND THOSE ALREADY POINTED OUT BY THE WITNESSES. TE-3, AT THE TOP OF THE CRASH AREA WHERE A HUMAN TOOTH FRAGMENT WAS FOUND ON THE SURFACE, MEASURED LXL METER AND BOTTOMED ON BEDROCK AT 0.2 TO 0.3 METERS BELOW SURFACE. AGAIN, THE MATRIX HERE WAS THE SAME AS IN TE-1. MATERIAL REMAINS RECOVERED FROM TE-3 INCLUDED SMALL CRANIAL, VERTEBRAL, RIB, LONG BONE, AND TOOTH FRAGMENTS, ALL OF HUMAN ORIGIN. IN ALL, SMALL BITS OF HUMAN BONE RANGING 9 TO 32 MILLIMETERS IN LENGTH, APPEAR TO BE WIDELY SCATTERED ACROSS THE SITE, TRAPPED IN SMALL, DISCONTINUOUS POCKETS OF SOIL SURROUNDED BY BEDROCK OUTCROPS AND/OR HIGHLY UNSTABLE SCREE OF SHATTERED LIMESTONE.

- E. MATERIAL EVIDENCE:
 - (1) PRELIMINARY ANALYSIS OF THE ON-SITE ARCHAEOLOGIST IS THAT THE EIGHT SETS OF BONES TURNED IN BY THE EIGHT PERSONS FROM TUAN GIAO DISTRICT ARE, WITH A FEW MINOR EXCEPTIONS, HUMAN REMAINS.

- (2) PRELIMINARY ANALYSIS OF THE ON-SITE ARCHAEOLOGIST IS THAT THE BONE AND TOOTH FRAGMENTS RECOVERED BY THE SURVEY TEAM FROM TE-1 AND TE-3 ARE HUMAN REMAINS.

6. RECOMMENDED FUTURE ACTIONS:

- A. ALTHOUGH THIS CRASH SITE HAS YIELDED HUMAN REMAINS, RECOVERED BY BOTH LOCAL VILLAGERS AND THE PRESENT SURVEY TEAM, FURTHER ARCHAEOLOGICAL EXCAVATIONS
 BT
 #2313

ROUTINE

PAGE 01 000145 23/0252Z RUEHBKA 2313 SECTION 05 OF 08 000145 23/0252Z

INFO: REVIEW (01) USA CENTRAL ID LABORATORY (01) 23/0315Z AT 36 (TOTAL COPIES: 002)

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UNCLAS SECTION 05 OF 08 BANGKOK TH 52313

UNCLASSIFIED 0371 NOV 92

DIA PASS TO DDO POW-MIA CENTRAL DOCUMENTATION OFFICE

SUBJ: DETAILED REPORT OF SURVEY OF CASE 0954

THERE. HE COULD NOT SUPPLY THE NAMES OF ALL THE PEOPLE, BUT HE SAID THAT A MR. LAU A CO (LAU A COWJ), 17 YOA, FOUND ONE BONE. MR. NU SAID THAT HE FOUND TWO "FINGER" BONES IN ONE HOLE. MR. NU SAID THAT THE REASON HE WAS THERE SEARCHING FOR BONES WAS THAT HE HAD HEARD THE NEWS ABOUT THE SEARCH FOR MIAS FROM SOME (NOT FURTHER IDENTIFIED) PEOPLE WHO WERE FROM SON LA PROVINCE. HE SAID THAT HE LOOKED FOR THE BONES FOR ABOUT ONE DAY AND HAD NOT BEEN BACK TO THE SITE AFTER THAT TIME. MR. NU SAID THAT HE KNEW OF PEOPLE (NOT FURTHER IDENTIFIED) WHO HAD REMAINS, BUT HAD ALREADY TURNED THEM IN TO AUTHORITIES (NOT FURTHER IDENTIFIED).

J. ALSO WHILE AT THE SITE, MR. HUNG, WHO HAD BEEN INTERVIEWED TWICE BEFORE, WAS ABLE TO GO DIRECTLY TO A SPOT AND INDICATE THAT REMAINS WERE BURIED AT THAT SPOT (TE-1) (SEE ANALYSTS COMMENTS).

