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R 191002Z JUN 95 ZYB
FM CDR JTF-FA HONOLULU HI//
TO RUEKJCS/SECDEF WASHINGTON DC//USDP:ISA/DPMO//
SUBJ/RIT DETAILED REPORT OF INVESTIGATION OF OVER WATER CRASH SITES
OFF THE COAST OF QUYNH LUU DISTRICT, NGHE AN PROVINCE POSSIBLY
ASSOCIATED WITH CASES 0416, 0462, AND 0465//
REF/A/RMG/CDR JTF-FA/060732/JUN 95//

RMKS/1. SUMMARY OF INVESTIGATION:

A. BACKGROUND:

(1) ON 20 AND 21 MAY 1995, A JOINT U.S./VIETNAMESE TEAM SURVEYED THREE OVER WATER SITES POSSIBLY ASSOCIATED WITH CASES 0416, 0462, AND 0465.

B. SUMMARY OF INVESTIGATION:

(1) CASE 0416: THIS CASE INVOLVES THE 7 AUG 66 LOSS OF AN A-1H AIRCRAFT AND ITS PILOT DURING A DAYTIME STRIKE MISSION. ENEMY FIRE HIT THE AIRCRAFT, FORCING THE PILOT TO TAKE THE AIRCRAFT OUT TO SEA. OTHER MEMBERS OF THE FLIGHT SAW THE AIRCRAFT IMPACT THE WATER AND EXPLODE. THEY SAW NO PARACHUTE AND HEARD NO ELECTRONIC BEACON SIGNALS. U.S. AIRCRAFT SEARCHED THE AREA WITH NEGATIVE RESULTS.

(2) CASE 0462: THIS CASE INVOLVES THE 19 SEP 66 LOSS OF AN F-4B AIRCRAFT AND ITS CREW OF TWO DURING A NIGHT TIME ARMED RECONNAISSANCE MISSION. THE CASE 0462 AIRCRAFT WAS THE NUMBER TWO AIRCRAFT IN A FLIGHT OF TWO. THE CREW OF LEAD AIRCRAFT OBSERVED A POSSIBLE SURFACE-TO-AIR MISSILE (SAM) LAUNCH AND CALLED FOR EVASIVE ACTION, BUT DID NOT RECEIVE ANY RESPONSE FROM THE CASE 0462 CREW. MEMBERS OF ANOTHER FLIGHT IN THE AREA REPORTED SEEING AN UNEXPLAINED FLASH ON THE GROUND. U.S. AIRCRAFT SEARCHED A 30-MILE AREA NORTH, SOUTH AND EAST OF THIS LOCATION WITH NEGATIVE RESULTS. U.S. FORCES MONITORING THE AREA REPORTED LATER THAT THE SUSPECTED SAM LAUNCH WAS PROBABLY RADAR CONTROLLED, HEAVY CALIBER, ANTI-AIRCRAFT FIRE. U.S. ANALYSTS HAVE CORRELATED AN ENTRY IN THE MILITARY REGION FOUR 84 PAGE SHOOT DOWN RECORD WITH THIS INCIDENT.

→ (3) CASE 0465: THIS CASE INVOLVES THE 21 SEP 66 LOSS OF AN F-4B AIRCRAFT, WITH TWO CREWMEMBERS, ON A NIGHT ARMED RECONNAISSANCE MISSION, IN A FLIGHT OF TWO AIRCRAFT. AFTER MAKING A BOMB RUN, THE CREW OF THE OTHER AIRCRAFT IN THE FLIGHT WAS UNABLE TO CONTACT THE CASE 0465 AIRCRAFT. CREW MEMBERS OF OTHER U.S. AIRCRAFT IN THE AREA REPORTED THEY DID NOT SEE ANY INDICATIONS OF AAA WEAPONS FIRE OR SAM LAUNCHES. U.S. RADAR OPERATORS REPORTED LOSING CONTACT WITH THE CASE 0465 AIRCRAFT AROUND THE TIME OF THEIR LAST RADIO TRANSMISSION. AFTER SEVERAL INVESTIGATIONS OF THIS CASE, U.S. ANALYSTS BELIEVE THIS AIRCRAFT CRASHED OVER WATER OFF THE COAST OF QUYNH LUU DISTRICT. DURING THE MOST RECENT INVESTIGATION OF THIS CASE FROM 25 TO 28 APRIL 1995, U.S. INVESTIGATORS LOCATED A PREVIOUSLY UNDISCOVERED OVER WATER CRASH SITE POSSIBLY ASSOCIATED WITH THIS CASE.

