

( JTF )

VZCZCBT0185  
 RR RUEHBT  
 DE RUHQSGG #3610 1321342  
 ZNR UUUUU  
 R 121342Z MAY 93 ZYB  
 FM CDR JTF-FA HONOLULU HI//J2//  
 TO RHRMPC/HQ AFMPC RANDOLPH AFB TX//DPHCB//  
 INFO RHEHNSC/WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC  
 RUEKJCS/SECDEF WASHINGTON DC//OASD-ISA/PW-MIA//  
 RUEHC/SECSTATE WASHINGTON DC//CA/OCS/CCS/EAP/VLC//  
 RUEKJCS/JOINT STAFF WASHINGTON DC//OCJCS/J5/PW-MIA/J5  
 RUHQHQB/USCINCPAC HONOLULU HI//J3/J30-M//  
 RUEKJCS/USCINCPAC LO WASHINGTON DC  
 RUEKJCS/DIA WASHINGTON DC//PW-MIA//  
 RUEAIIA/CIA WASHINGTON DC//DEA/SEA/IB/DDO/EA/ICOG//  
 RUEHBT/CJTFFA DET ONE BANGKOK TH  
 RUHVAAA/CDRUSACILHI HICKAM AFB HI//TAPC-PED-H//  
 RUMTFS/AMEMBASSY VIENTIANE//CJTFFA DET THREE//  
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 UNCLAS //N03460//  
 SECTION 01 OF 02  
 DIA PASS TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE/  
 MSGID/SYS.RRM/CDR JTF-FA//  
 AMPN/SUBJ: ANALYSIS OF MATERIAL EVIDENCE ASSOCIATED

	ACTION	INFO
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REF/A/RMG/AMEMBASSY VIENTIANE/200737ZNOV92//  
 REF/B/RMG/AMEMBASSY VIENTIANE/110544ZFEB93//  
 NARR/REF A IS A DETAILED REPORT OF INVESTIGATION AND REF B IS  
 DETAILED REPORT OF RECOVERY OF REFNO 1983//  
 RMKS/1. ON 2 NOV 92, A JOINT US/LAO TEAM CONDUCTED A SURVEY OF A  
 SUSPECTED EC-47Q CRASH SITE AT GRID COORDINATES 48PYC143291 IN  
 XEKONG PROVINCE, LAOS (REF A). ON 15 JAN - 1 FEB 93, A JOINT  
 US/LAO TEAM CONDUCTED A RECOVERY AT GRID COORDINATES 48PYC143291  
 IN XEKONG PROVINCE, LAOS (REF B).  
 2. JTF-FA TEAM MEMBERS RETAINED THE FOLLOWING ITEMS AND USACILHI  
 RETAINED THE REMAINING ITEMS DURING 2 NOV 92 SURVEY (REF A).  
 - ONE DATA PLATE RADIO SET AN/URC-64, SER 2549, MFR 37695  
 - TWO J1 PARACHUTE CANOPY RELEASE HOOKS, UNOPENED  
 - SURVIVAL KIT SNAP HOOK  
 - PARACHUTE HARNESS SNAP HOOK  
 - SEVERAL PIECES OF AT LEAST TWO FLIGHT SUITS  
 3. JTF-FA ANALYSIS INDICATES: THE DATA PLATE FOR THE AN/URC-64  
 IS FROM THE SURVIVAL RADIO INSTALLED IN SURVIVAL KITS OR SURVIVAL  
 VEST. THE TWO J1 PARACHUTE CANOPY RELEASES ARE THE ATTACHMENTS

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FOR THE HARNESS TO THE PARACHUTE CANOPY. EACH PARACHUTE HAS TWO  
 J1 CANOPY RELEASE PER ASSEMBLY. THE SURVIVAL KIT SNAP HOOK IS  
 ACTUALLY A D-RING USED TO ATTACH THE SURVIVAL KIT TO THE  
 PARACHUTE HARNESS. THE ONE PARACHUTE HARNESS SNAP HOOK WITH V-  
 RING STILL ATTACHED IS A EJECTOR SNAP AND V-RING USED TO ATTACH  
 THE AIRCREW MEMBER IN THE PARACHUTE. THE SEVERAL PIECES OF  
 FLIGHT SUIT ARE THE TYPES USED BY AIR FORCE AIRCREW MEMBERS  
 DURING THE VIETNAM CONFLICT.  
 4. THE TEAM RECOVERED THE FOLLOWING ITEMS DURING THE 15 JAN -  
 1 FEB 93 RECOVERY (REF B):  
 A. THE FOLLOWING MATERIAL EVIDENCE WAS RECORDED AND PHOTOGRAPHED  
 AT THE CRASH SITE:  
 (1) ENGINES (2)  
 (2) PROP ASSEMBLIES (2)  
 (3) LEFT AND RIGHT MAIN LANDING GEAR WITH ENGINE MOUNTS  
 (4) INTERPHONE CONTROL--C-823A/AIC-10 (CORRELATES TO C-47)  
 (5) PROPELLER BLADE  
 (6) ENGINE MANIFOLD  
 B. JTF-FA ANALYSIS INDICATES: THE ENGINES (A-1), PROP  
 ASSEMBLIES (A-2), LANDING GEAR WITH ENGINE MOUNTS (A-3), AND THE