K. LINGUIST/ANALYST COMMENTS: AGAIN THE WITNESSES WERE ALL VERY COOPERATIVE WHEN QUESTIONED ABOUT THIS INCIDENT. HOWEVER, THERE APPEARS TO BE SOME CONTRADICTION IN THE NATURE AND CONTENT OF MR. HUNG'S INTERVIEWS. IN THE FIRST INTERVIEW THERE WAS EXTREME NERVOUSNESS, AND A GENERAL INABILITY TO REMEMBER MUCH SPECIFIC INFORMATION. BUT HE WAS ABLE TO REMEMBER THAT HE WENT TO THE SITE WHILE THE AREA WAS STILL BURNING. HOWEVER, ON SUBSEQUENT INTERVIEWS, HE SUPPLIED ANSWERS THAT WERE IN COMPLETE CONTRAST TO WHAT HE HAD SUPPLIED ON THE FIRST INTERVIEW. AN EXAMPLE IS THAT IN THE SECOND INTERVIEW HE SAID THAT THE FIRST TIME HE HAD BEEN TO THE SITE WAS 10 YEARS AGO. AND UPON ARRIVAL AT THE SITE ITSELF, HE WAS ABLE TO GO RIGHT TO A SPOT AND SHOW WHERE REMAINS WOULD BE FOUND. INCONSISTENCIES ARE NUMEROUS IN HIS TWO INTERVIEWS. IN DISCUSSIONS WITH DISTRICT AND PROVINCE OFFICIALS, IT IS APPARENT THAT ALL REMAINS TURNED IN HAVE BEEN HELD BY LOCAL AND PROVINCE AUTHORITIES UNTIL THEY WERE TURNED OVER DURING THIS JOINT FIELD ACTIVITY.

4. MATERIAL EVIDENCE:

A. THE FOLLOWING MATERIAL EVIDENCE WAS FOUND IN THE IMMEDIATE AREA BELIEVED TO BE THE CRASH SITE OF 0945.

- STRUTS PLUS BRAKE PLATES FROM MAIN LANDING GEAR.
- SHAFT PLUS PORTION OF THE COMPRESSOR
- BLADES FROM TURBOJET ENGINE
- NUMEROUS SMALL PIECES OF UNIDENTIFIABLE WRECKAGE
- COCKPIT PLUS FUSELAGE INSULATION

B. ANALYST COMMENTS: THE ITEMS LISTED ABOVE ARE THE ONLY IDENTIFIABLE PORTIONS OF AIRCRAFT WRECKAGE OBSERVED AT THE SITE. THE REMAINING PORTIONS OF THE AIRCRAFT WERE REMOVED BY THE LOCAL VILLAGERS. NO USEFUL PART NUMBERS WERE FOUND. LIFE SUPPORT EQUIPMENT ITEMS WERE OBSERVED AT THE SITE AND MAY OR MAY NOT BE USEFUL TO DETERMINE THE BEST AREAS FOR REMAINS RECOVERY SINCE IT IS NOW KNOWN WHETHER OR NOT THE CREW MEMBERS WERE WEARING THEIR EQUIPMENT AT THE TIME OF THIS INCIDENT.

A. THE REPORTED CRASH SITE IS LOCATED AT GRID COORDINATES UJ4744596161 IN TUAN GIAO DISTRICT, LAI CHAU PROVINCE, SOCIALIST REPUBLIC OF VIETNAM. THE SITE IS EXTREMELY ISOLATED AND IS ACCESSIBLE ONLY BY AN ARDUOUS SIX-HOUR TREK OVERLAND. IT LIES HIGH IN THE MOUNTAINS AT ROUGHLY 4300 FEET ELEVATION, NEARLY 3000 FEET ABOVE THE END OF THE ROAD WHERE THE TRAIL BEGINS SOME 45 MINUTES NORTH OF THE TUAN GIAO DISTRICT HEADQUARTERS.