(4) ON 18 MAY 1995, A JOINT U.S./VIETNAMESE TEAM, INCLUDING FOUR U.S. NAVY DIVERS, ARRIVED IN VINH CITY, NGHE AN PROVINCE, TO SURVEY CRASH SITES POSSIBLY ASSOCIATED WITH THREE UNRESOLVED OVER WATER CASES (0416, 0462, AND 0465).

(5) ON 19 MAY, THE VIETNAMESE CENTRAL GOVERNMENT CONTINGENT MET WITH PROVINCE, DISTRICT AND VILLAGE REPRESENTATIVES TO

ORGANIZE THE SURVEYS.

(6) ON 20 MAY, THE JOINT TEAM, SURVEYED A SITE POSSIBLY ASSOCIATED WITH CASE 0462 WITH NEGATIVE RESULTS.

(7) ON 21 MAY, THE JOINT TEAM SURVEYED SITES POSSIBLY ASSOCIATED WITH CASES 0416 AND 0465. AT THE SITE BELIEVED TO BE ASSOCIATED WITH CASE 0465, U.S. NAVY DIVERS FOUND WHAT APPEARED TO BE AN AIRCRAFT CRASH SITE. THEY WERE ONLY ABLE TO RECOVER TWO SMALL UNIDENTIFIED PIECES OF POSSIBLE AIRCRAFT WRECKAGE. THE TEAM SURVEYED THE SITE POSSIBLY ASSOCIATED WITH CASE 0416 WITH NEGATIVE RESULTS.

(8) REMAINS AND MATERIAL EVIDENCE OBTAINED: AT CASE 0465 SITE U.S. NAVY DIVERS RECOVERED TWO SMALL UNIDENTIFIED PIECES OF POSSIBLE AIRCRAFT WRECKAGE. THE TEAM DID NOT RECEIVE OR OBTAIN ANY HUMAN REMAINS DURING THIS INVESTIGATION.

C. RECOMMENDATION: EXCAVATE SITE POSSIBLY ASSOCIATED WITH CASE 0465.

3. DETAILS OF INVESTIGATION:

A. PURPOSE OF INVESTIGATION: AFTER THE MOST RECENT INVESTIGATION OF POSSIBLE INCIDENTS OFF THE COAST OF QUYNH LUU DISTRICT, NGHE AN PROVINCE, JTF-FA DECIDED TO HAVE U.S. NAVY DIVERS SURVEY THESE SUSPECTED CRASH SITES. THE PURPOSE OF THESE SURVEYS WAS TO ATTEMPT TO PINPOINT THE CRASH SITE LOCATIONS, IDENTIFY THE AIRCRAFT AND FINALLY TO RECOMMEND FUTURE ACTIONS.

B. BACKGROUND.

(1) THE COMMANDER, DETACHMENT TWO IN HANOI, REPOSITIONED ASSETS TO NGHE AN PROVINCE TO SURVEY THREE CRASH SITES POSSIBLY ASSOCIATED WITH CASES 0416, 0462, AND 0465.