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ENGINE MANIFOLDS (A-6) MATCH THE ITEMS SHOWN IN THE TECHNICAL REFERENCE FOR THE EC-47Q AIRCRAFT. THE INTERPHONE CONTROL PART NUMBER C-B23A/AIC-10 IS PART OF THE COMMUNICATION SYSTEM ON THE C-47 AIRCRAFT. THE REMAINING ITEMS COULD NOT BE IDENTIFIED.

C. THE FOLLOWING MATERIAL EVIDENCE WAS RECOVERED FROM THE CRASH SITE:

- (1) DATA PLATE--MAGNETO--SERIAL NO. 207935 (CORRELATES TO NO. 1 ENGINE OF EC-47Q; NO. 43-48363)
- (2) ELECTRONIC PART/ NSN 6685-526-5763
- (3) PIECES OF FILM (2)
- (4) TYPEWRITER PARTS-BTB "MILL" WITH NO LOWER CASING
- (5) DATA PLATE--NATIONAL SECURITY AGENCY  
??? TSE  
SERIAL NO. 3272
- (6) PIECES OF CLOTH BELIEVED TO BE FLIGHT SUIT (50)
- (7) PIECES OF MATERIAL BELIEVED TO BE FLIGHT CAP (2)
- (8) PIECES OF MATERIAL BELIEVED TO BE 'NOMEX' GLOVE (2)
- (9) J-1 CANOPY RELEASES (11)
- (10) EJECTOR SNAPS (18)
- (11) 'V' RINGS (21)

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- (12) ADJUSTMENT BUCKLES (5)
- (13) SLIDE FASTENERS (42)
- (14) RIPCORDS (5)
- (15) MC-1 KNIFE (2)
- (16) THREE BLADE KNIFE (2)
- (17) RISER LINKS (24)
- (18) .38 CAL REVOLVERS (4)
- (19) 'D' RINGS (7)

D. JTF-FA ANALYSIS INDICATES: THE DATA PLATE (1) SERIAL NUMBER 207935 IS THE LEFT MAGNETO INSTALLED ON THE NUMBER ONE ENGINE OF AIRCRAFT 43-48363. THE 50 PIECES OF CLOTH BELIEVED TO BE FLIGHT SUIT (6) ARE OF THE TYPE OF FLIGHT SUIT WORN BY AIR FORCE AIRCREW MEMBERS DURING THE SOUTHEAST ASIAN CONFLICT. THE NUMBER OF PIECES AND 17 ZIPPER CLOSURE DEVICES INDICATE MORE THAN TWO FLIGHT SUITS ARE PRESENT AT THE SITE. THE 42 SLIDE FASTENERS (13) ARE ZIPPER CLOSURE DEVICES USED ON SEVERAL DIFFERENT PIECES OF EQUIPMENT. THE ZIPPER CLOSER DEVICES CLOSELY MATCH THE STANDARD AIR FORCE FLIGHT SUIT ZIPPERS CLOSER DEVICES. THE 42 ZIPPER CLOSER DEVICES PLUS, 17 CLOSER DEVICES FOUND WITH THE 50 FLIGHT SUITS PIECES POSSIBLY REPRESENT FIVE FLIGHT SUITS. THE

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PIECES OF MATERIAL BELIEVED TO BE FLIGHT CAP (7) IS CONSISTENT WITH THE TYPE OF FLIGHT CAP USED DURING THE SOUTHEAST ASIA CONFLICT. THE PIECES OF MATERIAL BELIEVED TO BE NOMEX GLOVE (8) ARE PARTS OF THE NOMEX GLOVE WORN BY AIR FORCE AIRCREW MEMBERS. THE 11 J-1 CANOPY RELEASES (9) ARE THE TYPE USED ON PERSONNEL PARACHUTES TO DISCONNECT THE PARACHUTE CANOPY FROM THE AIRCREW MEMBER. THERE ARE TWO J-1 RELEASES PER PERSONNEL PARACHUTE. THE 11 J-1 RELEASES INDICATE SIX PARACHUTES. THE 18 EJECTOR SNAPS (10) ARE THE CONNECTORS THAT RETAINS THE AIRCREW MEMBER IN THE PARACHUTE HARNESS. THERE ARE THREE EJECTOR SNAPS ON EACH PARACHUTE. THE 18 EJECTOR SNAPS INDICATES SIX PARACHUTES. THE 21 V-RINGS (11) ARE WHAT THE EJECTOR SNAPS CONNECT TO, THERE ARE THREE V-RINGS ON EACH PARACHUTE HARNESS. THE 21 V-RINGS INDICATE SEVEN PARACHUTES HARNESS. THE FIVE ADJUSTMENT BUCKLES (12) ARE INSTALLED ON PERSONNEL PARACHUTES TO ADJUST THE FITTING TO EACH AIRCREW MEMBER. THERE ARE TWO ADJUSTMENT BUCKLES PER PARACHUTE. THEREFORE, THE FIVE ADJUSTMENT BUCKLES INDICATES THREE PARACHUTES. THE FIVE RIPCORDS (14) ARE ACTUALLY PARTS OF SIX RIPCORDS. THE RIPCORD DEVICE IS INSTALLED ON THE PERSONNEL

