

CJTFF2 INFO DCM POL SA DAO PW/MIA EXA DALO INHB (9)

THIS MESSAGE HAS SOME HITS; HOWEVER, CAN'T SEEM TO GET GOOD COPY FROM VIENTIANE, WILL KEEP TRYING, IN MEAN TIME SENDING THIS COPY

RO512BKO454  
HBK  
TFS #1398/01 1540446  
JUN 22H  
15Z JUN 93

03-JUN-93 TOR : 01:45  
CHRG: CJTF  
DIST: CJTF

EMBASSY VIENTIANE  
RQ/CDR JTFFA HONOLULU HI PRIORITY  
/USDAO BANGKOK//PW-MIA//  
/CJTFFA DET ONE BANGKOK TH  
S/DIA WASHDC//POW-MIA/DOF/DOF-3  
S/SECDEF WASHDC//OASD-ISA/PW-MIA/DDI/C3I//  
S/JOINT STAFF WASHDC//J5 PW-MIA/J3-JOD/CJCS PA-J//  
B/USCINCPAC HONOLULU HI//J3//  
SECSTATE WASHDC 4286  
DEAHQA/HQ USAF WASHDC//IN//  
A/CNO WASHDC//OP-092/DNI//  
/USDLO HONG KONG HK  
/USDAO KUALA LUMPUR MY//PW-MIA//  
P/CDRPERSCOM ALEXANDRIA VA//TAPC-PED-P//  
P/BUPERS WASHDC//PERS6S3P/N64DD//  
A/WHITE HOUSE WASHDC//NSC//  
C/HQ AFMPC RANDOLPH AFB TX//DPMCA//  
A/CDRUSACILHI HICKAM AFB HI//TAPC-PED-H//  
A/DIRNSA FT GEORGE G MEADE MD//B51/DCN/P-S//  
E/JICPAC OIC HONOLULU HI//OIO//  
C/NCPAC PEARL HARBOR HI  
D/COMSOPAC HONOLULU HI//SOJ3//  
A/COMUSJAPAN YOKOTA AB JA//J3//  
A/COMALCOM ELYENDORF AFB AK//J3//  
A/COMUSKOREA SEOUL KOR//FKJ3//  
A/CDRUSARPAC FT SEAFTER HI//APOP//  
A/CINCPACFLT PEARL HARBOR HI//02/021/6//  
C/CINCPACAF HICKAM AFB HI//DO/DPX//  
A/USCINCSOC MACDILL AFB FL//J3//  
B/CINCPOR FT MCPHERSON GA//J3//  
C/CMC WASHDC//MNP-LO/INT//  
D/DA WASHDC//DAMO-ODO-AOC/DAMI-PII//  
A/CIA WASHDC//DDO/EA/ICOG/CI//  
A/USMISSION PHNOM PENH//JTF-FA DET FOUR// 0056  
A/EMBASSY BANGKOK 4499  
A/COMNAVILPERSCOM WASHDC//NS4D0//  
A/HQS DEA WASHDC  
A/CDRINSCOM FT BELVOIR VA//IA//

Handwritten routing slip with a grid. The grid contains the following text: 'OPS', 'LOG', 'ADJ', 'FILE 93-5L', 'CY TO'. There are also some illegible handwritten marks and a large '93-5L' written across the middle of the grid.

SECTION 01 OF 04 VIENTIANE 001398  
FOR EAP/VLC

356: N/A  
KPOW, MOPS, LA  
DETAILED REPORT OF INVESTIGATION: CASE 0982

FROM CJTFFA DET THREE, VIENTIANE  
DIA: PASS TO DOD POW/MIA CENTRAL DOCUMENT?C??(QS??BKQB?T?J-??V?1????Q-DET 3 3755  
9Z MAY 93

