

UNCLASSIFIED

UNCLASSIFIED

3. (C) MR. WAN STATED THAT HE VISITED THE CRASH SITE FOR THE FIRST TIME IN 1974. HE SAID HE SAW THE FRONT PORTION OF THE AIRCRAFT STUCK IN THE SOUTHEASTERN CORNER OF A DEPRESSION. HE STATED THAT HE FOUND A RUSTED REVOLVER ABOUT 12 FEET WEST OF THE DEPRESSION WHICH HE KEPT. LATER, AT THE U.S. TEAM'S REQUEST AND AFTER RECEIVING PERMISSION FROM MR. THUDON, WAN TURNED OVER THE REVOLVER FOR FURTHER ANALYSIS. HE SAID THAT NOTHING ELSE WAS REMOVED FROM THE CRASH SITE, AND THAT HE DID NOT SEE ANY REMAINS.

Q. DAN POUNG SAID THAT LAO VILLAGERS REMOVED THE SCRAP METAL IN 1997, EXCEPT FOR A LARGE PIECE BURIED IN THE SIDE OF THE MOUNTAIN, WHICH HE SAID WAS TOO BIG AND HEAVY FOR THE VILLAGERS TO MOVE. (NOTE: THE PIECE OF METAL ONLY SLIGHTLY EXPOSED APPEARS TO BE A TURBINE ENGINE WHICH WAS PHOTOGRAPHED BY THE SURVEY TEAM.) HE SAID THE SCRAP METAL WAS TAKEN OUT ALONG THE TRAIL LEADING DOWN TO HIGHWAY 91 (NORTHWEST). HE STATED THAT SOME TORN PIECES OF "A GREEN CAMOUFLAGE UNIFORM WITH ZIPPERS" WERE SEEN AT THE CRASH SITE, BUT THEY WERE NOT REMOVED. HE SAID THAT, TO THE BEST OF HIS KNOWLEDGE, NO REMAINS WERE FOUND OR REMOVED FROM THIS SITE, BUT HE SUGGESTED THAT DAN POUNG RESIDENTS BE ASKED IF ANYONE EVER FOUND ANY REMAINS AT THE SITE. (NOTE: JCRC SURVEY TEAM DID NOT VISIT DAN POUNG DURING THIS SURVEY.)

5. (C) COMMENT: DURING THE INTERVIEW IT APPEARED TO THE JCRC-LNO REP THAT LTC SYPHAI WAS COACHING THE WITNESS. WHEN MR. KAM STATED THE DATE OF THE CRASH, IT WAS LTC SYPHAI WHO SUGGESTED THE "FIFTH MONTH" WHICH THE WITNESS ECHOED. WHEN ASKED THE COLOR OF THE UNIFORM PIECES, LTC SYPHAI POINTED TO A GREEN CAMOUFLAGED RUCKSACK AND ASKED "LIKE THIS?" AND THE WITNESS AGREED. WHEN ASKED IF THE UNIFORM PIECES HAD BUTTONS OR ZIPPERS, LTC SYPHAI MADE A ZIPPING MOTION UP AND DOWN, AND THE WITNESS AGREED. WHEN LTC SYPHAI REPEATEDLY ASKED THE WITNESS IF OTHER AMERICAN AIRCRAFT HAD TRIED TO BLOW UP THE CRASH SITE, THE WITNESS ANSWERED THAT OTHER AIRCRAFT TRIED

271259Z FEB-91

JCRC LIAISON BANGKOK TH

CONFIDENTIAL

UNCLASSIFIED

CC  
CONFIDENTIAL  
CC

TO BLOW UP LAO AAA SITES NEAR THE CRASH SITE.  
DECL: DADR  
BT

065417/1955/056 3 OF 3 41 0234 058/13:09Z 271259Z FEB 91  
CSN:RXBP0185 JCRC LIAISON BANGKOK TH

CC  
CONFIDENTIAL  
CC

UNCLASSIFIED

UNCLASSIFIED

'91 JUL -5 17 35

CDD	<del>CP</del>
A&S	CP
CSD	
CRB	<del>7/11/11</del>
INV	
ADP	

1- 1374  
1- Inv Laos

(C4 - C11)

INFD JOINT STAFF WASHINGTON DC//PA-MIA/J5//  
SECSTATE WASHINGTON DC//EAP/VLC// USCINCPAC HONOLULU HI//J3//  
DIA WASHINGTON DC//PA-MIA// AMEMBASSY VIENTIANE  
JCRC LIAISON BANGKOK TH  
SECDEF WASHINGTON DC//DASO-ISA/PA-MIA//  
WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC

MSGID/SYS.RRM/COR JCRC//  
AMPN/SUBJ: ANALYSIS OF WRECKAGE, SURVEY SITE ONE, BTB REFNO  
1374//

REF/A/RMG/JCRC LND BKK YH/201138ZFEB91//  
REF/B/RMG/JCRC LND BKK YH/271259ZFEB91//  
NARR/REF A, PARA 6 REPORTED THE RESULT OF THE UDINT U.S.-LAO  
SURVEY OF A CRASH SITE BELIEVED TO RELATE TO THE REFNO 1374  
INCIDENT. ANALYSIS OF MATERIAL EVIDENCE AND WITNESS STATEMENTS  
IN REF B INDICATE THAT THIS IS PROBABLY THE CRASH SITE OF REFNO  
1374.//

RMKS/1. ON 12 FEB 91, THE TEAM SURVEYED A CRASH SITE IN THE VICINITY OF GRI COORDINATES XD138601, BAN THAMO VILLAGE, MUANG XEPON DISTRICT, SAVANNAKHET PROVINCE. THE SITE IS LOCATED ON A STEEP HILL AND AN IMPACT CRATER IS STILL VISIBLE. THE MAJORITY OF THE WRECKAGE HAD BEEN REMOVED FROM THE SITE, BUT SMALL PIECES OF WRECKAGE WERE STREWN AROUND THE CRATER. WHAT APPEARED TO BE PART OF AN ENGINE WAS LODGED IN THE SIDE OF THE HILL BY THE CRATER.

2. ANALYSIS INDICATES A PUT FOUND AT THE CRASH SITE WAS ONLY USED ON J-57 TYPE AIRCRAFT ENGINES. THIS ENGINE WAS USED IN THE F-100 AND SEVERAL OTHER AIRCRAFT. JCRC RECORDS INDICATE, HOWEVER, THAT NO OTHER AIRCRAFT EQUIPPED WITH THE J-57 ENGINE WAS LOST WITHIN 15 KILOMETERS OF THIS SITE. THE LARGE PIECE OF METAL

RTD:000-000/COPIES:0004

579850/6978/187 1 DF 2 M1 0097 187/04:04Z 339050802Z JUL 91  
CSN:RX8P0077 CDR JCRC BARBERS PT HI

000000J00000J00000J000000000000000000  
U J V C L A S S I F I E D U  
000000J00000J00000J000000000000000000

LOGGED IN THE HILL COULD NOT BE IDENTIFIED BY EITHER JCRC OR ROCKWELL INTERNATIONAL.

3. DURING THE SURVEY, THE TEAM INTERVIEWED AN FORMER LAO SOLDIER WHO THOUGHT THE CRASH OCCURRED SOMETIME IN 1968. THE REFNO 1374 INCIDENT OCCURRED IN FEBRUARY 1969. THE SOLDIER IDENTIFIED THE AIRCRAFT AS AN F-100 AFTER REVIEWING PHOTOGRAPHS OF AN F-100, AN F-4 AND AN A-7. HE SAID HE VISITED THE SITE FOR THE FIRST TIME IN 1974 AND FOUND A RUSTED REVOLVER ABOUT 12 FEET WEST OF THE IMPACT CRATER. HE TURNED THE REVOLVER OVER TO THE TEAM. THE REVOLVER HAS BEEN SENT TO AF LIFE SUPPORT INVESTIGATION LABORATORY FOR SCIENTIFIC TESTING. IT IS HOPED THE LAB WILL BE ABLE TO READ THE WEAPON SERIAL NUMBER. LOCAL VILLAGERS SAID THAT MOST OF THE AIRCRAFT WRECKAGE WAS REMOVED FROM THE SITE IN 1997.

4. THE LOCATION OF THE CRASH SITE PROVIDED BY THE LOCAL VILLAGERS IS CONSISTENT WITH JCRC FILE DATA. THE EX-LAO SOLDIER SAID THAT THERE WERE MANY ANTIAIRCRAFT GUN EMPLACEMENTS IN THE AREA WHERE THE AIRCRAFT CRASHED, WHICH IS CONSISTENT WITH LOSS REPORTS MAINTAINED IN THE REFNO 1374 CASE FILE. THE LACK OF PHYSICAL EVIDENCE AT THE SITE IS PROBABLY THE RESULT OF THE SALVAGE WORK WHICH THE VILLAGERS COMPLETED IN 1987.