B. THIS IS AN AIRCRAFT CRASH SITE IN EXTREMELY RUGGED AND DANGEROUS TERRAIN. THE IMMEDIATE SITE AREA IS A ROCKY MOUNTAIN SLOPE OF 30 TO 40 DEGREE GRADE. FOR SOME 500 FEET BELOW THIS POINT, AND PERHAPS ANOTHER 200 FEET ABOVE, THE ROCKY FACE ANGLES 60 DEGREES AND MORE. THIS A KARST, LIMESTONE LANDSCAPE GENERALLY COVERED BY A MIXED FOREST OF TROPICAL DECIDUOUS AND EVERGREEN BROADLEAFS WITH A DENSE UNDERSTORY OF BAMBOO, BUSHY SHRUBS, FERNS, VINING LIANAS, AND VARIOUS GRASSES. THE SITE ITSELF, HOWEVER, IS NEARLY DEVOID OF VEGETATION.

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#2313

ROUTINE

PAGE 01
INFO: REVIEW (01) USA CENTRAL ID LABORATORY (01)
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UNCLAS SECTION 07 OF 08 BANGKOK TH 52313
UNCLASSIFIED 0371 NOV 92
DIA PASS TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE
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UNCLAS SECTION 07 OF 08 BANGKOK TH 52313
UNCLASSIFIED 0371 NOV 92
DIA PASS TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE
SUBJ: DETAILED REPORT OF SURVEY OF CASE 0954

ARE NOT RECOMMENDED. A NUMBER OF VERY SERIOUS LOGISTICAL, OPERATIONAL, AND RECOVERY PROBLEMS MILITATE AGAINST FIELDING A RECOVERY TEAM AT THIS SITE. THESE ARE:

(1) THE TERRAIN BOTH TO AND AT THE SITE IS EXTREMELY RUGGED AND IS CONSIDERED EXCEEDINGLY DANGEROUS TO EVEN LIGHTLY EQUIPPED MEN; SUPPLYING A FULL-SCALE RECOVERY TEAM OVERLAND WOULD BE HAZARDOUS EVEN UNDER THE BEST OF CONDITIONS. RAPIDLY CHANGING WEATHER CONDITIONS TYPICAL OF THESE HIGH MOUNTAIN LOCALITIES COULD LEAVE THE RECOVERY TEAM ISOLATED FOR PROLONGED PERIODS OF TIME.

(2) THERE IS NO ALTERNATIVE ACCESS TO THE SITE OTHER THAN OVERLAND; THE CLOSEST ACCEPTABLE SAFE LANDING ZONE IS PRESENTLY A THREE TO FOUR HOUR TREK FROM THE SITE. THE POSSIBILITY OF FINDING A CLOSER LANDING ZONE APPEARS UNLIKELY AT THIS TIME.

(3) THE AVAILABILITY OF A SAFE BASE CAMP AREA ON SITE IS TOO LIMITED FOR A FULL-SCALE RECOVERY TEAM; TO ALTERNATIVELY PLACE CAMP BELOW THE SITE, ON THE OTHER HAND, WOULD ONLY INCREASE THE OPPORTUNITY FOR SEVERE MISHAP IN TRAVELLING BETWEEN THE CAMP AND THE SITE TWICE A DAY - NOT TO MENTION A MINIMUM OF TWO TO THREE HOURS LOST IN TRANSIT EACH DAY.

(4) THE RUGGEDNESS AND ISOLATION COMBINED TO SEVERELY HAMPER THE LOGISTICAL SUPPORT OF THIS SITE, ESPECIALLY IN TERMS OF THE HEAVY AND CUMBERSOME EQUIPMENT NEEDED TO MOUNT A FULL-SCALE FIELD RECOVERY.

(5) AS ALREADY NOTED, THE TERRAIN OF THE SITE ITSELF IS EXTREMELY RUGGED. HOWEVER, IT IS MORE THE LARGE AREAS OF LOOSE, HIGHLY UNSTABLE SCREE THAT MAKE FOR HAZARDOUS WORKING CONDITIONS ONCE ON THE SITE.