(2) ON 18 MAY 95, THE RIT ASSISTANT TEAM LEADER DEPLOYED FROM HANOI TO VINH CITY, NGHE AN PROVINCE WHILE FIVE MEMBERS DEPLOYED FROM HO CHI MINH CITY TO VINH CITY TO FORM HIS TEAM. THAT EVENING, VIETNAMESE TEAM MEMBERS INFORMED THE U.S. SIDE THAT THE FOLLOWING DAY THEY WOULD MEET WITH PROVINCE, DISTRICT, AND VILLAGE OFFICIALS TO PREPARE FOR THE UNDERWATER SURVEYS TO START ON 20 MAY.

C. TEAM COMPOSITION:

(1) U.S. CONTINGENT.

(A) CWO3 MARK S. GARROW, TEAM LEADER.

(B) SFC STEPHEN E. THOMPSON, RIT ASSISTANT TEAM LEADER.

(C) CWO2 CHRISTOPHER K. SNOWDON, U.S. NAVY DIVER, EXPLOSIVE ORDNANCE TECHNICIAN AND OFFICER IN CHARGE OF EXPLOSIVE ORDNANCE DISPOSAL MOBILE UNIT FIVE, DETACHMENT 35.

(D) HMC MICHAEL J. REDEEN, U.S. NAVY DIVER AND MEDICAL TECHNICIAN.

(E) BM2 DUANE A. OLIVEIRA, U.S. NAVY DIVER AND EXPLOSIVE ORDNANCE TECHNICIAN.

(F) EM2 ANTHONY J. KYLE, U.S. NAVY DIVER AND EXPLOSIVE ORDNANCE TECHNICIAN.

(2) VIETNAMESE CENTRAL GOVERNMENT CONTINGENT:

(A) LTC PHAM TEO (PHAMJ TEO), TEAM LEADER AND MINISTRY OF NATIONAL DEFENSE REPRESENTATIVE.

(B) MR. DO VAN MINH (DOOX VAWN MINH), MINISTRY OF INTERIOR REPRESENTATIVE.

(3) NGHE AN PROVINCE TASK TEAM CONTINGENT:

(A) MR. HOANG DUC CUONG (HOANGF DWCS CWOWNGF): ACTING TEAM LEADER AND EXTERNAL AFFAIRS OFFICE REPRESENTATIVE.

(B) MAJOR BANH XUAN NGA (BANHF XUAAN NGA), PROVINCE

MILITARY COMMAND REPRESENTATIVE.

(C) MR. NGUYEN TRONG THONG (NGUYEENX TRONGJ THOONG),
PROVINCE TEAM MEMBER.

D. ON THE EVENING OF 19 MAY 95, LTC TEO REPORTED TO THE RIT ASSISTANT TEAM LEADER THAT HE HAD VISITED BOTH QUYNH LUU DISTRICT SEAT, AKA CAU GIAT TOWN (THIS TRAANS CAAUF GIATS) AND QUYNH PHUONG VILLAGE. REPORTEDLY, ALL THE BOATS FROM QUYNH PHUONG VILLAGE WERE CURRENTLY OUT TO SEA. THE VILLAGE ADMINISTRATION PROMISED TO MAKE EVERY ATTEMPT TO SECURE A BOAT FOR THE TEAM TO USE THE FOLLOWING MORNING.