5. THIS SITE WILL BE ADDED TO THE LIST OF SITES SCHEDULED FOR RECOVERY DURING FUTURE OPERATIONS IN SAVANNAHES PROVINCE.

6. FOR AFMPC/DP409: THIS ANALYSIS MAY BE RELEASED TO THE MDK OF THOMAS CLARK, REFNO 1374. SANITIZED COPIES OF REFS A AND B WILL BE PROVIDED SEPARATELY.//  
EVAL-SLG//

21

PRODUCED AT GOVERNMENT EXPENSE

579550/6978/187  
CSN:RX3P0077

2 of 2

41 0097

187/04:04Z

050802Z JUL 91

CDR JCRC BARBERS PT HI

JUN 68 J N C L A S S I F I E D JUN

UNCLASSIFIED

'92 FEB 27 A1:25

CDD	✓
A&S	✓
CSD	
CRD	✓
INV	
ADP	

TO CDR JTF-FA BARBERS PT HI

USCINCPAC HONOLULU HI//J3/J5//  
DIA WASHDC//PN-41A//  
SECSTATE WASHDC//EAP-VLC//

~~CONFIDENTIAL~~ SECTION 01 OF 04 BANGKOK TH 09429

PASS TO DDD POW/MIA CENTRAL DOCUMENTATION OFFICE  
SUBJECT: (U) DETAILED REPORT OF RECOVERY; CASE 1374  
REF: SUMMARY MSG 250300Z FEB 92  
MAP: (L7013) (6242 10) (4) (HAN VANGPHONG LAOS)

1. (U) DURING THE PERIOD FROM 16 TO 23 FEB 92, JOINT US/LAO TEAM CONDUCTED A RECOVERY OF CASE 1374 LOCATED AT GRID COORDINATES 489XD13806005, VIC BAN POUNG VILLAGE, XEPON DISTRICT, SAVANNAKHET PROVINCE, LAOS.

1. A. (C) ON 140915G FEB. 92, THE MAIN BODY ARRIVED AT SAVANNAH MET AIRPORT BY USAF C-130. THE TEAM CONSISTED OF MAJ MOYE (TEAM LEADER), CPT JOHN (ASSIST TEAM LEADER), MR. GADOURY (CASUALTY RESOLUTION SPECIALIST), CPT HUDSON (CILMI TEAM LEADER), MS. KIM SCHNEIDER (ANTHROPOLOGIST), MSGT COLE (CASUALTY RESOLUTION SPECIALIST), COL GRAY (DOCTOR), SFC WAFER (CILMI TEAM MEDIC), SSG CARRERA (ANALYST), SSG COULTER (ANALYST), SSG DUNKELBARGER (EOD TECHNICIAN), SSG STEED (EOD TECHNICIAN), SGT DELROSARIO (EOD TECHNICIAN), SFC RIVERO (GRAVES REGISTRATION), SSG PENCE (GRAVES REGISTRATION), SSG BERNER (GRAVES REGISTRATION), SSG HARRISON (GRAVES REGISTRATION), MSGT LOWERY (MEDIC), TSgt MILOTTI (MEDIC), SSG ZETTLER (ENGINEER), SFC AARON (PHOTOGRAPHER), AND MSG SMITH (DOWRY BEACH LIVE SIGHTING

OLYMPIAN JTF-FA BARBERS PT HI 330...ACT

RYD:075-000/COPIES;0005

050/11:00Z 270922Z FEB 92  
CJTJ FA DET ONE BANGKOK TH

~~SECRET~~

UNCLASSIFIED

Regarded UNCLASSIFIED by  
authority of Joint Chiefs  
of Staff 271945Z July 92  
on 17 Oct 91.

UNCLASSIFIED

CC  
C O N F I D E N T I A L C  
CC

INVESTIGATOR. VIENTIANE BASED RADIO OPERATOR, S4SGT  
LIBERATY ARRIVED BY USAF C-130 AIRCRAFT ON 14 FEB. LAO  
TEAM MEMBERS WERE LTC SYPHAI MEUNDUANG, CPT ONCHAN  
CHANTHONGSI, SGT KHAMKHONG INTILAT (MOD) AND MR.  
BOUNTHOM MANIBOT (MFA).

B. CPT ON 141000G FEB 92, MAJ MOYE MET WITH CPT  
ONCHAN CHANTHONGSI TO DISCUSS THE DEPLOYMENT TO THE  
RECOVERY SITE (REFNO 1374) VIC BAN POUNG, LAOS. CPT  
ONCHAN TOLD MAJ MOYE THE TEAM WOULD NOT BE ABLE TO GO TO  
THE SITE DUE TO HELICOPTER PROBLEMS AND AS SOON AS THE  
PROBLEMS WERE CORRECTED THE TEAM COULD PROCEED. DURING  
THE DELAY THE JRT STAYED AT THE PHONERASEUD HOTEL IN  
SAVANNAKHET.

C. CPT LTC SYPHAI AND MR. WILLIAM GADOURY ARRIVED  
SAVANNAKHET 151335G FEB 92. MAJ MOYE MET WITH LTC  
SYPHAI TO DISCUSS THE SAVANNAKHET OPERATION. LTC SYPHAI  
TOLD MAJ MOYE THE TEAM COULD DEPART SAVANNAKHET THE  
MORNING OF 16 FEB TO EXCAVATE THE USAF CRASH SITE  
ASSOCIATED WITH REFNO 1374. LTC SYPHAI ALSO AGREED TO A  
TEN DAY OPERATION. LATER THAT DAY, A FIVE MAN ADVANCE  
PARTY WAS ALLOWED TO GO TO THE CRASH SITE AND ESTABLISH  
BASE CAMP.

D. FROM 16 - 22 FEB THE JRT CONDUCTED A  
RECOVERY OF A USAF CRASH SITE ASSOCIATED WITH REFNO  
1374, 480X013806005, VIC BAN POUNG, SAVANNAKHET  
PROVINCE, LAOS. THE TEAM WAS LED TO THE SITE BY CPT  
ONCHAN. ON 16 FEB, THE INITIAL CRASH SITE BELIEVED TO  
BE THAT OF REFNO 1374, WAS VISITED IN ORDER TO PLAN FOR  
RECOVERY. THE SITE IS LOCATED IN A SECONDARY BAMBOO  
FOREST AND THE SOIL COMPOSITION IS PRIMARILY RED TO  
RED-BROWN CLAY. THE SITE IS EXPOSED (N/S) BY A DRY  
STREAM BED. THE SLOPE OF PRIMARY WRECKAGE DISTRIBUTION  
VARIES FROM APPROXIMATELY 25 TO 50 DEGREES. THE  
SOUTHERN PORTION OF THE SITE IS DEFINED BY A PARTIALLY  
EXPOSED REAR PORTION OF JET AIRCRAFT ENGINE AND THE  
NORTH PORTION IS DEFINED BY AIRCRAFT DEBRIS. THE EXTENT  
OF AIRCRAFT DEBRIS DISTRIBUTION AT ITS MAXIMUM WAS 24  
METERS (N/S) AND 12 METERS (E/W). THE ENTIRE AREA  
SURROUNDING THIS CENTRAL DISTRIBUTION WAS SEARCHED,  
FIRST BY 500 PERSONNEL AND THEN BY A SKIRMISH LINE OF  
JRT MEMBERS. RED FLAGS WERE PLACED AT LOCATIONS OF  
SURFACE FRAGMENTS OF METAL AND/OR DEBRIS THOUGHT TO BE  
ASSOCIATED WITH THE CRASH SITE (E.G., WIRING, BOLTS,  
METAL FRAGMENTS) DURING THIS SWEEP OF THE AREA. THE  
ENTIRE SITE WAS CLEARED OF BAMBOO AND BRUSH AND  
SECTIONED IN FOUR BY FOUR METER GRIDS. FIFTEEN GRIDS  
BY

ALL INFORMATION BELONGING  
TO THE U.S. GOVERNMENT  
IS UNCLASSIFIED  
DATE 10/10/01 BY 60322

956130Z FEB 92  
CSN/RS00569

2 OF 4

MR 0470

05071100Z

EXT FA DET

270922Z FEB 92  
ONE BANGKOK, TH.

CC  
C O N F I D E N T I A L C  
CC

UNCLASSIFIED

UNCLASSIFIED

CONFIDENTIAL  
CONFIDENTIAL  
CONFIDENTIAL

CONFIDENTIAL SECTION 02 OF 04 BANGKOK TH 09029

CONFIDENTIAL 0007 FEB 92

PASS TO DOD POW/MIA CENTRAL DOCUMENTATION OFFICE

SUBJECT: (U) DETAILED REPORT OF RECOVERY: CASE 1374

WERE PLACED ALONG THE N/S AXIS OF THE SITE. GRIDS WERE EXCAVATED TO STERILE SOIL AT LEVELS OF 5-15 CENTIMETERS.

