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FM CJTFFA DET ONE BANGKOK TH

TO CDR JTF-FA HONOLULU HI

INFO JCS WASHDC//OCJCS-PW-MIA/J5//
SECDEF WASHDC//OASD-ISA/PW-MIA//
USCINCPAC HONOLULU HI//J2/J3/J3OM//
USCINCPAC LO WASHDC
SECDEF WASHDC//USDP:RSA//
CDRUSACILHI HICKAM AFB HI
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RUEHC/SECSTATE WASHDC//CA/OCS/CCS/EAP//
CIA WASHDC//OEA/SEA/IB/DDO/EA/ICOG//
DIA WASHDC

UNCLAS BANGKOK TH 35148
UNCLASSIFIED 0529 SEP 93
DIA PASS TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE

SUBJ: FIELD INVESTIGATION REPORT: CASE 1845
REF: A. JTF/FA, DET 1, BKK TH, PART I: DTG240457Z SEP 93; PART II: DTG240556Z SEP 93
B: 388TFW, KORAT RTAFB, THAI, 280450Z MAY 72

1. REF A IS THE SUMMARY REPORT OF THE 25TH SERIES OF JOINT FIELD ACTIVITIES CONDUCTED IN VIETNAM FROM 19 AUG

TO 20 SEP 93. REF B IS A STATEMENT FROM THE FLIGHT LEADER OF THE MISSION DURING WHICH THE INCIDENT IN QUESTION OCCURRED. PARAGRAPH 3(UU) OF REF A CONCERNS THE INVESTIGATION OF CASE 1845. THE INVESTIGATION OF THIS CASE IS REPORTED IN DETAIL HEREIN. THIS REPORT IS BASED ON FIELD ANALYSIS ALONE AND IS NOT INTENDED TO PROVIDE FINAL ANALYTICAL CONCLUSIONS.

2. SUMMARY OF INVESTIGATION: ON 4 SEP 93, IE2 INVESTIGATED CASE 1845 IN CAM THANH VILLAGE, CAM LO DISTRICT, QUANG TRI PROVINCE. THIS CASE INVOLVES AN F-4 PILOT WHO WAS LOST WHEN HIS AIRCRAFT WAS SHOT DOWN BY GROUND FIRE DURING A GROUND ATTACK IN QUANG TRI PROVINCE 7 MAY 72. THE OTHER CREWMAN ON THE PLANE SAFELY EJECTED AND WAS RESCUED BY U.S. FORCES. OTHER PILOTS IN THE AREA WERE UNABLE TO OBSERVE A SECOND EJECTION FROM THE PLANE. SEARCH EFFORTS FAILED TO LOCATE ANY SIGN OF THE PILOT. IE2 INTERVIEWED TWO WITNESSES WHO PROVIDED

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INFORMATION ON TWO CRASH SITES, ONE OF WHICH CORRELATES

TO CASE 1845, IN CAM THANH VILLAGE. NEITHER INDIVIDUAL WITNESSED THE INCIDENTS AND HAD NO KNOWLEDGE OF U.S REMAINS OR PERSONAL EFFECTS. IE2 SURVEYED THE SITE IDENTIFIED BY THE WITNESSES AND THE INCIDENT LOCATION REPORTED BY U.S. SOURCES. THE TEAM FOUND ONLY SMALL BITS OF METAL, GLASS, AND PLASTIC BUT NO DISCERNIBLE CRASH SITE IN THE AREA INDICATED BY THE WITNESSES. THE SURVEY RESULTS AT THE LOCATION REPORTED IN U.S. RECORDS WERE COMPLETELY NEGATIVE. TEAM MEMBERS QUESTIONED OTHER VILLAGERS NEAR THE SITES BUT DID NOT OBTAIN ANY FURTHER INFORMATION ON THIS CASE. NO REMAINS WERE RECEIVED DURING THE INVESTIGATION. RECOMMEND THIS CASE BE PLACED IN THE PENDING CATEGORY.