E. ON 20 MAY 95, THE JOINT TEAM TRAVELED TO QUYNH PHUONG VILLAGE (WG 780 255). THE TEAM MET WITH THE VILLAGE PEOPLE'S COMMITTEE. MR. NGUYEN VAN DUOC (NGUYEENX VAWN DWOVCJ), THE CURRENT VILLAGE PEOPLE'S COMMITTEE CHAIRMAN GREETED THE TEAM. THE JOINT TEAM EXPLAINED ITS PURPOSE WAS TO ATTEMPT TO PINPOINT THE CRASH SITE LOCATIONS, IDENTIFY THE AIRCRAFT AND FINALLY TO RECOMMEND FUTURE ACTIONS. HE ALSO REPORTED THAT HE WAS SUCCESSFUL IN OBTAINING TWO BOATS FOR THE TEAM TO USE. HE INFORMED THE TEAM THAT THE VILLAGE DEPUTY CHAIRMAN, MR. BUI THE LINH (BUIF THEES LINH), WHO ACCOMPANIED THE JOINT TEAM DURING ITS MOST RECENT INVESTIGATION FROM 21 TO 28 APR 95, WAS AVAILABLE TO ACCOMPANY THE TEAM. HE ALSO INFORMED THE TEAM THAT MR. HIEN WHO LED THE TEAM TO THE SITE BELIEVED TO BE ASSOCIATED WITH CASE 0462 WAS CURRENTLY UNAVAILABLE TO ACCOMPANY THE TEAM. ADDITIONALLY, MR. PHAM VAN THOA (PHAMJ VAWN THOAR) FROM QUYNH LUONG VILLAGE WAS AVAILABLE TO ACCOMPANY THE TEAM TO THE RU OI CRASH SITE. NOTE: DURING THE MOST RECENT INVESTIGATION OF THESE CASES, THE U.S. ANALYSTS BELIEVED THE RU OI SITE MAY POSSIBLY CORRELATE WITH CASE 0465. MR. LOI INFORMED THE TEAM THAT ALL THE LOCAL RESIDENTS KNEW THE LOCATION OF THE AD-6 (A-1) AIRCRAFT CRASH SITE. (CASE 0416) HE INFORMED THE RIT ASSISTANT TEAM LEADER THAT THE MEN ACCOMPANYING THE TEAM WOULD BE ABLE TO LEAD THE TEAM TO THIS LOCATION.

F. AT ABOUT 0830, THE TEAM ARRIVED AT THE BEACH (WG 790 268) WHERE THE U.S. DIVERS PREPARED THEIR EQUIPMENT. LOCAL RESIDENTS URGED THE U.S. TEAM MEMBERS TO HASTEN THEIR PREPARATIONS, BECAUSE THE TIDE WAS QUICKLY GOING OUT. THEY SAID IF WE DID NOT LEAVE QUICKLY, WE WOULD NOT BE ABLE TO GET THE FISHING BOAT THROUGH THE CHANNEL FOR SEVERAL HOURS. AT ABOUT 0900, THE JOINT TEAM BOARDED TWO BOATS AND HEADED OUT THE CHANNEL. THE JOINT TEAM INITIALLY USED A LOCAL FISHING BOAT AND AN INFLATABLE AMERICAN ZODIAC BOAT WHICH THE U.S. DIVERS BROUGHT WITH THEM FROM VUNG TAU. AFTER ABOUT FIVE MINUTES, THE FISHING BOAT BECAME STUCK ON THE SANDY BOTTOM OF THE CHANNEL. THE TEAM ENTERED THE WATER AND BEGAN PUSHING THE BOAT ALONG THE BOTTOM. AFTER NEARLY ONE HOUR, THE TEAM WAS FINALLY SUCCESSFUL IN GETTING THE FISHING BOAT THROUGH THE CHANNEL AND INTO THE OPEN WATER. ALONG THE WAY, A BOAT FROM COASTAL DEFENSE POST 144 JOINED THE TEAM WHILE EXITING THE CHANNEL. THE TWO VIETNAMESE BOATS AND THE AMERICAN ZODIAC BOAT ARRIVED IN THE AREA OF THE CASE 0462 CRASH SITE SHORTLY BEFORE 1100.