(6) EXCAVATABLE MATRIX FROM WHICH MATERIAL REMAINS CAN BE REASONABLY RECOVERED IS LIMITED TO SMALL POCKETS OF COLLUVIAL SOIL TRAPPED AMONG THE ROCKY OUTCROPS; THESE SOIL AREAS REPRESENT PERHAPS LESS THAN 20 PERCENT OF THE SITE AS DEFINED BY THE OBSERVABLE CRASH AREA.

(7) FEW OF THESE SOIL POCKETS HAVE GONE UNWORKED BY THE LOCAL VILLAGERS, THUS FURTHER REDUCING THE RECOVERY POTENTIAL OF FURTHER ARCHAEOLOGICALLY

(8) THE ONLY OTHER, AND VERY PROBLEMATIC, POSSIBILITY OF ARCHAEOLOGICAL RECOVERY OF REMAINS IS TO EXTEND INTO THE DOWNHILL WASH; HOWEVER, THIS AREA IS EVEN MORE PRECIPITOUS THAN THE IMMEDIATE CRASH AREA AND THERE IS THE ADDED FACTOR OF REQUIRING THE RECOVERY TEAM TO WORK BELOW TONS OF UNSTABLE SCREE.

B. IN SUMMARY, THIS SITE OFFERS ONLY MARGINAL POTENTIAL FOR THE RECOVERY OF SIGNIFICANT HUMAN REMAINS BEYOND WHAT HAS ALREADY BEEN RECOVERED WHILE, AT THE SAME TIME, PRESENTS AN UNACCEPTABLY HIGH RISK FACTOR. FURTHER ARCHAEOLOGICAL RECOVERY IS THEREFORE BELIEVED TO BE UNWARRANTED AT THIS SITE.

C. RECOGNIZING THE LIMITING CONDITIONS IMPOSED BY THIS SITE, IF THE DECISION WERE MADE TO PURSUE FURTHER ARCHAEOLOGICAL RECOVERY, THE FOLLOWING PROVISIONAL RECOMMENDATIONS ARE OFFERED:

(1) THE RECOVERY TEAM BE LIMITED TO NO MORE THAN FIVE OR SIX AMERICAN MEMBERS PLUS AN APPROPRIATELY REDUCED NUMBER OF OUR UNOSMP COUNTERPARTS AND LOCAL HIRE; THESE WOULD ALL BE VOLUNTEER ONLY.

(2) ISOLATION IS THE KEY LIMITING FACTOR, SO THE RECOVERY TEAM MUST BE TOTALLY SELF-CONTAINED FOR THE DURATION THAT THEY ARE ON SITE.

(3) THE SITE SHOULD BE MAPPED USING A MODIFIED BASELINE/GRID SYSTEM APPROPRIATE TO THE CONDITIONS OF THE SITE, PRIMARILY FOCUSING ON PLOTTING THE LOCATION OF
BT
#2313

ROUTINE

PAGE 01
INFO: REVIEW (01) USA CENTRAL ID LABORATORY (01)
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RUEHBA 2313 SECTION 08 OF 08 000142 23/0253Z

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UNCLAS SECTION 08 OF 08 BANGKOK TH 52313
UNCLASSIFIED 0371 NOV 92
DIA PASS TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE
SUBJ: DETAILED REPORT OF SURVEY OF CASE 0954
THE EXCAVATED SOIL POCKETS.

(4) EXCAVATION SHOULD BE LIMITED TO COMPLETELY
REMOVING ALL ACCESSIBLE SOIL POCKETS WITHIN THE
IMMEDIATE CRASH AREA ONLY AND AVOIDING THE LOWER
DOWNWASH BELOW THE CPASH AREA.

7. PERTINENT DATA OF LOCATIONS CHANGES: NONE
6. ANALYST COMMENTS: NONE

9. SEARCH AND RECOVERY SPECIALIST COMMENTS: CONCUR WITH
COMMENTS MADE IN PARAGRAPH SIX.

10. TEAM CHIEF COMMENTS: THE INFORMATION FROM THE
WITNESSES AND THE WRECKAGE FOUND AT THE CRASH SITE
CORRELATE WITH REFNO 0954. DO NOT RECOMMEND A RECOVERY
OF THIS SITE BASE ON ALL FACTS STATED IN PARAGRAPH
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