MAP: S??D?1?,QSHEET?143-1

1. SUMMARY OF INVESTIGATION: REF IS THE SUMMARY REPORT OF JOINT U.S.- LAO JOINT FIELD ACTIVITY 93-5L, WHICH WAS CONDUCTED FROM 9-29 MAY 1993. ON 17-18 MAY 1993 A JOINT U.S.-LAO TEAM INVESTIGATED CASE 0982. ON 17 MAY, THE TEAM INTERVIEWED VILLAGERS FROM BAN CHALOU, BAN GNAVET, AND BAN PHATHOUNG. VILLAGERS FROM ALL THREE AREAS CLAIMED NO KNOWLEDGE OF CRASH SITES, WRECKAGE, LIVE AMERICANS, OR BURIAL SITES NEAR THE INCIDENT LOCATION. IN BAN PHATHOUNG THE TEAM OBSERVED PIECES OF AIRCRAFT WRECKAGE. THE TEAM RECEIVED A NEGATIVE RESPONSE WHEN ASKED ABOUT THE SOURCE OF THE AIRCRAFT WRECKAGE. THE TEAM CONDUCTED AN AERIAL SURVEY OF THE INCIDENT LOCATION. NO WRECKAGE WAS NOTED. UTILIZING PHOTOS TAKEN AT THE TIME OF THE INCIDENT, THE TEAM IDENTIFIED THE CRASH SITE AREA BUT WAS UNABLE TO SEE WRECKAGE DUE TO HEAVY VEGETATION OVERGROWTH. BECAUSE OF WEATHER, TERROIN AND SAFETY CONSTRAINTS, THE JOINT TEAM WAS UNABLE TO SURVEY THE SITE. LAO COOPERATION WAS EXCELLENT DURING THIS INVESTIGATION. RECOMMEND THIS CASE BE RESCHEDULED FOR A DRY SEASON SURVEY WITH A SPECIALLY TRAINED AND EQUIPPED TEAM. END SUMMARY.

2. JOINT TEAM MEMBERS:

- A. U.S.:  
MR. WILLIAM R. GADOURY, JR; TEAM LEADER  
GYSST DONALD A. DAY, ANALYST  
SSGT THOMAS M. CHASE, ANALYST  
MR. DAVID M. ROSENAU, LKA INVESTIGATOR  
SSG WILLIAM M. ELLERMAN, MA TECHNICIAN  
SSG JOHN SIEGFRIED, MA TECHNICIAN  
SSG BRET A. DUNKELBARGER, EOD  
CPT MICHAEL R. VOORHIES, MEDIC
- B. LAO:  
LT KHAMKHONG INTILATH, MND  
LT THONGVANH SENGVONGCHIT, MND

3. DETAILS OF INVESTIGATION:

- A. ON 17-18 MAY, 1993, THE JOINT TEAM INVESTIGATED CASE 0982. MR. BOUNXOU (BOUALAPHA DISTRICT OFFICIAL) ACCOMPANIED THE TEAM. ON 17 MAY, AFTER COORDINATING WITH THE DISTRICT OFFICIALS IN BOUALAPHA TOWN, THE TEAM TRAVELLED TO BAN CHALOU (XE015119). UPON ARRIVAL, THE TEAM INTERVIEWED MR. KAM AND A GROUP OF VILLAGE ELDERS. MR. KAM STATED THAT THE PEOPLE OF BAN CHALOU HAD NEVER WITNESSED OR

HEARD OF LIVE AMERICANS IN THE AREA, AND HE HAD NO KNOWLEDGE OF ANY BURIAL SITES. MR. KAM ALSO STATED THAT WHILE NONE OF THE VILLAGERS HAD EVER BEEN TO OR WITNESSED A CRASH SITE, THEY HAD HEARD VILLAGERS FROM BAN GNAVET SPEAK OF AN AIRCRAFT CRASH SITE ON TOP OF A PHOU KAMPHA MOUNTAIN. ENROUTE TO BAN GNAVET, THE TEAM NOTED THE LOCATION OF BAN PHATHOUNG (WE9613), A VILLAGE COMPRISED OF ONLY FIVE HUTS.

B. IN BAN GNAVET (WE886176) THE VILLAGE CHIEF, MR. VIENG, CONFIRMED THAT HE KNEW OF A CRASH SITE ON TOP OF PHOU KAMPHA MOUNTAIN, BUT BELIEVED IT TO BE A HELICOPTER. HE SAID NO WRECKAGE WAS AVAILABLE IN THE VILLAGE, IT HAD ALL BEEN SOLD FOR SCRAP. (NOTE: THE PEAK OF PHOU KAMPHA IS APPROXIMATELY EIGHT KILOMETERS NORTHWEST OF THE CASE 0982 INCIDENT LOCATION). MR. VIENG WAS UNABLE TO PROVIDE ANY INFORMATION CONCERNING CASE 0982 NOR DID HE INDICATE THAT HE HAD ANY ADDITIONAL INFORMATION CONCERNING CRASH SITES, LIVE AMERICANS, OR BURIAL SITES. (NOTE: GIVEN THE PROXIMITY OF CASES 0982 AND 0261, THE TEAM WAS SEEKING INFORMATION RELEVANT TO EITHER CASE. END NOTE)