ALL SOIL REMOVED WAS SCREENED IN ORDER TO RECOVER WRECKAGE AND REMAINS IF PRESENT. A GRID OF 4 METERS BY

8 METERS WAS PLACED IN ORDER TO EXCAVATE THE ENGINE PORTION OF THE AIRCRAFT. THIS GRID WAS EXCAVATED TO 4

METERS 50 CENTIMETERS BELOW SURFACE UNTIL STERILE SOIL WAS ENCOUNTERED. THE RATIONALE FOR EXCAVATING THIS AREA

TO THIS DEPTH WAS TO EVALUATE THE POSSIBILITY THAT THE COCKPIT PORTION OF THE AIRCRAFT WAS EMBEDDED IN THE SIDE

OF THE HILL, ANYWHERE TO THE ENGINE ASSEMBLY. NO PORTION OF THE COCKPIT WAS RECOVERED FROM THIS GRID

SQUARE. A SECONDARY EXCAVATION AREA WAS CLEARED BY EOD PERSONNEL AND SKIRMISH LINE SEARCHED BY THE JRY AS IN

THE CASE OF THE PRIMARY AIRCRAFT CRASH AREA. THIS AREA IS NORTHWEST OF THE EXCAVATION AREA DESCRIBED ABOVE.

PARTICULAR ATTENTION WAS GIVEN TO THIS AREA BECAUSE A LOCAL VILLAGER ALLEGEDLY RECOVERED BOTH A U.S. MILITARY

IDENTIFICATION TAG AND IDENTIFICATION CARD THERE (SEE PARA 3 A 2). INITIALLY, A 2 METER BY 2 METER GRID WAS

PLACED IN THE AREA DEFINED BY THE INFORMANT. THE GRID WAS CLEARED OF FOLIAGE AND EXCAVATED TO A DEPTH OF 10

CENTIMETERS AT WHICH POINT STERILE SOIL WAS ENCOUNTERED. NO ADDITIONAL PERSONAL EFFECTS OR WRECKAGE WAS FOUND IN

THIS GRID. THE ADJACENT AREA TO THIS GRID WAS CLEARED OF BAMBOO AND GRASS. SURFACE SEARCHED AND HAND RAKED

PRIOR TO ESTABLISHING GRIDS. THIS AREA WAS APPROXIMATELY 10 METERS BY 15 METERS IN SIZE. DURING

THE CLEARING OF THIS AREA, SMALL PORTIONS OF AIRCRAFT DEBRIS AND INDIVIDUAL EQUIPMENT WERE RECOVERED (SEE PARA

4 A). BASED ON THE LOCATION OF THESE ITEMS AND THEIR PROXIMITY TO THE AREA ALLEGED TO HAVE BEEN THE LOCATION

OF THE MEDIA RECOVERED BY THE INFORMANT, THREE 2 METER BY 4 METER GRIDS WERE PLACED ADJACENT TO THE 2 BY 2

METER GRID DESCRIBED ABOVE. ALL SOIL REMOVED WAS SCREENED IN ORDER TO RECOVER WRECKAGE-DEBRIS AND REMAINS

IF PRESENT. ADDITIONAL INDIVIDUAL EQUIPMENT WAS RECOVERED AT THE SURFACE TO 5 CENTIMETER LEVEL (I.E.,

LENSATIC COMPASS AND SMALL PORTION OF IDENTIFICATION TAG CHAIN). NO REMAINS WERE RECOVERED FROM THIS AREA. BY

DLVR:CDR JYHFA HADDER PI MI 132-1001

RYD:058-000/COPIES:0003

55613/051054054  
CSNEXPO0591

39 OF 4

MI 0073

058/111012

270922Z FEB 92

007FA DET ONE BANGKOK TH

CONFIDENTIAL  
CONFIDENTIAL  
CONFIDENTIAL

UNCLASSIFIED



UNCLASSIFIED

CC  
SECRET  
CC

22 FEB. ALL AREAS OF THE SITE HAD BEEN EXCAVATED FULLY. NO REMAINS WERE RECOVERED. SEE PARA 4 FOR MATERIAL EVIDENCE FOUND THROUGHOUT THE RECOVERY OPERATION.

3. (C) DETAILS OF RECOVERY:

A. (C) INTERVIEWS:

(1) 600 AT THE SITE: LOCAL RESIDENT, MR. WAN, POINTED OUT LOCATIONS WHERE HE FOUND THE PISTOL (GIVEN TO MSGT COLE DURING SURVEY) AND BITS OF "CAMOUFLAGED" COLORED BURNED CLOTH WHICH HE BELIEVED TO BE PARTS OF THE PILOT'S SHIRT. MR. CASOURY SHOWED HIM THE PHOTO OF THE CLARK DOG TAG AND BURNED MILITARY ID CARD WHICH HAD TURNED UP RECENTLY. HE SAID HE DID NOT KNOW WHO MIGHT HAVE FOUND IT, BUT HE WOULD CONSULT WITH THE SUB-DISTRICT CHIEF ON THE MATTER.

(2) 600 ON 10 FEB. THE SUB-DISTRICT CHIEF BROUGHT MRS. KHAMBAT TO THE CRASH SITE. SHE STATED THAT SHE WAS THE PERSON WHO HAD LOCATED THE METAL NAME TAG AND A PORTION OF A BURNED MILITARY ID CARD. SHE POINTED OUT WHAT SHE RECALLED TO BE THE EXACT SPOT WHERE SHE FOUND THE ITEMS, LOCATED ABOUT FIVE METERS NORTHWEST OF THE BOMB CRATER ASSOCIATED WITH THE EXCAVATION AREA. MRS. KHAMBAT ALSO SAID THAT SHE HAD FOUND A POCKET KNIFE AT THIS LOCATION, WHICH SHE STILL HAS AND USES. SHE AGREED TO LET THE TEAM ANTHROPOLOGIST AND PHOTOGRAPHERS COME TO HER HOME TO LOOK AT THE KNIFE AT THEIR CONVENIENCE.

(3) 600 ON 22 FEB. MR. CHANDI FROM BAN PONG VILLAGE, PRESENTED CPT DUNHAM CHODI WITH A METAL ID TAG THAT HE PICKED UP OFF THE EXCAVATION SITE EARLY THAT MORNING. CPT DUNHAM WAVE THE ID TAG TO MSGT COLE. MSGT COLE ASKED MR. CHANDI IF HE WOULD SHOW THE TEAM WHERE HE PICKED UP THE ID TAG. MR. CHANDI THEN TOOK DR. SCHNEIDER TO THE PLACE WHERE HE FOUND THE ID TAG. (IDENTIFICATION TAG - BLACK, THOMAS R. #66945, 1 PJS, CATHOLIC)

B. (C) TECHNICAL DATA:  
BT

556137/5103/159  
CSN:RX3P0391

4 OF 1

MI 0475

055/11101Z

270922Z FEB 92

CJTFFA DET ONE BANGKOK TH

CC  
SECRET  
CC

UNCLASSIFIED

CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC  
C O N F I D E N T I A L  
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC

UNCLASSIFIED

REPRODUCED AT GOVERNMENT EXPENSE

~~C O N F I D E N T I A L~~ SECTION 03 OF 04 BANGKOK TH 09429

CONFIDENTIAL 0047 FEB 92

PASS TO DOD POW/MIA CENTRAL DOCUMENTATION OFFICE

SUBJECT: (U) DETAILED REPORT OF RECOVERY; CASE 1374

(1) SITE:

- (A) SITE SIZE: 60 METERS X 40 METERS
- (B) SITE ELEVATION: 210 METERS
- (2) OTHER DATA:
- (A) AIRCRAFT TYPE: F-100D
- (B) DATE OF LOSS: 8 FEB 1969
- (C) TIME OF LOSS: 0243Z (0943G)
- (D) LOCATION OF LOSS: XD150601

4. (U) MATERIAL EVIDENCE:

- A. (U) MATERIAL EVIDENCE RETAINED BY USACILHI:
- (1) TWO PIECES OF 1/2 INCH NYLON TUBING (10 1/2 INCHES LONG; 1 3/8 INCHES LONG (POSSIBLY PART OF A FLIGHT SUIT OR SURVIVAL VEST))
- (2) NYLON, GREEN IN COLOR, 5 INCHES X 7 1/2 INCHES, 2 PLY
- (3) MATERIAL WITH LACES AND PARTIAL ZIPPER
- (4) METAL, SILVER IN COLOR, T-SHAPE, (POSSIBLY PART OF THE FLIGHT HELMET OXYGEN MASK CONNECTOR)
- (5) METAL, CHROME IN COLOR, 2 3/4 INCHES X 1/2 INCH (POSSIBLY PART OF THE FLIGHT HELMET OXYGEN MASK CONNECTOR).
- (6) MATERIAL, GREEN IN COLOR, 5 1/2 INCHES X 1 3/4 INCHES.
- (7) MATERIAL, COTTON, 3 INCHES X 10C
- (8) PRECISION LOCK W/THUMB RING, LENSATIC COMPASS
- (9) BEZEL RING, LENSATIC COMPASS, 2 INCH DIAMETER
- (10) COTTON MATERIAL, 3 INCHES X 4 INCHES, 2-PLY
- (11) MATERIAL, 4 1/2 INCHES X 1 1/2 INCH, 3-PLY, STITCHED
- (12) MATERIAL, PENDING WEAVE, FISHNET TYPE (POSSIBLY PART OF A SURVIVAL VEST)
- (13) MATERIAL, GREEN IN COLOR, 10 INCHES LONG
- (14) MATERIAL, LIGHT GREEN IN COLOR, W/SEAM, 7 INCHES LONG
- (15) 2 X ZIPPER PULL TASS
- (16) METAL FASTENING DEVICE, 2 1/2 INCHES X 1 1/2 INCHES
- (17) IDENTIFICATION TAG CHAIN (PORTION) W/FASTENER, 4 3/4 INCHES LONG

DLVR:CDR JTF-FA BANBANG RT HL330000 LAST

RTD:058-000/COPIES:0003

550131/5104/058  
CSN:R0000000

5 OF 4

M1 0472

058/11:00Z

270922Z FEB 92

CJTFFA DET ONE BANGKOK TH

CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC  
UNCLASSIFIED  
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC

UNCLASSIFIED

UNCLASSIFIED

CC  
~~CONFIDENTIAL~~  
CC

- (18) BOOT SOLE, RUBBER, BURNED
  - (19) BOOT UPPER, NYLON, WITH ZIPPER
  - (20) 3 X METAL SNAPS
  - (21) 1 X METAL SNAP WITH ATTACHED CANVAS
  - (22) 1 X NORTHWEST AIRLINES BAGGAGE TICKET
  - (23) PIECES OF PILOT HEADSET, MICROPHONE JACK
  - (U) MATERIAL EVIDENCE GIVEN TO THE TEAM BY  
LOCAL VILLAGER (RETAINED BY USACILHI):  
IDENTIFICATION TAG: "CLARK, THOMAS E.  
FR89946  
A POS  
CATHOLEC"
- BT

556131/3104/050  
CSN:RXBP0390

Q OF 1

MI 0472

058/11:00Z

270922Z FEB 92

CJTFFA DET ONE BANGKOK TH

CCCCC\*\*CCCCCCCCCCCCCCCCCCCCCCCCCCCC\*\*  
~~CONFIDENTIAL~~  
CC

UNCLASSIFIED

UNCLASSIFIED

REPRODUCED AT GOVERNMENT EXPENSE

CONFIDENTIAL  
CONFIDENTIAL  
CONFIDENTIAL

CONFIDENTIAL SECTION 04 OF 04 BANGKOK TH 09429

CONFIDENTIAL 0047 FEB 92

PASS TO DOD POW/MIA CENTRAL DOCUMENTATION OFFICE

SUBJECT: (U) DETAILED REPORT OF RECOVERY CASE 1374

C. (U) MATERIAL EVIDENCE RECOVERED FROM THE SITE (RETAINED BY JTF-FA):

- (1) MECHANICAL COMPONENT, LABELED "THE ADVIL PUSH-PULL, NUMBER 5452L1033"
- (2) HOSE CLAMP, LABELED "2305273 (SERASEAL) BREEZE CORPORATION INCORPORATED, UNION, NEW JERSEY, U.S.A. (AN737TW-26 4/58)"
- (3) HOSE CLAMP, LABELED "WITTEK MANUFACTURING COMPANY, CHICAGO, U.S.A. 27.68 (AN737-TW 30)"
- (4) CAP, METAL, CIRCULAR, W/NUMBER "C-7703820-329"
- (5) TWO EACH D-RINGS, METAL
- (6) TWO EACH D-RING QUICK RELEASE FASTENERS
- (7) BASE, FLARE, 2 INCH DIAMETER
- (8) METAL, CHROME IN COLOR, NUMBERED "60C4461"
- (9) 2 EACH METAL SQUARE FASTENING DEVICES, 2 1/4 X 2 INCHES
- (10) D-RING PORTION

5. (U) PERTINENT LOCATION OR DATA CHANGES: NONE

6. (U) AREAS OR CASE FILE INFORMATION NOT INVESTIGATED: NONE

7. (U) ANALYST COMMENTS: SEVERAL PIECES OF THE SERIAL NUMBERED WRECKAGE LISTED IN PARAGRAPH 4.C. ALLOWED THE TEAM TO POSITIVELY IDENTIFY THE SITE AS THAT OF AN F-10 AIRCRAFT. JTF-FA FILES INDICATE CAPTAIN CLARK'S INCIDENT WAS THE ONLY INCIDENT INVOLVING AN F-100 AIRCRAFT WITHIN 15 KILOMETERS OF THE RECOVERY SITE.

8. (U) TEAM CHIEF COMMENTS: ALTHOUGH THE RECOVERY TEAM WAS DELAYED TWO DAYS IN SAVANNAKHAY, A COMPLETE EXCAVATION OF THE SITE WAS CONDUCTED COOPERATION BY THE LOCAL CITIZENS, OFFICIALS AND OUR LAO COUNTERPARTS WAS EXCELLENT. THE RECOVERY TEAM EXPERIENCED NO PROBLEMS DURING THE EXCAVATION. DECL DADR 87.

DLVRICDR JTF-FA WAREHOUSE BY N163)...ACT

RTD:058-000/COPIES:0003

54059/5107/058  
CSN3R2BP0395

7 OF 7

047

050/11:01Z

270922Z FEB 92

CJTFFA, DET. ONE BANGKOK TH

CONFIDENTIAL  
CONFIDENTIAL  
CONFIDENTIAL

UNCLASSIFIED

UNCLASSIFIED

01 06 110802Z AUG 92 RR

UUUU

2240802

ADMIN

CDR JTF-FA HONOLULU HI//J2//

HQ AFMPC RANDOLPH AFB TX//DPMCB//

INFO WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC

SECDEF WASHINGTON DC//OASD-ISA/PW-MIA//

SECSTATE WASHINGTON DC//EAP/VLC/OCS/OCS//

JOINT STAFF WASHINGTON DC//OCJCS/J5/PW-MIA/J3-JOD//

USCINCPAC HONOLULU HI//J3/J30-M//

USCINCPAC LO WASHINGTON DC

DIA WASHINGTON DC//PW-MIA//

CIA WASHINGTON DC//DEA/SEA/IB/DDO/EA/ICOG//

CJTFFA DET ONE BANGKOK TH

USDAO BANGKOK TH//PW-MIA//

HSC KELLY AFB TX//YAD//

UNCLAS //NO3460//

DIA PASS TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE//

MSGID/RR1/CDR JTF-FA//

AMPN/SUBJ: LIFE SUPPORT WRECKAGE ANALYSIS REPORT, REFNO 1374//

REF/A/RMG/CJTFFA DET ONE/270922Z FEB 92//

RMKS/1. REF A IS THE DETAILED REPORT OF INVESTIGATION OF CASE

1374. DURING 17-22 FEB 92, A JOINT U.S./LAO TEAM CONDUCTED A

UNCLASSIFIED

110802Z AUG 92

UNCLASSIFIED

02 06 110802Z AUG 92 RR

UUUU

2240802

RECOVERY OF A SUSPECTED F-100D AIRCRAFT CRASH SITE IN SAVANNAKHET PROVINCE, LAOS, AND RECOVERED AIRCRAFT WRECKAGE AT GRID COORDINATES XD138601.