3. DETAILS OF INVESTIGATION:
- A. ON 19 AUG 93, IE2 ARRIVED IN QUANG TRI PROVINCE, VIETNAM TO BEGIN THE 25TH JOINT FIELD ACTIVITY. THE U.S. CONTINGENT CONSISTED OF:
- [redacted] (TEAM LEADER)
- [redacted] (ASSISTANT TEAM LEADER)
- [redacted] (MEDIC)
- [redacted] (EOD TECHNICIAN)
- [redacted] (ANALYST/LINGUIST)
- [redacted] (MORTUARY AFFAIRS SPECIALIST)
- [redacted] (MORTUARY AFFAIRS SPECIALIST)
- [redacted] (ANALYST/LINGUIST)
- [redacted] (ANALYST/LINGUIST)

VNOSMP MEMBERS WERE:
- TRAN QUANG TUYEN (TRAANF QUANG TUYEENS) (TEAM LEADER)
- NGUYEN VAN SANH (NGUYENX VAWN SANHS)
- TRINH THE HUNG (TRINHJ THEES HUNGF)
- DINH VU KHUYNH (DINH VUX KHUYNH)
- NGUYEN VAN QUANG (NGUYEENX VAWN QUANG)
- B. ON 20 AUG 93, THE JOINT TEAM MET WITH THE QUANG TRI PROVINCIAL TASK TEAM. THE TEAM MEMBERS WERE:
- HOANG VAN (HOANGF VAWN) (TEAM LEADER)
- TRAN VAN LONG (TRAANF VAWN LONG)
- HOANG MAI (HOANGF MAI)
- NGUYEN DUC QUANG (NGUYEENX DWCS QUANG)

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- TRAN LUONG THANH (TRAANF LWONG THANH)

DURING THIS MEETING, THE VIETNAMESE SIDE EXPLAINED THEIR PREPARATIONS FOR THIS ACTIVITY AND OFFERED A TENTATIVE WORK SCHEDULE.

- C. ON 4 SEP 93, IE2 INVESTIGATED CASE 1845 IN CAM THANH (CAM THANHF) VILLAGE (48QYD0470565), CAM LO DISTRICT, QUANG TRI PROVINCE. THE FIRST WITNESS WAS MR. LE VAN DEN (LEE VAWN DEN), A 67 YOA FARMER FROM CAM PHU HAMLET, CAM THANH VILLAGE. HE PROVIDED THE FOLLOWING INFORMATION:

- (1) ON AN UNKNOWN DATE IN THE SUMMER OF 78, HE WENT TO A CRASH SITE ON THE SIDE OF A MOUNTAIN A FEW KILOMETERS WEST OF THE CAM THANH VILLAGE COMMITTEE HOUSE (SEE ABOVE PARAGRAPH FOR GRID COORDINATES OF THE COMMITTEE HOUSE). HE HAD BEEN INFORMED OF THE SITE BY HIS SON, LE VAN THINH (LEE VAWN THINHJ). THE WITNESS SAW THE REMNANTS OF AN AIRCRAFT. THE PLANE WAS BROKEN INTO MANY PIECES BUT WAS STILL RECOGNIZABLE. THERE WERE THREE ENGINES AT THE SITE, ONE NEAR EACH WING AND THE OTHER UNDER THE NOSE. THE ENGINES WERE NO LONGER ATTACHED TO THE PLANE. HE DID NOT SEE ANY REMAINS OR IDENTIFICATION MEDIA, BUT THERE WAS A PILOT'S HELMET NEAR THE WRECKAGE. MR. DEN CLAIMED HE WENT TO THE SITE MERELY OUT OF CURIOSITY AND DID NOT TAKE ANY ITEMS FROM THE AREA. THE SITE WAS LATER SCAVENGED BY VILLAGERS AND THE WRECKAGE SOLD.

- (2) MR. DEN ALSO REPORTED SALVAGING METAL FROM A HELICOPTER CRASH SITE IN THE VILLAGE DURING 76 OR 77. THIS AREA IS APPROXIMATELY 500 METERS NORTH OF A SMALL STREAM TWO KILOMETERS WEST OF THE CAM THANH VILLAGE COMMITTEE HOUSE. HE DID NOT SEE ANY REMAINS OR IDENTIFICATION MEDIA AT THE SITE. (NOTE: THIS SITE IS POSSIBLY ASSOCIATED WITH ANOTHER CASE. FURTHER TESTIMONY ON THIS SITE AND RELATED SURVEY RESULTS WILL BE REPORTED SEPARATELY).