G. AT 1105, BM2 OLIVEIRA DOVE AT GRID COORDINATE WG 84890 22987. HE USED A HAND HELD SONAR WHICH IS CAPABLE OF SEARCHING TO A DISTANCE OF 120 FEET. HE SEARCHED A COMPLETE 360 DEGREE AREA WITH A FULL DIAMETER OF 240 FEET. HIS SONAR SEARCH MET WITH NEGATIVE RESULTS. HE REPORTED HIS VISIBILITY WAS LESS THAN 18 INCHES. ADDITIONALLY, SILT COVERED THE OCEAN BOTTOM. HE WAS ABLE TO PUT HIS

ENTIRE ARM DOWN INTO THE SILT AND STILL DID NOT FEEL THE OCEAN FLOOR. AT THIS TIME THE TEAM DECIDED TO USE A LONG NYLON ROPE TO FIND THE AIRCRAFT AS WE HAD DONE DURING THE LAST VISIT. THE LOCAL FISHERMEN REALIZED THEY DID NOT HAVE A LONG WEIGHTED ROPE ON THE BOAT. AT ABOUT 1230, SFC THOMPSON, BM2 OLIVEIRA AND FOUR VIETNAMESE RETURNED TO QUYNH PHUONG VILLAGE BY WAY OF THE ZODIAC BOAT TO OBTAIN THE MATERIALS NEEDED.

H. UPON RETURN TO THE BOAT AT 1400, THE LOCAL FISHERMEN STARTED PREPARING THE WEIGHTED NYLON ROPE. AT APPROXIMATELY 1445, THE TWO VIETNAMESE BOATS STARTED DRAGGING THE ROPE ALONG THE OCEAN FLOOR TO TRY TO LOCATE THE ALLEGED CRASH SITE POSSIBLY ASSOCIATED WITH THE CASE 0462 AIRCRAFT. AT APPROXIMATELY 1530, THE FISHERMEN BELIEVED THEY HAD SNAGGED THE WRECKAGE. THEY PULLED THE TWO BOATS CLOSER TO THE SNAG WHILE THE U.S. DIVERS PREPARED TO DIVE ON THIS SITE. ONCE THE TWO BOATS WERE ONLY ABOUT TEN METERS APART AND THE ROPE WAS NEARLY PLUM, THE U.S. DIVERS DROPPED A BUOY MARKER TO MARK THE SPOT. AT APPROXIMATELY 1600, BM2 OLIVEIRA DOVE AT GRID COORDINATE WG 84760 23223. AGAIN, HE USED A HAND HELD SONAR TO SEARCH A 360 DEGREE AREA WITH A FULL DIAMETER OF 240 FEET. AGAIN, HIS SEARCH MET WITH NEGATIVE RESULTS. BECAUSE OF THE LATENESS OF THE DAY, THE TEAM SUSPENDED ITS SEARCH FOR THIS DAY. WHILE RETURNING TO QUYNH PHONG VILLAGE, THE U.S. TEAM MEMBERS DISCUSSED THE DAY'S ACTIVITY. THE U.S. DIVERS BELIEVED IT IS POSSIBLE THE CRASH SITE LIES UNDER THE HEAVY SILT, HOWEVER, WITH THE LIMITED TIME AND ASSETS AVAILABLE THEY WERE UNABLE TO SEARCH MORE THOROUGHLY.