2. THE TEAM RECOVERED THE FOLLOWING AIRCRAFT ARTIFACTS:

-TWO PIECES OF NYLON TUBING

-NYLON, GREEN

-MATERIAL WITH LACES AND PARTIAL ZIPPER

-METAL SILVER IN COLOR, T-SHAPED: N 38385782 A/MILPAR/6 3C 4228

-METAL CHROME IN COLOR

-MATERIAL, GREEN IN COLOR

-COTTON MATERIAL, 3 INCHES WIDE

-FRICTION LOCK WITH THUMB RING

-BEZEL RING

-MATERIAL, POROUS WEAVE, FISHNET TYPE

-TWO ZIPPER PULL TABS

-METAL FASTENING DEVICE

-BOOT SOLE, RUBBER, BURNT

-BOOT UPPER, RUBBER, BURNED

-THREE METAL SNAPS

-ONE METAL SNAP WITH ATTACHED CANVAS

UNCLASSIFIED

110802Z AUG 92

UNCLASSIFIED

03 06 110802Z AUG 92 RR

UUUU

2240802

-PIECE OF PILOT HEADSET MICROPHONE JACK

-MECHANICAL COMPONENT: THE ADVIL PUSH-PULL NUMBER 5452L1013

-HOSE CLAMP: 2395273 (SERASEAL) BREEZE CORPORATION INCORPORATED,  
UNION, NEW JERSEY, U.S.A. (AN737TW-26 4/55)

-HOSE CLAMP: WITTEK MANUFACTURING COMPANY, CHICAGO, U.S.A. 2/68  
(AN737-TW 30)

-CAP, METAL, CIRCULAR: C-7703820-329

-TWO EACH V-RINGS, METAL

-TWO EACH QUICK RELEASE FASTENERS

-BASE FLARE, 2 INCH DIAMETER

-METAL, SILVER IN COLOR: 60C4461

-TWO EACH METAL SQUARE FASTENING DEVICE

-ONE D-RING

-CABLE WITH SWAGGED BALL

-PIECE OF GAUGE

-MATERIAL, VIOLET IN COLOR WITH SNAP

-CONNECTOR LINK

-DATA PLATE: 4720-594-6439, HOSE ASSY

-AIRCRAFT PART: 235-47051-3

-SPACER: 60B91875

UNCLASSIFIED

110802Z AUG 92

UNCLASSIFIED

04 06 110802Z AUG 92 RR

UUUU

2240802

-AIRCRAFT PART: 180-52131

-CONNECTING LINK, SILVER IN COLOR

-NUMEROUS AIRCRAFT PIECES WITH NO IDENTIFIABLE PART NUMBERS

3. JTF-FA LIFE SUPPORT ANALYSIS REVEALS THE FOLLOWING:

A. THE SILVER T-SHAPED METAL PART IS A FOUR-POINT BAYONET FASTENER USED ON AIRCREW OXYGEN MASKS TO CONNECT THE MASK TO THE FLYING HELMET. THE FOUR-POINT BAYONET FASTENER STILL HAD A MASK RETENTION STRAP IN ONE OF THE ATTACHMENT POINTS. THE SILVER COLORED METAL, NUMBER 60C4461 IS PART OF THE BAYONET RECEIVER WHICH IS ATTACHED TO THE PILOTS FLYING HELMET. PILOT HEADSET MICROPHONE JACK IS LOCATED ON THE COMMUNICATIONS CORD ATTACHED TO THE PILOTS OXYGEN MASK.

B. THE FISHNET TYPE MATERIAL IS FROM THE PILOTS SURVIVAL VEST. THE FRICTION LOCK WITH THUMB RING AND BEZEL RING ARE PARTS FROM A LENSATIC COMPASS, WHICH IS LOCATED IN THE PILOTS SURVIVAL KIT OR SURVIVAL VEST. THE VIOLET COLORED MATERIAL IS PART OF THE SPRAY SHIELD OF A ONE-MAN LIFE RAFT, WHICH IS INSTALLED IN THE PILOTS SURVIVAL KIT. THIS KIT IS INSTALLED IN THE AIRCRAFT EJECTION SEAT.

C. TWO EACH QUICK RELEASE FASTENERS, TWO V-RINGS, TWO METAL SQUARE FASTENING DEVICES, CONNECTOR LINK, GAUGE COVER FOR AN EMERGENCY OXYGEN BAILOUT CYLINDER, CABLE WITH SWAGGED BALL AND ONE D-RING ARE

UNCLASSIFIED

110802Z AUG 92



UNCLASSIFIED

05 06 110802Z AUG 92 RR

UUUU

2240802

ALL COMPONENTS FROM A PERSONAL PARACHUTE WORN BY THE PILOT.

D. THREE-INCH WIDE COTTON MATERIAL IS FROM THE PILOTS SEAT BELT WHICH ATTACHES THE AIRCREW TO THE EJECTION SEAT AND THE SILVER CONNECTING LINK IS POSSIBLY FROM THE END OF THE SAFETY HARNESS WHERE IT CONNECTS TO THE SEATBELT.

E. JTF-FA POINT OF CONTACT FOR THE F-100 AIRCRAFT WAS TDY TO HAWAII AND IDENTIFIED THE FOLLOWING PIECES AS F-100D:

-EXTERNAL TANK TO PYLON MOUNT BOLT.

-ELECTRICAL CONNECTOR FOR EXTERNAL FUEL TANK.

-AUXILIARY BLEED AIR DOOR ACTUATOR.

-THIRD STAGE COMPRESSION BLADE.

F. THE FOLLOWING WRECKAGE IS ASSOCIATED WITH THE F-100 AIRCRAFT:

HOSE CLAMP, AN737TW-26 IS USED IN THE FUSELAGE. HOSE CLAMP,

AN737TW-30 IS USED IN THE FORWARD EQUIPMENT COOLING KIT. PART

NUMBER 180-52131 IS A PLUG FROM THE PILOTS CONTROL STICK SUPPORT.

PART NUMBER 235-47051-3 IS AN ADAPTER IN THE ENGINE OIL SYSTEM OF

THE F-100D MODEL. HOSE ASSY NSN 4720-594-6439 IS USED IN THE

ENGINE FORWARD ACCESSORY SECTION (OIL SYSTEM EQUIPMENT) OF AN F-100D MODEL.

G. THE REMAINING ARTIFACTS COULD NOT BE IDENTIFIED OR ASSOCIATED

UNCLASSIFIED

110802Z AUG 92

UNCLASSIFIED

06 06 110802Z AUG 92 RR

UUUU

2240802

WITH ANY SPECIFIC TYPE OF AIRCRAFT.

4. JTF-FA LIFE SUPPORT WRECKAGE ANALYSIS: SEVERAL PIECES OF AIRCRAFT WRECKAGE WITH PART NUMBERS IDENTIFIES THE AIRCRAFT AS AN F-100D. A GRID SEARCH REVEALS CASE 1374 IS THE ONLY F-100 LOST WITHIN 20KM OF THE CRASH SITE AT XD138601. LIFE SUPPORT EQUIPMENT, SUCH AS COMPONENTS FROM THE PARACHUTE, OXYGEN MASK, AND FLYING HELMET FOUND IN THE CRASHSITE, INDICATES THE PILOT WAS STILL IN THE AIRCRAFT AT IMPACT.

5. THE AIRCREW LIFE SUPPORT EQUIPMENT WILL BE SENT TO THE LIFE SUPPORT EQUIPMENT LABORATORY, KELLY AFB TX, FOR FURTHER SCIENTIFIC ANALYSIS.

6. FOR AFMPC/DPMCB: THIS INFORMATION MAY BE RELEASED TO THE NOK OF CAPT THOMAS E. CLARK CASE 1374-01. A SANITIZED COPY OF REF A WILL BE PROVIDED SEPARATELY.

7. EVAL/GJM//

UNCLASSIFIED

110802Z AUG 92

▽ Subject: DETAILED REPORT OF INVESTIGATION OF CASE 1374

Originator: JPAC ANNEX CAMP SMITH HI(UC)

DTG: 302102Z Mar 06 Precedence: ROUTINE

▷ To: AMEMBASSY VIENTIANE

▷ Cc: JPAC ANNEX CAMP SMITH HI(uc)

SUBJ/DETAILED REPORT OF INVESTIGATION OF CASE 1374 (SITE LA-00435) CONDUCTED DURING THE 91ST JOINT FIELD ACTIVITY (06-1L) IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC//  
AKNLDG/COMMENTS IN THIS REPORT ARE BASED ON FIELD ANALYSIS AND ARE NOT INTENDED TO PROVIDE FINAL ANALYTICAL CONCLUSIONS//

REF/A/RMG/CDR JTF-FA DET ONE BANGKOK TH/270922ZFEB92//

REF/B/RMG/CJTFFA DET ONE BANGKOK TH/270931ZFEB96//

REF/C/RMG/CDR JPAC HICKAM AFB HI/301937Z MAR 06//

REF/D/DOC/1:50,000 SCALE MAP//

NARR/REFERENCES.

1. REF A IS THE DETAILED REPORT OF RECOVERY: CASE 1374, CONDUCTED DURING JOINT FIELD ACTIVITY (JFA) 92-3L IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC (LPDR).

