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R 290822Z JAN 93 ZYB
FM CDR JTF-FA HONOLULU HI//J2//
TO RUEACMC/CMC WASHINGTON DC//MHP-10/INTC/INTM//
INFO RHEHNSC/WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC
RUEKJCS/SECDEF WASHINGTON DC//OASD-ISA/PW-MIA//
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BT
UNCLAS //N03460//
DIA PASS TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE//
MSGID/SYS.RRM/CDR JTF-FA//
AMPN/SUBJ: ANALYSIS OF WRECKAGE ASSOCIATED WITH REFNO 0625//
REF/A/RMG/CDR JTF-FA/272033ZJUL92//
AMPN/FIELD INVESTIGATION REPORT CONCERNING CASE 0625//

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RMKS/1. ON 22-23 JUNE AND 2-7 JULY 92, A JOINT U.S./VIETNAMESE TEAM CONDUCTED AN INVESTIGATION OF A SUSPECTED F-4B AIRCRAFT INCIDENT AND SURVEYED A CRASH SITE, IN GIO LINH DISTRICT, QUANG TRI PROVINCE, VIETNAM. THE TEAM RECOVERED AIRCRAFT ARTIFACTS AT GRID COORDINATES YD155716.

2. THE FOLLOWING ARTIFACTS WERE RECOVERED DURING THE INVESTIGATION:

- THREE PORTIONS FRAGMENTED FLIGHT SUIT, TORN AND BURNT
- ONE PORTION OF WHITE CLOTH
- BOOT HEEL, SMOOTH AND WORN
- BOOT HEEL, RIBBED HEEL DESIGN
- PLEXIGLASS, BURNT
- SEVEN PORTIONS OF RUBBER RAFTING MATERIAL, TORN WITH EYELET
- METAL CYLINDER, BADLY CORRODED AND CLOSED ONE END
- PLASTIC PLUG WITH STRING CONNECTED TO ONE END
- ALUMINUM BADLY TORN, ONE SIDE SILVER, ONE SIDE RED
- TWO PORTIONS OF WHITE CLOTH, TORN, APPEARS TO BE STITCHED BY HAND
- ONE LARGE METAL FUEL CONNECTOR, THREADED ON ONE END
- ONE METAL FLANGE CONTAINING THE FOLLOWING CAST SERIALIZATION:
1114BW232 A13

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K1565 (HAND ENGRAVED)
240 (CAST ONE SIDE OF THE FLANGE)
6 (SEVERAL NUMBERS OBSCURED) E-112 P2 1

3. JTF-FA ANALYSIS REVEALS THE FOLLOWING:

- A. THE THREE PORTIONS OF FLIGHT SUIT TYPE MATERIAL IS CONSISTENT WITH FLIGHT SUITS NORMALLY WORN BY NAVY AVIATORS DURING THIS TIME FRAME.
 - B. THE SEVEN PORTIONS OF RUBBER RAFTING MATERIAL ARE PIECES OF THE AIRCRAFT FUEL CELLS COMMON TO A NUMBER OF AIRCRAFT.
 - C. THE METAL FLANGE WITH CAST SERIALIZATIONS IS A VAIN COMPRESSOR USED IN J79 ENGINES USED ON ALL F-4 AIRCRAFT.
 - D. THE WHITE CLOTH IS PART OF AN ANTI-G-SUIT GARMENT WHICH IS WORN AROUND THE WAIST AND LEGS OF AIRCREW DURING FLYING OPERATIONS.
 - E. THE REMAINING ITEMS COULD NOT BE IDENTIFIED OR ASSOCIATED TO ANY SPECIFIC AIRCRAFT TYPE.
4. ANALYSTS COMMENT: THE RECOVERY AND CONDITION OF PERSONNEL EQUIPMENT FROM THE CRASH SITE INDICATE AT LEAST ONE CREW MEMBER WAS IN THE AIRCRAFT AT TIME OF IMPACT. THE ARTIFACTS CAN BE ASSOCIATED WITH A NAVY/MARINE F-4 AIRCRAFT BUT NOT TO A SPECIFIC MODEL. JTF-FA RECORDS INDICATE TWO OTHER NAVY/MARINE F-4 AIRCRAFT WERE

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LOST WITHIN 15 KILOMETERS OF THE SUSPECTED REFNO 0625 CRASH SITE.
BOTH OF THESE INCIDENTS INVOLVE UNACCOUNTED FOR PERSONNEL. THE
INFORMATION OBTAINED FROM THIS INVESTIGATION AND THE RECOVERED
ARTIFACTS ARE INSUFFICIENT TO ESTABLISH AN EXCLUSIVE CORRELATION TO
REFNO 0625. NEVERTHELESS THE SITE IS RECOMMENDED FOR RECOVERY.

5. FOR CMC/MHP-10: THIS INFORMATION MAY BE RELEASED TO THE NOK OF
DAVID W. MORRILL AND MAXIM C. PARKER. A COPY OF REF A WAS
PREVIOUSLY PROVIDED FOR RELEASE TO THE NOK ON 5 AUG 92.

6. EVAL/GM/GA//

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