I. ON 21 MAY 95, THE JOINT TEAM DEPARTED VINH CITY AT 0530 AND ARRIVED AT QUYNH PHUONG VILLAGE AT APPROXIMATELY 0820. AT 0850, THE TEAM BOARDED BOATS AND DEPARTED QUYNH PHUONG VILLAGE AND HEADED TO THE RU OI CRASH SITE. MR. PHAM VAN THOA AGAIN ACCOMPANIED THE TEAM TO THE SITE. NOTE: MR. THOA GREATLY ASSISTED THE TEAM DURING THE MOST RECENT INVESTIGATION OF THIS CASE. HE HELPED THE TEAM LOCATE THE SITE WHICH MAY POSSIBLY CORRELATE WITH CASE 0463. ARRIVING IN THE VICINITY OF THE SITE, THE TEAM MET A MR. CAU (CAAU) WHO IS A LOCAL FISHERMAN. MR. THOA USED MR. CAU'S BOAT TO FIND THE SITE. BELIEVING HE WAS AT THE CORRECT LOCATION, MR. THOA QUICKLY JUMPED INTO THE WATER TO SEARCH FOR THE SUBMERGED AIRCRAFT. AFTER ONLY A FEW MINUTES, HE RETURNED TO MR. CAU'S BOAT AND PLACED A DIVER'S FLAG ABOVE THE CRASH SITE. USING A GLOBAL POSITIONING SYSTEM (GPS), THE TEAM DETERMINED ITS LOCATION TO BE WG 79088 20242. AT 0930, EM2 KYLE DOVE ON THIS SITE. AT 0940, HE RETURNED TO THE SURFACE AND REPORTED HE BELIEVED HE FOUND A CRASH SITE. HE WAS ABLE TO RECOVER TWO SMALL PIECES OF UNIDENTIFIED POSSIBLE AIRCRAFT WRECKAGE (SEE PARAGRAPH FOUR, MATERIAL EVIDENCE). AT 1017, EM2 KYLE RE-ENTERED THE WATER TO SURVEY THE SITE MORE COMPLETELY. AFTER SEVERAL MINUTES, HE SURFACED. HE INFORMED THE TEAM OF HIS RESULTS (SEE PARAGRAPH FIVE, SURVEY RESULTS).

J. THE TEAM THEN TRAVELED TO THE SITE IT BELIEVED MAY CORRELATE WITH CASE 0416. AT 1138, BM2 OLIVEIRA DOVE AT GRID COORDINATE WG 7977 2422. AT 1207, BM2 OLIVEIRA RESURFACED AND REPORTED THAT HIS SEARCH MET WITH NEGATIVE RESULTS. AS WITH THE PREVIOUS SURVEYS, HE SEARCHED A 360 DEGREE AREA WITH SONAR TO A DIAMETER OF 240 FEET. AT THIS POINT THE U.S. TEAM REQUESTED THE VIETNAMESE USE A ROPE TO DRAG THE OCEAN FLOOR. AT 1230, THE VIETNAMESE PLACED THE ROPE BETWEEN THEIR TWO BOATS. UNTIL 1400,

THEY DRAGGED THE ROPE FROM ABOUT GRID COORDINATE WG 790 242 TO APPROXIMATELY GRID COORDINATE WG 790 255 WITH NEGATIVE RESULTS. MR. LINH, THE QUYNH PHUONG VILLAGE DEPUTY CHAIRMAN, REPORTED THAT HE BELIEVED IT HAD BEEN A FEW YEARS SINCE ANYONE HAD REPORTED SNAGGING THEIR NETS ON THE WRECKAGE AT THIS SITE. AT THIS POINT, THE TEAM SUSPENDED ITS SEARCH FOR THIS AIRCRAFT.

4. MATERIAL EVIDENCE:

A. MATERIAL EVIDENCE RETAINED BY JTF-FA: AT THE SITE POSSIBLY ASSOCIATED WITH CASE 0465 AIRCRAFT (WG 79088 20242), U.S. NAVY DIVERS RECOVERED TWO SMALL UNIDENTIFIED PIECES OF POSSIBLE AIRCRAFT WRECKAGE. BOTH PIECES APPEAR TO BE A FIBER GLASS MATERIAL. THE FIRST PIECE IS APPROXIMATELY 3 1/2 X 2 1/2 INCHES IN SIZE. THE SECOND PIECE IS APPROXIMATELY 2 X 1 11/16 INCHES IN SIZE. NEITHER PIECE HAS ANY APPARENT VISIBLE INSCRIPTIONS OR NUMBERS. DET 2 WILL FORWARD THESE ITEMS TO LIFE SUPPORT TECHNICIANS AT J2/JTF-FA FOR ANALYSIS.