C. THE TEAM THEN FLEW TO BAN PHATHOUNG WHERE THEY MET MR. KHOUN, THE SUBDISTRICT CHIEF. MR. KHOUN STATED THAT HE HAD LIVED IN THE AREA ALL OF HIS LIFE, ADDING THAT DURING THE WAR YEARS HE AND OTHER VILLAGERS HID IN THE NEARBY FOREST FOR SAFETY. ASKED IF HE HAD ANY KNOWLEDGE OF AMERICAN PRISONERS OR GRAVE SITES, HE RESPONDED THAT HE DID NOT. ASKED IF HE HAD ANY KNOWLEDGE OF AIRCRAFT CRASH SITES IN THE VICINITY OF HIS VILLAGE, AGAIN HE STATED THAT HE DID NOT. AFTER THE INTERVIEW THE TEAM OBSERVED SEVERAL PIECES OF AIRCRAFT WRECKAGE IN THE VILLAGE. WHEN ASKED WHERE THEY WERE FOUND, MR. KHOUN STATED THAT THEY WERE FOUND "UP ON THE MOUNTAIN" (WHILE POINTING IN THE DIRECTION OF THE REPORTED LAST KNOWN LOCATION CASE 0982 ON PHOU LOUANG MOUNTAIN). HE STATED THAT THE PIECES WERE FOUND IN THE FOREST BUT TO HIS KNOWLEDGE THERE WAS NO NEARBY AIRCRAFT CRASH SITE.

D. ON 18 MAY THE TEAM CONDUCTED AN AERIAL SURVEY OF THE INCIDENT LOCATION. NO WRECKAGE WAS NOTED, HOWEVER, UTILIZING PHOTOGRAPHS TAKEN JUST AFTER THE INCIDENT THE TEAM WAS ABLE TO IDENTIFY THE CRASH SITE AREA ALONG THE NORTHEAST FACE OF PHOU LOUANG MOUNTAINTOP. THE TEAM LANDED ON A ROCK LEDGE (WE934111) AT THE SUMMIT, BUT WAS UNABLE TO DETECT ANY WRECKAGE IN THE DENSE FOLIAGE BELOW. DUE TO POOR WEATHER AND STEEP TERRAIN, THE TEAM WAS UNABLE TO CONDUCT A GROUND SEARCH IN THE CRASH AREA.

4. MATERIAL EVIDENCE: THE FOLLOWING INFORMATION WAS RECORDED FROM WRECKAGE FOUND IN THE VILLAGE OF BAN PHATHOUNG.

- LAUNCHER ROCKET AIRBORNE LAU 3/A
- FSN: 1055-554-1423
- CONTACT NO. N77019-57-7&21
- CANISTER MINE XM1:
- LOT#NO 10-??????????-?
- SN/ D-787-GBS-H
- THREE CONE SHAPED PIECES OF ALUMINUM, APPARENTLY PART OF PODS FROM AN AIRCRAFT, WITH THE WORDS NO STEP PRINTED ON QHEM
- TWO POSSIBLE SENSOR CANISTERS
- (NOTE: A FEW THAIQILLAGE HUTS HAD ALUMINUM PATCHES ON THE ROOFS. ALL MATERIAL EVIDENCE WAS PHOTOGRAPHED AND LEFT IN THE VILLAGE? DND NOTE.)

5. SURVEY RESULT: AREV??F REPO??J? LAST KNOWN LOCATION IN TRIP??QNOPY JUNGLE WITH STE? SLOPE ??D 50 TO 75 METE?NEAR VER?ICAL FACE.

6. PERTINENT DATA OR LOCATION CHANGES: NONE

7. CASE FILE INFORMATION NOT INVESTIGATED: NONE

8. ANALYST COMMENTS: THERE ARE TWO KNOWN LOSS LOCATIONS WITHIN A FIVE KILOMETER RADIUS OF BAN PHATHOUNG. MR. KHOUN WAS QUICK TO PROVIDE THE TEAM WITH NEGATIVE RESPONSES TO ALL QUESTIONS CONCERNING AIRCRAFT WRECKAGE AND CRASH SITES, NEVER MENTIONING THE WRECKAGE BEING USED WITHIN THE VILLAGE. WHEN QUESTIONED MR. KHOUN STATED THAT HE HAD FOUND IT UP ON THE MOUNTAIN, BUT THAT THERE WAS NOT A CRASH SITE. THE REPORTED LAST KNOWN LOCATION OF CASE 0982 IS ON THE MOUNTAIN INDICATED BY THE WITNESS. CIRCUMSTANCES SURROUNDING LOSS WOULD MAKE IT POSSIBLE TO LOCATE PIECES OF THE AIRCRAFT WITHOUT EVER FINDING THE CRASH LOCATION. BELIEVE TEAM HAS CORRECTLY IDENTIFIED THE INCIDENT LOCATION AS PER AERIAL PHOTOS TAKEN AT THE TIME OF INCIDENT.