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 PARACHUTE AND USED TO DEPLOY THE PARACHUTE CANOPY. THERE IS ONE  
 RIPCORD PER PARACHUTE; SIX RIPCORDS INDICATES SIX PARACHUTES.  
 THE 24 RISER LINKS (17) ARE THE CONNECTOR LINKS THAT ATTACHE THE  
 PERSONNEL PARACHUTE CANOPY TO THE PARACHUTE HARNESS ASSEMBLY.  
 THERE ARE FOUR CONNECTOR LINKS PER PERSONNEL PARACHUTE; 24  
 CONNECTOR LINKS INDICATES SIX PARACHUTES. THE SEVEN D-RINGS  
 (19) ARE INSTALLED ON THE PARACHUTE HARNESS TO ATTACH THE  
 SURVIVAL KIT. THERE ARE TWO  
 D-RINGS PER PARACHUTE; SEVEN INDICATES FOUR PARACHUTES. THE TWO  
 MC-1 KNIFE (15) ARE NORMALLY CARRIED IN THE KNIFE POCKET ON THE  
 LEFT LEG OF THE FLIGHT SUIT. THE REMAINING ITEMS COULD NOT BE  
 IDENTIFIED.  
 E. ALSO RECOVERED WERE NUMEROUS UNIDENTIFIED PIECES OF CLOTH,  
 METAL, AND PLASTIC ITEMS. THESE ITEMS WILL REQUIRE FURTHER  
 ANALYSIS UPON RETURN TO JTF-FA.  
 F. JTF-FA ANALYSIS INDICATES: THE NUMEROUS UNIDENTIFIED PIECES  
 INCLUDED (PARA 4(C)) SIX D-RINGS INDICATING THREE PARACHUTES.  
 TWO LOWERING DEVICE BREAKING DEVICES INSTALLED ON THE PARACHUTE  
 ASSEMBLY ARE USED TO LOWER THE CREW MEMBER TO THE GROUND IN THE  
 EVENT OF A TREE LANDING. FIVE LAP BELT CONNECTOR BUCKLES USED TO

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 HOLD THE AIRCREW MEMBER IN THE AIRCRAFT SEAT. THREE OF THE LAP  
 BELT CONNECTOR WERE IN THE CLOSED AND LOCKED POSITION INDICATING  
 THE CREW MEMBER DID NOT GET OUT OF THE SEAT. THE REMAINING ITEMS  
 COULD NOT BE IDENTIFIED.  
 5. JTF-FA COMMENTS: THE DATA PLATE (1) SERIAL NUMBER 207935  
 IDENTIFIES THE CRASH SITE WRECKAGE TO AIRCRAFT 43-4B363 AND REFNO  
 1983. THE NUMBERS OF V-RINGS RECOVERED FROM REF A AND REF B  
 INDICATES EIGHT PARACHUTES. THE NUMBER OF OTHER CRITICAL  
 PARACHUTE COMPONENTS; J-1 RELEASES, D-RINGS, CANOPY CONNECTOR  
 LINKS, AND EJECTOR SNAPS ACCOUNT FOR SEVEN PARACHUTES. THE  
 PRESENCE OF EIGHT PARACHUTES IN THE AIRCRAFT WRECKAGE INDICATES  
 NO ATTEMPTED BAILOUT PRIOR TO IMPACT WAS MADE. THE ITEMS  
 RECOVERED ARE SUFFICIENT TO ESTABLISH A CORRELATION TO REFNO  
 1983.  
 6. FOR AFMPC: THIS INFORMATION IS FORWARDED FOR APPROPRIATE  
 ACTION. A COPY OF REF A WAS PROVIDED ON 1 DEC 92, REF B WAS  
 PROVIDED ON 18 FEB 93.  
 7. EVAL/RLD//  
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