B. MATERIAL EVIDENCE PHOTOGRAPHED AND LEFT IN PLACE: THE DIVERS WERE UNABLE TO PHOTOGRAPH THE UNDERWATER CRASH SITE POSSIBLY ASSOCIATED WITH CASE 0465. THE DIVERS EXPLAINED TO THE RIT ASSISTANT TEAM LEADER THAT THERE WAS A LARGE AMOUNT OF SILT SETTLED ON THE OCEAN FLOOR AT THE LOCATION. ADDITIONALLY, THE WATER CONDITIONS DECREASED VISIBILITY TO LESS THAN 18 INCHES. WHEN THE DIVER GOT CLOSE ENOUGH TO SEE THE FIRST SIGNS OF WRECKAGE, THE SILT WOULD IMMEDIATELY KICK UP AND CLOUD HIS VISION. AFTER THE INITIAL CONTACT WITH THE WRECKAGE, HE CONTINUED TO INSPECT BY HAND.

C. REMAINS OBTAINED: NONE.

5. SITE SURVEY RESULTS:

A. CASE 0462 SITE: THE TEAM SURVEYED THIS SITE (48Q WG 84890 22987) AND SNAGGED SOMETHING ON THE OCEAN FLOOR. HOWEVER, THE DIVER WAS UNABLE TO LOCATE WRECKAGE WITH HIS HAND HELD SONAR.

B. CASE 0465 SITE: THE TEAM SURVEYED A PROBABLE UNDERWATER CRASH SITE AT A DEPTH OF 25 FEET AT 48Q WG 79088 20242. THE U.S. DIVER'S VISIBILITY WAS EXTREMELY POOR DUE TO THE WATER CONDITIONS. ADDITIONALLY, THE HEAVY AMOUNT OF SILT ADDED TO THIS PROBLEM. HE REPORTED THAT THE SILT WAS DEEP ENOUGH FOR HIM TO PLACE HIS ENTIRE ARM DOWN INTO THE SILT AND STILL DID NOT TOUCH THE OCEAN FLOOR. HE BELIEVED THE MAJORITY OF THE WRECKAGE REMAINS UNDER THIS SILT. HE IDENTIFIED A CENTER AREA AS BEING APPROXIMATELY 15 X 15 FEET IN DIAMETER. THIS AREA IS DENSE AND MAY BE WHERE THE MAIN PORTION OF THE AIRCRAFT RESTS. ADDITIONALLY, WHILE USING A METAL DETECTOR HE RECEIVED SEVERAL "HITS" SCATTERED OUTSIDE OF THIS 15 X 15 FOOT AREA. IT APPEARED TO HIM THAT THERE WAS NOT MUCH OF THE AIRCRAFT'S SKIN REMAINING. HE SAW CABLES AND WIRES BUT HE WAS NOT ABLE TO REMOVE ANY OF THEM FROM THE WRECKAGE. FROM THE DIVER'S DESCRIPTION OF THE SITE, IT APPEARED THAT THE NOSE OF THE AIRCRAFT POINTED TOWARDS THE SOUTHEAST. HOWEVER, HE CAUTIONED THE RIT ASSISTANT TEAM LEADER THAT THE VISIBILITY WAS EXTREMELY POOR AND THAT THIS WAS HIS BEST GUESS.

C. CASE 0416 SITE: THE TEAM SURVEYED THIS SITE (48Q WG 7977 2422) WITH NEGATIVE RESULTS.

6. AREAS OR CASE FILE INFORMATION NOT INVESTIGATED: NONE.

7. ANALYST COMMENTS:

A. BASED ON PAST INVESTIGATIONS OF INCIDENTS OFF THE COAST OF QUYNH LUU DISTRICT, THE TEAM VISITED SITES POSSIBLY ASSOCIATED WITH UNRESOLVED CASES 0416, 0462, 0465. BECAUSE THE CASE 0416 SITE LIES

CLOSE TO THE MOUTH OF THE HOANG MAI RIVER, IT IS PROBABLE THAT A LARGE AMOUNT OF SILT COVERS THE AIRCRAFT. THIS MAY HAVE BEEN THE PRIMARY REASON FOR THE TEAM'S NEGATIVE RESULTS. IT IS STILL POSSIBLE, HOWEVER, THAT THIS AIRCRAFT LIES JUST OUTSIDE THE AREA OF THE TEAM'S SEARCH. AN ADDITIONAL, MORE EXTENSIVE SEARCH MAY BE ABLE TO LOCATE THIS SITE.

