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NARRATIVE MESSAGE ADMINISTRATIVE MESSAGE

ROUTINE

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FM CDR JTF-FA HONOLULU HI//

INFO WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC
SECDEF WASHINGTON DC//USDP:ISA/DPMO//
SECSTATE WASHINGTON DC//CA/OCS/ACS/EAP/VLC//
JOINT STAFF WASHINGTON DC//J5//
DIA WASHINGTON DC
CIA WASHINGTON DC//DEA/SEA/IB/DDO/EA/ICOG//
USCINCPAC HONOLULU HI//J2/J3/J30-M//
USCINCPAC LO WASHINGTON DC
CDRPERSCOM ALEXANDRIA VA//TAPC-PED-P//
CJTFFA DET ONE BANGKOK TH
AMEMBASSY VIENTIANE//CJTFFA DET THREE//
ZEN/CJTFFA DET TWO HANOI SRV
AMEMBASSY PHNOM PENH CB//CJTFFA DT 4//

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FINAL SECTION OF 03

MSGID/GENADMIN/CDR JTF-FA/J2//

SUBJ/DETAILED REPORT OF INVESTIGATION OF CASES 0465 AND 0462//

PMKS/C.

B. IN THE TEAM CHIEF'S JUDGMENT, THE SEVERAL INVESTIGATIONS OF CASE 0465 HAVE YIELDED COMPELLING EVIDENCE THAT:

(1) THE CASE 0462 AND THE CASE 0465 AIRCRAFT AND CREWS CRASHED AT SEA EAST OF QUYNH LUU DISTRICT, NGHE AN PROVINCE.

(2) THE VNOSMP'S REPORT OF ITS OCTOBER 1990 UNILATERAL INVESTIGATION CONTAINED DATA RELATED TO BOTH CASES, BUT DID NOT YIELD AN ACCURATE LOCATION FOR EITHER AIRCRAFT. THE SPEED WITH WHICH MR. HOANG AND LTC TEO WERE COMPELLED TO COMPLETE THE INVESTIGATION, THE APPARENT HEARSAY NATURE OF MUCH OF THE PRINCIPAL SOURCE'S INFORMATION, AND THE LACK OF AN ADEQUATE DATA BASE AND ANALYTICAL TOOLS CONTRIBUTED TO THEIR CONFUSION AND ERRORS. THE JOINT INVESTIGATION WAS MORE EFFECTIVE. IT ALLOWED THE INVESTIGATORS TO TAKE FULL ADVANTAGE OF THE U.S. DATA BASE, AND ALLOWED U.S. INVESTIGATORS TO VERIFY DATA WHENEVER POSSIBLE AND TO FOCUS ON FINDING WITNESSES WHO CAN LEAD THEM TO CRASH SITES AND GRAVE SITES.

(3) ENTRY 637 IN THE MR4 AIR DEFENSE COMBAT JOURNAL IS A RECORD OF THE CASE 0462 INCIDENT. ALTHOUGH THE ENTRY CONTAINS THE WRONG DATE, VIETNAMESE RECORDS TYPICALLY ARE OF UNEVEN

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QUALITY AND RARELY PROVIDE MORE THAN A STARTING POINT FOR INVESTIGATION. THEY RARELY, IF EVER, CONTAIN ENOUGH DETAIL TO FIND THE PRECISE LOCATION OF A CRASH SITE OR GRAVE.

(4) THE AIRCRAFT THAT RESIDENTS OF QUYNH PHUONG AND QUYNH LAP VILLAGES SAW CRASH AT NIGHT ABOUT EIGHT KILOMETERS EAST OF QUYNH PHUONG PROBABLY IS THE CASE 0462 AIRCRAFT, BASED ON THE SIMILARITY OF CIRCUMSTANCES RECORDED IN OFFICIAL U.S. RECORDS AND THE EVENTS THE VILLAGERS DESCRIBED.

(5) SCAVENGERS PROBABLY HAVE NOT DISTURBED THE CASE 0462 AIRCRAFT.

(6) THE AIRCRAFT THAT RESIDENTS OF QUYNH LUONG VILLAGE FOUND ABOUT TWO KILOMETERS NORTHEAST OF RUE AU PROBABLY IS THE CASE 0465 AIRCRAFT. THE RESIDENTS OF QUYNH LUONG WHO SPOKE WITH THE TEAM, BELIEVED THIS AIRCRAFT WENT DOWN AT NIGHT WITHOUT ANY WITNESSES. ALTHOUGH THIS AIRCRAFT LIES ONLY ABOUT THREE KILOMETERS SOUTH OF THE OFFICIAL LAST KNOWN COORDINATE FOR CASE 0247, THE FISHERMEN WHO LED THE TEAM TO THE SITE KNEW ABOUT CASE 0247 AND APPEARED CERTAIN THAT THE AIRCRAFT LYING NEAR RUE AU WAS NOT THE CASE 0247 AIRCRAFT. IF THEY ARE CORRECT, AND IF THE RESIDENTS OF QUYNH PHUONG AND QUYNH LAP VILLAGES CORRECTLY IDENTIFIED THE CASE 0462 AIRCRAFT, THE CASE 0465 AIRCRAFT IS THE MOST LIKELY CANDIDATE FOR THE AIRCRAFT NEAR RUE AU..

(7) NO ONE SAW THE CASE 0465 AIRCRAFT CRASH AND VIETNAMESE AUTHORITIES HAD NO RECORD OF THE INCIDENT OR ANY MEANS TO EQUATE THE OFFSHORE WRECKAGE NEAR RUE AU TO THE CASE 0465 INCIDENT.

(8) THE TEAM RECEIVED EXCELLENT COOPERATION FROM CENTRAL AND LOCAL AUTHORITIES AND THE RESIDENTS OF QUYNH LUU DISTRICT.

10. RECOMMENDATION: REINVESTIGATE BY MEANS OF A MARINE SEARCH OPERATION TO CONFIRM THE EXISTENCE AND IDENTITY OF AIRCRAFT WRECKAGE AT THREE LOCATIONS DESCRIBED BY WITNESSES IN QUYNH LUU DISTRICT.//
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