9. SEARCH AND RECOVERY SPECIALIST COMMENTS: NONE

10. TEAM CHIEF COMMENTS:

- A. THE NORTHEAST FACE OF THE PHOU LOUANG MOUNTAIN WHICH THE TEAM SURVEYED BY AIR MATCHES AERIAL PHOTOGRAPHS TAKEN SHORT?? AFTER THE INCIDENT. ALTHOUGH THE AERIAL PHOTOGRAPHS SHOW WRECKAGE STREWN OVER A WIDE AREA OF THE MOUNTAIN FACE, THE TEAM WAS UNABLE TO SEE ANY WRECKAGE DUE TO HEAVY OVERTGROWTH OF TREES AND BUSHES IN THE AREA. THE CRASH SITE IS LOCATED AT APPROXIMATELY THE 1200 METER ALTITUDE ON THIS 1397 METER MOUNTAIN. GETTING TO THE CRASH SITE AREA FROM THE BOTTOM OF THE MOUNTAIN WOULD ENTAIL A CLIMB WHICH WOULD TAKE AT LEAST ONE FULL DAY, ONE WAY. AN ASCENT FROM THE BOTTOM WOULD BE HAZARDOUS

THE STEEP ASCENT AND NUMEROUS ROCK LEDGES. A FROM THE TOP WOULD BE A SHORTER DISTANCE BUT BE EVEN MORE HAZARDOUS DUE THE STEEP DROP-OFFS, MORE THAN 100 FEET. THE WEATHER AT THIS TIME ON THE FIRST DAY WAS COMPLETE CLOUD COVER, PREVENTING A SURVEY. ON THE SECOND DAY, THE CLOUDS CLEARED THE AREA ALL MORNING AND LIFTED JUST AFTER THE TEAM LANDED ON A ROCK LEDGE ON TOP OF THE MOUNTAIN TO SURVEY FROM THAT VANTAGE POINT. WITHIN FEW MINUTES, ADDITIONAL CLOUDS BEGAN MOVING IN WHICH PREVENTED THE TEAM TO DEPART BEFORE LOSING VISIBILITY. FURTHER SURVEY AND/OR SUBSEQUENT EXCAVATION OF THIS SITE IS EXTREMELY HAZARDOUS AND WILL REQUIRE SPECIAL EQUIPMENT WITH SPECIAL EQUIPMENT. ACCESS TO THIS SITE SHOULD ONLY BE ATTEMPTED DURING THE DRY SEASON WHEN THERE IS A GREATER CHANCE OF BEING CAUGHT IN LOW CLOUDS.

AS INDICATED IN PARAGRAPH THREE, VILLAGERS IN THE MOUNTAINSIDE THOUGH COLLECTED SOME SCRAP METAL FROM THE MOUNTAINSIDE, BUT WERE UNAWARE OF A CRASH SITE. THE KNOWN WIDE DISTRIBUTION OF WRECKAGE ACROSS THE STEEP FACE OF THE MOUNTAIN, IT IS POSSIBLE THAT THESE PORTIONS OF AIRCRAFT SCRAP WERE FOUND AT A MORE ACCESSIBLE PORTION OF THE MOUNTAINSIDE. SINCE THE VILLAGERS HAVE NOT YET BEEN UP TO THE HIGHER, GREATER ALTITUDES WHERE THE MAIN CRASH SITE IS LOCATED. THIS WOULD INDICATE THAT THE SITE IS STILL UNDISTURBED. INITIAL ANALYSIS OF THE BROAD, OPEN ACCESS AREA OVER WHICH THE WRECKAGE IS SCATTERED WOULD INDICATE THAT AN EXCAVATION OF THIS SITE WOULD ENTAIL AN EXTENDED PERIOD.

RECOMMENDATIONS: SCHEDULE DRY SEASON SURVEY BY A SPECIALLY TRAINED AND EQUIPPED TEAM. SALMON