2. REF B IS THE DETAILED REPORT OF SURVEY CASE 0955, CONDUCTED DURING JFA 92-3L IN THE LPDR.

3. REF C IS ADDITIONAL INFORMATION REPORT 061L-003 REGARDING CASE 0955 OBTAINED DURING THE 91ST JFA (06-1L) IN THE LPDR.

4. REF D IS MAP DATA: NAME: BAN VANGPHONG; SHEET: 6242IV; SERIES: L7015; EDITION: 5-TPC.//  
RMKS/1. SUMMARY.

A. CIRCUMSTANCES OF LOSS: ON 8 FEBRUARY 1969, THE PILOT OF AN F-100D AIRCRAFT WAS FLYING IN A FLIGHT OF FOUR ON A COMBAT MISSION OVER LAOS. THE FLIGHT, UNDER THE CONTROL OF A FORWARD AIR CONTROLLER, WAS CONDUCTING ATTACKS AGAINST A TARGET. ENEMY GROUND FIRE HIT THE CASE 1374 AIRCRAFT; IT BURST INTO FLAMES AND CRASHED. THE FLIGHT REMAINED IN THAT AREA FOR ONE HOUR CONDUCTING A SEARCH, ALTHOUGH THEY OBSERVED NO PARACHUTE.

B. SUMMARY OF INVESTIGATION: ON 31 OCTOBER 2005, DURING THE 91ST JFA IN THE LPDR (06-1L), THE JOINT INVESTIGATION TEAM (I.T.) INVESTIGATED CASE 1374 IN VILABOULI DISTRICT, SAVANNAKHET PROVINCE. A LOCAL VILLAGER GUIDED THE TEAM TO A PREVIOUSLY EXCAVATED CRASH SITE AND PROVIDED FURTHER INFORMATION ABOUT THE CRASH SITE. THE TEAM SEARCHED AND RE-SURVEYED THE CRASH SITE, FINDING POSSIBLE OSSEOUS MATERIAL, A LIFE SUPPORT ITEM, AND NUMEROUS PIECES OF SERIALIZED AIRCRAFT WRECKAGE. A VILLAGER TURNED OVER POSSIBLE DENTAL REMAINS (POSSIBLY FAUNAL) HE FOUND AT THE SITE. ON 16 NOVEMBER 2005, THE JOINT POW/MIA ACCOUNTING COMMAND-CENTRAL IDENTIFICATION LABORATORY (JPAC-CIL) RECEIVED THE POSSIBLE DENTAL REMAINS AND ASSIGNED THEM ACCESSION NUMBER CIL 2005-173; THE POSSIBLE OSSEOUS REMAINS, LIFE SUPPORT MATERIAL AND OTHER MATERIAL EVIDENCE WERE ASSIGNED ACCESSION NUMBER CIL 2005-174.

C. REMAINS/PERSONAL EFFECTS: THE I.T. RECOVERED POSSIBLE OSSEOUS MATERIAL AND RECEIVED POSSIBLE DENTAL REMAINS FROM A VILLAGER WHILE INVESTIGATING CASE 1374.  
2. DETAILS OF INVESTIGATION.

A. PURPOSE:

(1) AT THE JFA 92-3L (REF A) EXCAVATION SITE (48Q XD 138 601), WITH AN ANTHROPOLOGIST, IF AVAILABLE, CONDUCT A SURVEY TO DETERMINE IF THERE IS POTENTIAL FOR ADDITIONAL AREAS TO EXCAVATE (ACCOMPLISHED; SEE PARA 2.F., BELOW).

(2) INTERVIEW VILLAGERS FROM BAN (LAO WORD FOR VILLAGE) POUNG (XD 133 602) AND ANY OTHER VILLAGES IN THE AREA OF THE CRASH SITE (XD 138 601) TO DETERMINE THEIR KNOWLEDGE OF THE INCIDENT, SPECIFICALLY ASK IF THEY POSSESS INFORMATION ON THE DISPOSITION OF THE REMAINS OF THE CASE 1374 INDIVIDUAL. DETERMINE IF VILLAGERS HAVE ANY INFORMATION CONCERNING ANY OTHER INCIDENTS, REMAINS, CRASH SITES OR UNACCOUNTED-FOR AMERICANS (ACCOMPLISHED; SEE PARA 2.E., BELOW).

B. ON 13 OCTOBER 2005, THE I.T. ARRIVED IN SAVANNAKHET PROVINCE TO INVESTIGATE TWENTY CASES.

C. TEAM COMPOSITION:

(1) U.S. CONTINGENT:

CPT IVAN (NMN) SALGADO	TEAM LEADER
GYSGT SCOTT H. STALKER	ASSISTANT TEAM LEADER/ANALYST
SFC SOMDETH (NMN) NAKHIENGCHANH	LINGUIST
SFC JACK C. JOHNSON	ANALYST
SSGT JASON R. HEYMAN	ANALYST
MSG BRUCE K. COLEMAN	TEAM MEDIC
MSGT HOWARD T. MARITERAGI	LIFE SUPPORT INVESTIGATOR (LSI)
SSGT WALTER V. HUBBARD	EXPLOSIVE ORDNANCE DISPOSAL (EOD)
	TECHNICIAN

DR. THOMAS H. SPRAGUE ANTHROPOLOGIST

(2) LPDR CENTRAL GOVERNMENT CONTINGENT:

MR. SAVATH DAVONGSONE MINISTRY OF FOREIGN AFFAIRS

MAJ SOMPHONG SANGKHISAVATH MINISTRY OF NATIONAL DEFENSE

(3) PROVINCIAL AND DISTRICT CONTINGENT:

MR. VANNAPHONE VONGVICHIT SAVANNAKHET PROVINCE OFFICIAL

MR. PHETSALATH (NO LAST NAME (NLN)) SAVANNAKHET PROVINCE OFFICIAL

MR. KHAMNOY SONESAWANH VILABOULI DISTRICT OFFICIAL

MR. BOUACHANH KHANTHAVONG VILABOULI DISTRICT OFFICIAL

D. ON 30 OCTOBER 2005, THE I.T. MET WITH THE LPDR CENTRAL GOVERNMENT CONTINGENT, WHICH APPROVED THE INVESTIGATION PLAN FOR CASE 1374 IN VILABOULI DISTRICT, SAVANNAKHET PROVINCE.

E. ON 31 OCTOBER 2005, THE I.T. FLEW TO A LANDING ZONE (LZ) AT 48Q XD 1375 6017 (THE TEAM OBTAINED ALL GRID COORDINATES DURING THIS INVESTIGATION USING A GARMIN FIVE GLOBAL POSITIONING SYSTEM (GPS), TRACKING FOUR TO EIGHT SATELLITES AND USING THE INDIAN-THAILAND MAPPING DATUM), APPROXIMATELY 100 METERS FROM BAN POUNG (PUNG), VILABOULI DISTRICT, SAVANNAKHET PROVINCE. THE TEAM INTERVIEWED FIVE WITNESSES WHO PROVIDED THE FOLLOWING INFORMATION:

(1) WITNESS ONE.

(A) NAME: MR. ATH SISOUPHONE (NULLAT SISUHPHOOHN).  
(B) AGE: 72 YEARS OF AGE (YOA).  
(C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: LIFELONG RESIDENT OF BAN POUNG (PUHNG), VILABOULI DISTRICT, SAVANNAKHET PROVINCE.  
(D) CURRENT OCCUPATION: VILLAGE ELDER/FARMER.  
(E) OCCUPATION AT TIME OF INCIDENT: FARMER.  
(F) BACKGROUND: ALTHOUGH MR. ATH CLAIMED THIS WAS HIS FIRST JOINT INTERVIEW, HE MAY BE THE SAME MR. ATH WHO PARTICIPATED IN A PREVIOUS JOINT INVESTIGATION OF CASE 0955 (REF B).

(2) WITNESS TWO.

(A) NAME: MR. TANI THONG (THZANI THZONG).  
(B) AGE: 54 YOA.  
(C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: BAN POUNG (PUHNG), VILABOULI DISTRICT, SAVANNAKHET PROVINCE; SINCE 1990.  
(D) CURRENT OCCUPATION: VILLAGE ELDER/FARMER.  
(E) RESIDENCE AT TIME OF INCIDENT: BAN KACHOUNG (KAWCHUNG), VILABOULI DISTRICT, SAVANNAKHET PROVINCE.  
(F) OCCUPATION AT TIME OF INCIDENT: DISTRICT EXTERNAL RELATIONS OFFICER.  
(G) BACKGROUND: THIS WAS THE FIRST TIME A JOINT TEAM INTERVIEWED MR. TANI.

(3) WITNESS THREE.