B. THERE ARE SIMILAR DIFFICULTIES WITH THE SITE BELIEVED TO BE ASSOCIATED WITH CASE 0462. THE DIFFERENCE IN THE SURVEY OF THIS SITE IS THAT THE VIETNAMESE DID SNAG SOMETHING WITH THEIR ROPE. ALTHOUGH THE SONAR SEARCH MET WITH NEGATIVE RESULTS, IT IS POSSIBLE THIS CRASH SITE REMAINS HIDDEN FROM THE SONAR UNDER A HEAVY LAYER OF SILT.

C. THE TEAM BELIEVES IT SUCCESSFULLY FOUND AND SURVEYED THE SITE POSSIBLY ASSOCIATED WITH CASE 0465 BASED ON THE RESULTS OF THE 21 TO 25 APRIL 1995 INVESTIGATION OF THIS CASE.

8. SEARCH AND RECOVERY SPECIALIST COMMENTS: NONE.

9. RIT COMMENTS:

A. DURING THIS INVESTIGATION OF THE THREE UNRESOLVED CASES OFF THE COAST OF QUYNH LUU DISTRICT, THE JOINT TEAM BELIEVES IT SUCCESSFULLY FOUND THE SITE ASSOCIATED WITH CASE 0465. THE TEAM RECOMMENDS THAT A JOINT TEAM EXCAVATE THIS SITE. ACCORDING TO THE U.S. DIVERS WHO SURVEYED THESE SITES, A U.S. NAVY MOBILE DIVING SALVAGE UNIT (MDSU) IS CAPABLE OF EXCAVATING THE SITE. JTF-FA WILL NEED TO COORDINATE THIS EFFORT VERY CAREFULLY AND CONDUCT DETAILED DISCUSSIONS WITH THE VIETNAMESE GOVERNMENT. THIS OPERATION WILL PROBABLY TAKE SEVERAL MONTHS TO PLAN AND IMPLEMENT. SHOULD THE U.S. GOVERNMENT DECIDE TO MAKE THIS THE NEXT STEP, RECOMMEND ALSO THAT A JOINT TEAM MORE EXTENSIVELY SURVEY THE SITES ASSOCIATED WITH THE CASES 0416 AND 0462. THE MDSU HAS THE EQUIPMENT TO PERFORM THESE SURVEYS. THE U.S. NAVY DIVERS FROM DETACHMENT 35, EODMU FIVE WERE EXTREMELY PROFESSIONAL AND IMPRESSIVE. JTF-FA COULD NOT HAVE SURVEYED THE SITES WITHOUT THEIR EXPERTISE AND ASSISTANCE.

B. COOPERATION: THE VIETNAMESE QUICKLY RESPONDED TO DETACHMENT TWO'S REQUEST TO REPOSITION TEAM MEMBERS TO NGHE AN PROVINCE TO ATTEMPT TO SURVEY THESE THREE SITES. ONCE IN NGHE AN PROVINCE, THE JOINT TEAM AGAIN RECEIVED EXCELLENT SUPPORT FROM ALL LEVELS OF THE LOCAL ADMINISTRATION. LOCAL OFFICIALS AND RESIDENTS WERE VERY WILLING TO ASSIST THE TEAM TO LOCATE THESE SITES.

11. RECOMMENDED FUTURE ACTIONS: EXCAVATE.//