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DEPARTMENT OF THE NAVY  
HEADQUARTERS UNITED STATES MARINE CORPS  
2 NAVY ANNEX  
WASHINGTON, DC 20380-1775

3040  
MHP-10  
15Feb94

Mr. Peter D. Billipp

Dear Mr. Billipp,

As I indicated in my last correspondence to you, your letter of December 9, 1993, concerning your brother, Major Norman K. Billipp was forwarded to the Joint Task Force-Full Accounting for input on which to base a reply.

We have received their response, which is enclosed, along with copies of the photographs you requested. Copies of the photographs contained in enclosure (1) were previously sent to Mr. & Mrs. Billipp on June 15, 1993. I have also included a copy of your questions for easy reference.

I trust this information will answer your questions. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

A. HAMMERS  
Assistant Head  
Casualty Section  
Personal Affairs Branch  
Human Resources Division  
By direction of the  
Commandant of the Marine Corps

- Encl: (1) JTFFA Response
- (2) PNOK questions

OPTIONAL FORM 99 (7-89)  
**FAX TRANSMITTAL** # of pages 1  
To: MS Ladd's From: MIA-T Schenke  
Org/Agency: MC Phone: 6-2000  
Fax #: 203-4172 Fax #:  
VEN 750-21-117 7502



# JOINT TASK FORCE - FULL ACCOUNTING

BOX 64044

CAMP H. M. SMITH, HAWAII 96861-4044

J24  
1771  
Ser: 100  
03 Feb 94

To: Commandant of the Marine Corps (MHP-10), Headquarters  
US Marine Corps, 2 Navy Annex, Washington, DC 20380-1775

Subj: REQUEST FOR INFORMATION BY THE NOK OF REFNO 1436-0-01

Ref: (a) CMC/MHP-10 Ltr 3040 of 20 Dec 93  
(b) CDR JTF-FA HONOLULU HI/J2/ 2118222 MAY 93  
(c) JTF-FA ltr ser 597 of 1 Jun 93

Encl: (1) Four ea 8 x 10 Photographs w/Translations  
(2) Four ea 5 x 7 Color Photographs  
(3) 1:50,000 Scale Map of Thon Doc Kinh, Vietnam; Laos,  
SN L701463422  
(4) Five ea 3 x 5 Color Photographs

1. In response to reference (a) (3040 MHP-10, 15 Jun 1993 applies), the following information is provided.

a. JTF-FA correlated the flight route map to Case 1436 based on the information contained in the Central Army Museum Historical Artifact Investigation Report, Number 871 (reference (b) germane). The summary of this document states "Flight route map of an L-19 shot down by Company 3, Battalion 4, Troop Station 41, collected from the L-19 after it was shot down on 6 May 1969 in Truong Son." REFNO 1436 was the only aircraft loss in Southeast Asia on 6 May 1969. Additionally, Case 1436 is the only light observation aircraft loss in the area of Battalion 4, Troop Station 41 during the month of May. The L-19 is an earlier model designation of the O-1G which was the aircraft associated with Case 1436.

b. Photographs of the Artifact Investigation Report No. 871 were forwarded to MHP-10 on 1 Jun 93 (reference (c) germane). Another set of these photographs, along with photographs of the flight route are provided for the NOK of Norman K. Billipp as enclosures (1) and (2), respectively.

c. The date, 17 April 1991, is the day the Central Army Museum received the flight route map from the Truong Son Museum (Note: The term Truong Son refers to the Annamite mountain chain. Troops of Truong Son refers to the Vietnamese forces which operated on the Ho Chi Minh Trail, which ran along the Annamite mountains. The Truong Son Museum in Hanoi once held artifacts relating to Vietnamese actions along the trail. When this museum closed, it transferred some of its holdings to the

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Central Army Museum). The 12 October 1991 date refers to the day the artifact investigation report was prepared by the Central Army Museum.

d. The name and address of the Central Army Museum is as follows: Armed Forces Museum, 28A Dien Bien Phu Street, Hanoi, Vietnam.

2. In response to reference (a) (3040 MHP-10 23 August 1993 applies), the following is provided.

a. JTF-FA policy prohibits direct correspondence with the team chief of an investigation team. Executive Order 12812, 22 Jul 92, and Title 5, U.S. Code 552a (Privacy Act) prohibits the release of personal information without the expressed consent of the party or parties involved. If you have further questions which you would like to direct to the team chief of a particular joint field activity investigation team, please forward them through the Casualty Section, Personal Affairs Branch, Human Resource Division, Headquarters USMC, 2 Navy Annex, Washington, DC 20380-1775.

b. The map sheet cited in reference (b), paragraph 5.A., is incorrect. The correct map annotated with the U.S. record loss location for REFNO 1436 (dot #1), the witness' crash site location (dot #2), and the witness interview location (dot #3) is provided at enclosure (3).

c. On 28 January 1994, a Joint U.S./Lao investigation team discovered a crash site while investigating Case 1436 in Nong District, Savannakhet Province, Laos. This crash site, which contained probable bone fragments and portions of a flight suit found during a survey, will be placed on an excavation list and scheduled for recovery during a future operation. This excavation may uncover evidence to help determine the actual loss location of Case 1436. The original last known location of Major Billipp's aircraft was based on the last radio transmission at the time of the loss.

d. JTF-FA files contain no information to indicate the color of the aircraft involved in Case 1436. It is likely the O-1G aircraft associated with this case was painted drab olive green. Normally, light utility aircraft were painted either drab green or in a green camouflage pattern.

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e. There is no evidence at this time to correlate the witness' crash site to Case 1436. Due to the size of the engine pieces found at the site, it is unlikely this site is related to Case 1436. The engine components of the O-1G aircraft are not very large and could easily be removed from a crash site.

JTF-FA analysis indicates the photographs taken of the witness' crash site are insufficient to determine the type of aircraft involved in the crash. Five photographs of this site are provided at enclosure (4).

g. "Pending Category" means that we have exhausted all leads currently on file, interviewed all known and available witnesses and surveyed the U.S. record loss location and the witness' alleged crash site. Our field investigation teams have no leads to pursue until some new piece of information is received which could point us in a new direction. Several initiatives are currently in progress including archival and oral history programs which are designed to elicit such information.

h. The FNOK's interpretation of "No Correlation" is correct. Specific evidence which can be positively associated to Case 1436 is required before a crash site can be correlated to this case. Wreckage which can be associated to a particular tail number, identification media and/or personal effects are examples of specific evidence.

*Charles R. Marineau, Sr.*  
CHARLES R. MARINEAU, SR.  
By direction

Copy to: (w/o encls)  
DPMO-RD  
USCINCPAC/J30M