(A) NAME: MR. KHAMDI VILASON (KHAMHDI VIHAWSON).  
(B) AGE: 51 YOA.  
(C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: BAN POUNG (PUHNG), VILABOULI DISTRICT, SAVANNAKHET PROVINCE; SINCE 1990.  
(D) CURRENT OCCUPATION: ASSISTANT VILLAGE CHIEF/FARMER.  
(E) RESIDENCE AT TIME OF INCIDENT: BAN PHOU HOM (PHZU HZOOM), VILABOULI DISTRICT, SAVANNAKHET PROVINCE.  
(F) OCCUPATION AT TIME OF INCIDENT: FARMER.  
(G) BACKGROUND: THIS WAS THE FIRST TIME A JOINT TEAM INTERVIEWED MR. KHAMDI.

(4) WITNESS FOUR.

(A) NAME: MR. SANG (SAHNG; NLN).  
(B) AGE: 40 YOA.  
(C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: BAN POUNG (PUNG), VILABOULI DISTRICT, SAVANNAKHET PROVINCE; SINCE 1983.  
(D) CURRENT OCCUPATION: FARMER.  
(E) RESIDENCE AT TIME OF INCIDENT: BAN LATH (LAT), VILABOULI DISTRICT, SAVANNAKHET PROVINCE.  
(F) OCCUPATION AT TIME OF INCIDENT: CHILD.  
(G) BACKGROUND: THIS WAS THE FIRST TIME A JOINT TEAM INTERVIEWED MR. SANG.

(5) WITNESS FIVE.

(A) NAME: MR. KHAMPAT (KHZAMHPHAI; NLN).  
(B) AGE: 25 YOA.  
(C) CURRENT RESIDENCE AND LENGTH OF TIME THERE: LIFELONG RESIDENT OF BAN POUNG (PUHNG), VILABOULI DISTRICT, SAVANNAKHET PROVINCE.  
(D) CURRENT OCCUPATION: FARMER.  
(E) BACKGROUND: THIS WAS THE FIRST TIME A JOINT TEAM INTERVIEWED MR. KHAMPAT.

(6) COMBINED STATEMENT:

(A) ALL FIVE WITNESSES KNEW OF TWO CRASH SITES. THE FIRST SITE IS A TWO-HOUR WALK (TWO KILOMETERS) FROM THE VILLAGE. INFORMATION REGARDING THIS SITE WILL BE REPORTED SEPARATELY (REF C).  
(B) THE SECOND CRASH SITE WAS 50 METERS SOUTHWEST OF BAN POUNG, DIRECTLY ACROSS THE NAM (LAO WORD FOR RIVER) MZ (MI). THE WITNESSES FIRST VISITED THE SITE IN 1974. AT THAT TIME, THERE WERE NO LARGE PIECES OF AIRCRAFT WRECKAGE AND NO CRASH CRATER. UNRECALLED VILLAGERS RECOVERED SMALL PIECES OF PARACHUTE (APPROXIMATELY TEN SQUARE CENTIMETERS), PARACHUTE CORD, AND CLOTHING (NFI) FROM THE SITE. THE WITNESSES OBSERVED NO HUMAN REMAINS OR BURIAL SITES. UNKNOWN VILLAGERS HAVE CONSTANTLY SCAVENGED THE SITE, DUE TO ITS PROXIMITY TO THE VILLAGE, AND SUBSEQUENTLY SOLD ALL THE MATERIALS. A JOINT TEAM EXCAVATED THE SITE APPROXIMATELY TEN YEARS AGO UTILIZING TEN LOCAL WORKERS FOR FIVE DAYS (REF A). NO WRECKAGE REMAINS IN THE VILLAGE OF BAN POUNG.

F. AFTER THE COMPLETION OF THE INTERVIEW, SEVERAL OF THE WITNESSES GUIDED THE TEAM TO THE CRASH SITE. APPROXIMATELY 25 METERS SOUTHWEST OF THE VILLAGE, MEMBERS OF THE TEAM BEGAN TO FIND AIRCRAFT WRECKAGE. A SHORT ADDITIONAL WALK (25 METERS UP A 15-DEGREE SLOPE) LED TO THE CENTER OF THE CRASH SITE. AT THE CRASH SITE, THERE IS A SMALL GULLY CREATED BY EROSION. THIS GULLY RUNS DIRECTLY THROUGH THE SITE, CEASING TO EXIST ONCE THE TERRAIN BECOMES FLAT. THE LENGTH OF THIS STRIP OF EROSION IS APPROXIMATELY 100 METERS. ONCE ON SITE, THE TEAM CONDUCTED A PRELIMINARY GROUND SEARCH OF THE CRASH SITE, FINDING POSSIBLE OSSEOUS REMAINS, A LIFE SUPPORT ITEM, AND TWO PIECES OF SERIALIZED WRECKAGE. A

WITNESS ON SITE POINTED OUT FOUR PLACES WHERE HE FOUND PARACHUTE MATERIAL. THERE WAS STILL A SIGNIFICANT AMOUNT OF AIRCRAFT WRECKAGE DESPITE THE SITE'S LOCATION NEXT TO THE VILLAGE. THE I.T. ALSO LOCATED AND MARKED TWO M83 BUTTERFLY BOMBS WITHIN THE PROPOSED EXCAVATION AREA. AFTER THE GROUND SEARCH, THE TEAM CONDUCTED A DETAILED SITE SURVEY. WHILE THE SITE SURVEY WAS BEING CONDUCTED, A VILLAGER BROUGHT POSSIBLE DENTAL REMAINS (POSSIBLY FAUNAL) HE FOUND IN THE RUN-OFF AREA BELOW THE CRASH SITE (48Q XD 13753 60136; GRID OBTAINED USING A SPORTS TRACK GPS TRACKING FIVE TO SEVEN SATELLITES USING THE INDIAN-THAILAND MAPPING DATUM) DURING THE SEARCH. THE POSSIBLE DENTAL REMAINS WERE TURNED OVER TO THE ANTHROPOLOGIST FOR FURTHER ANALYSIS.

3. MATERIAL EVIDENCE.

A. MATERIAL EVIDENCE RETAINED BY JPAC:

- (1) LIFE SUPPORT EQUIPMENT: A PIECE OF A SURVIVAL KIT.
- (2) AIRCRAFT WRECKAGE:
  - (A) AIRCRAFT PIECE 0-232159; C6
  - (B) AIRCRAFT PIECE 658-3
  - (C) AIRCRAFT PIECE G PATENTS 2366 442; 2381739; 2421613
  - (D) FUEL BLADDER 7896A

B. MATERIAL EVIDENCE PHOTOGRAPHED AND LEFT IN PLACE: NUMEROUS NONDESCRIPT AIRCRAFT PIECES.

C. REMAINS:

- (1) POSSIBLE OSSEOUS MATERIAL.
- (2) POSSIBLE DENTAL REMAINS (POSSIBLY FAUNAL).

4. SITE SURVEY RESULTS:

A. AREA DATA:

- (1) PROVINCE: SAVANNAKHET.
- (2) DISTRICT: VILABOULI.
- (3) VILLAGE: BAN POUNG.
- (4) VICINITY GPS GRID COORDINATE: 48Q XD 13754 60166. THE I.T. OBTAINED THE COORDINATE USING A GARMIN GPS-V RECEIVER, TRACKING FOUR SATELLITES, USING THE INDIAN-THAILAND DATUM.
- (5) VICINITY MAP GRID COORDINATE: XD 138 602.
- (6) ELEVATION: 235 METERS (OBTAINED USING THE GPS-V).

B. MAP DATA:

- (1) MAP NAME: BAN VANGPHONG.
- (2) MAP SHEET: 6242 IV.
- (3) MAP SERIES: 17015
- (4) MAP EDITION: 5-TPC.
- (5) MAP DATUM: INDIAN DATUM 1960.

C. SITE ACCESSIBILITY: THE SITE IS ACCESSIBLE BY A TEN-MINUTE FLIGHT FROM XEPON DISTRICT TOWN, FOLLOWED BY A FIVE-MINUTE WALK, CROSSING ONE STREAM. THE SITE IS ALSO ACCESSIBLE BY A 20-MINUTE VEHICLE RIDE FROM XEPON DISTRICT TOWN TO BAN POUNG.

D. SITE DESCRIPTION:

- (1) TYPE OF SITE: AIRCRAFT CRASH SITE (SITE LA-00435).
- (2) DIMENSIONS: 20X100 METERS.
- (3) SIGNIFICANT FEATURES:
  - (A) DISTANCE TO NEAREST ROAD: 150 METERS.
  - (B) NEAREST POPULATED AREA:
    - ((1)) NAME: BAN POUNG.
    - ((2)) DISTANCE FROM SITE: APPROXIMATELY 150 METERS.
    - ((3)) ESTIMATED AVAILABLE LABORERS: 200 - 300 WORKERS.
  - (C) SITE SENSITIVITY: NONE.
  - (D) MAJOR TERRAIN FEATURES:

((1)) THE SITE IS LOCATED IN A SMALL GORGE ON THE NORTHEAST SIDE OF A MOUNTAIN RANGE. THE NAM MI RIVER RUNS ALONG THE NORTHERN EDGE OF THE SITE.

((2)) THE TEAM ESTABLISHED A DATUM POINT AT 48Q XD 13708 60051, AND MARKED IT WITH RED SPRAY PAINT ON A TREE.

E. LANDING ZONE RECOMMENDATION:

- (1) LOCATION:
  - (A) MI-17: 48Q XD 1393 6043.
  - (B) LWC AS-350: 48Q XD 1375 6016.
- (2) DISTANCE TO SITE:
  - (A) MI-17: APPROXIMATELY ONE KILOMETER.
  - (B) LWC AS-350: APPROXIMATELY 50 METERS.
- (3) DISTANCE TO BASE CAMP: 24 KILOMETERS.
- (4) CONSIDERATIONS: NONE.

F. BASE CAMP RECOMMENDATION:

- (1) LOCATION: XEPON DISTRICT TOWN.
- (2) DISTANCE TO SITE: 24 KILOMETERS.
- (3) WATER SOURCE AVAILABILITY: RUNNING TAP WATER IS AVAILABLE. BOTTLED WATER CAN BE PURCHASED LOCALLY.

((4)) HOTEL AVAILABILITY: VIENGXAY GUEST HOUSE.

G. REMAINS FOUND AT SITE: POSSIBLE OSSEOUS MATERIAL.

H. ESTIMATED EXCAVATION REQUIREMENTS:

- (1) NUMBER OF DAYS: ONE - TWO JFA'S.

- (2) NUMBER OF WORKERS: 75.
- (3) SPECIAL EQUIPMENT: ROPES, CHAINSAW.
- I. WATER SOURCE:
  - (1) DISTANCE FROM SITE: 50 METERS.
  - (2) WET SCREENING SUPPORTABLE: YES.
- J. TERRAIN AND WEATHER CONSIDERATIONS:
  - (1) EFFECT OF WEATHER: HEAVY RAINS WOULD CREATE FLASH FLOODING AND SLIPPERY CONDITIONS ON THE SITE.
  - (2) SLOPE: 15 DEGREES.
  - (3) VEGETATION: DENSELY VEGETATED WITH BAMBOO, SAPLINGS, UNDERBRUSH, AND SEVERAL TREES MORE THAN THREE INCHES IN DIAMETER.
  - (4) SOIL: SANDY CLAY.
  - (5) ACCORDING TO LOCAL OFFICIALS, THE SITE IS ACCESSIBLE DURING ALL SEASONS, BUT IS BEST IF EXCAVATED DURING THE DRY SEASON, JANUARY TO APRIL.
- K. SAFETY:
  - (1) UXO HAZARD: TWO M83 BUTTERFLY BOMBS.
  - (2) TERRAIN: A 15-DEGREE SLOPE WITH GULLY RUNNING THROUGH THE SITE DUE TO EROSION.
  - (3) WILDLIFE: LEECHES, SPIDERS.
- 5. PERTINENT LOCATION OR DATA CHANGES: NONE.
- 6. EOD TECHNICIAN COMMENTS: THE TWO M-83'S CAN BE EASILY REMOTE-MOVED TO A SAFE LOCATION. THEY SHOULD NOT PROHIBIT RECOVERY EFFORTS.
- 7. ANALYST COMMENTS.
  - A. ALL WITNESSES ANSWERED QUESTIONS IN A SINCERE AND STRAIGHTFORWARD MANNER.
  - B. THE GULLY CREATED FROM EROSION THAT RUNS THROUGH THE CRASH SITE DID NOT EXIST WHEN THE WITNESS FIRST VISITED THE SITE. THE BASE OF THE RUN-OFF IS INCLUDED IN THE PROPOSED EXCAVATION AREA OF THE SITE SURVEY.
  - C. LSI COMMENTS: FIELD ANALYSIS OF THE AIRCRAFT WRECKAGE CORRELATES TO THE CLASSIFICATION NUMBERS USUALLY ASSOCIATED WITH F-100 SERIES AIRCRAFT. THE RECOVERY OF A SURVIVAL KIT PIECE AT THE SITE INDICATES THE PRESENCE OF THE PILOT IN THE AIRCRAFT AT THE TIME OF THE INCIDENT. FURTHER ANALYSIS WILL BE CONDUCTED AT JPAC-CIL.
- 8. TEAM LEADER COMMENTS.
  - A. CONCUR WITH ANALYST COMMENTS IN PARAGRAPH 7.
  - B. HOST GOVERNMENT COOPERATION/SUPPORT WAS GOOD AT ALL LEVELS.
- 9. DETACHMENT COMMANDER COMMENTS. CONCUR WITH ANALYST COMMENTS IN PARAGRAPH 7 AND TEAM LEADER COMMENTS IN PARAGRAPH 8.//

▽ Subject: ANALYSIS OF MATERIAL EVIDENCE ASSOCIATED WITH CASE 1374

Originator: JPAC ANNEX CAMP SMITH HI(UC)

DTG: 271849Z Jun 06 Precedence: ROUTINE

▷ To: {Gen Distro}

SUBJ/ANALYSIS OF MATERIAL EVIDENCE ASSOCIATED WITH CASE 1374//

REF/A/RMG/JPAC ANNEX CAMP SMITH HI/302102ZMAR06//

REF/B/RMG/CDR JTF-FA BARBERS PT HI/270922ZFEB92//

NARR REFERENCES:

A. REF A IS THE DETAILED REPORT OF INVESTIGATION OF CASE 1374 (SITE LA 00435), CONDUCTED DURING THE 91ST JOINT FIELD ACTIVITY IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC (LPDR).

B. REF B IS THE DETAILED REPORT OF RECOVERY: CASE 1374.//

RMKS/1. ON 31 OCTOBER 2005, A JOINT U.S./LPDR TEAM RE-INVESTIGATED THE CASE 1374F-100D CRASH SITE AT GRID COORDINATES (GC) 48Q XD 13754 60166 IN SAVANNAKHET PROVINCE, LPDR. ON 16 NOVEMBER 2005, THE JPAC RECEIVED THE LIFE SUPPORT ITEMS AND ASSIGNED THEM ACCESSION NUMBER CIL 2005-174. JPAC ANALYSIS INDICATES THE ITEMS RECOVERED AND PHOTOGRAPHED AT THE SITE CONTINUE TO SUPPORT THE FEBRUARY 1992 REPORT OF RECOVERY (REF B) THAT THIS SITE CORRELATES TO CASE 1374 INCIDENT.

2. THE TEAM RECOVERED THE FOLLOWING LIFE SUPPORT ITEM: A PIECE OF THE SURVIVAL KIT

3. THE TEAM RECOVERED THE FOLLOWING AIRCRAFT WRECKAGE:

A. AIRCRAFT PIECE 0-232159;C6

B. AIRCRAFT PIECE 658-3

C. AIRCRAFT PIECE G PATENTS 2366 442; 2381739; 2421613

D. FUEL BLADDER 7896A

4. THE TEAM PHOTOGRAPHED/BUT DID NOT RETAIN NUMEROUS NON-DESCRIPTIVE AIRCRAFT PIECES.

5. JPAC ANALYSIS INDICATES: ITEM IN PARA 2 IS A PIECE OF THE MD-1 SURVIVAL KIT INSTALLED IN NUMEROUS AIRCRAFT TO INCLUDE THE F-100. THE LIFE-SUPPORT SECTION COULD NOT FURTHER IDENTIFY THE REMAINING ITEMS.

6. JPAC COMMENTS: JPAC ANALYSIS OF THE LIFE SUPPORT MATERIAL INDICATES THE PILOT WAS IN THE AIRCRAFT AT THE TIME OF IMPACT. JPAC FILES INDICATE THERE ARE NO OTHER F-100 AIRCRAFT CRASH INCIDENTS WITHIN 15 KILOMETERS OF GC 48Q XD 13754 60166. JPAC ANALYSIS INDICATES THE ITEMS RECOVERED AND PHOTOGRAPHED AT THE SITE CONTINUE TO SUPPORT THE FEBRUARY 1992 REPORT OF RECOVERY (REF B) THAT THIS SITE CORRELATES TO CASE 1374 INCIDENT.

7. FOR HQ AFPC: THIS INFORMATION IS FORWARDED FOR APPROPRIATE ACTION. A COPY OF REF A WAS PROVIDED ON 11 APRIL 2006.