- D. THE SECOND WITNESS WAS MR. LE VAN THINH, A 36 YOA FARMER FROM CAM PHU HAMLET, CAM THANH VILLAGE. HE IS THE SON OF THE FIRST WITNESS. HIS ACCOUNT IS AS FOLLOWS: ON AN UNKNOWN DATE DURING THE SUMMER OF 77, WHILE LOOKING FOR METAL TUBING, MR. THINH (UNACCOMPANIED) FOUND A CRASH SITE ON THE SIDE OF A MOUNTAIN, APPROXIMATELY TWO KILOMETERS WEST OF THE VILLAGE COMMITTEE HOUSE. THE AIRCRAFT WAS BROKEN INTO MANY PARTS AND HAD THREE DETACHED TURBINE ENGINES. THE WITNESS DID NOT SEE ANY REMAINS, PERSONAL EFFECTS OR IDENTIFICATION MEDIA IN THE AREA. THE ONLY ITEM HE TOOK FROM THE SITE WAS A BLACK METAL TUBE (THE ITEM DID NOT HAVE ANY NUMBERS). HE TOLD OTHER VILLAGERS (INCLUDING HIS FATHER) ABOUT THE SITE. SOME OF THE PEOPLE TOLD HIM THE METAL TUBE WAS FROM AN F-4 AIRCRAFT. THE SITE HAS

BEEN SCAVENGED AND THE WRECKAGE SOLD. ONLY SMALL BITS OF METAL, GLASS, AND PLASTIC ARE AT THE SITE NOW. MR. THINH ALSO HAD KNOWLEDGE OF THE HELICOPTER SITE REPORTED BY HIS FATHER (SEE PARAGRAPH 3C2).

- E. NEITHER WITNESS HAD KNOWLEDGE OF U.S. REMAINS OR INCIDENTS IN WHICH AMERICANS WERE KILLED OR CAPTURED.

- F. MR. DEN AND MR. THINH LED THE TEAM TO THE MOUNTAIN CRASH SITE (ACTUALLY ABOUT FOUR KILOMETERS WEST OF THE VILLAGE COMMITTEE HOUSE AND 700 METERS WEST OF THE INCIDENT LOCATION REPORTED BY U.S. SOURCES). A SURVEY OF THE AREA PRODUCED ONLY SMALL BITS OF FIBERGLASS, METAL, PLASTIC, AND GLASS SHARDS (SEE "SURVEY RESULTS"). IE2 ALSO SURVEYED THE INCIDENT LOCATION REPORTED BY U.S. SOURCES. THE TEAM DID NOT FIND ANY REMAINS, MATERIAL EVIDENCE OR SIGNS OF A PLANE CRASH IN THE AREA. DURING THE SURVEY, TEAM MEMBERS QUESTIONED OTHER VILLAGERS IN THE AREA. NONE OF THE INDIVIDUALS WERE ABLE TO PROVIDE ADDITIONAL INFORMATION ON CRASH SITES OR ANY INFORMATION ON U.S. PERSONNEL.

4. MATERIAL EVIDENCE: NONE.

5. SURVEY RESULTS: ON 4 SEP 93, IE2 SURVEYED THE SITE IDENTIFIED BY THE WITNESSES IN CAM THANH VILLAGE. IE2'S

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MORTUARY AFFAIRS PERSONNEL MADE THE FOLLOWING OBSERVATIONS:

- A. PROJECT AREA: SITE IS LOCATED AT GRID COORDINATES 48QYD00245551. MAP DATA IS AS FOLLOWS: MAP NAME - CAM LO, MAP SHEET - 6342I, EDITION- 6 - DMA, SERIES - L7014, PRINTED - 1971.

- B. OUTSTANDING FEATURES: THE SITE IS LOCATED ON A HILLSIDE NEXT TO A LARGE MOUNTAIN NEAR THE VILLAGE OF CAM THANH.

- C. TERRAIN: THE SITE HAS A SLIGHT UPGRADE OF NO MORE THAN 40 DEGREES.

- D. SOIL CONDITIONS: THE SOIL ON THE SITE CONSISTS OF HARD COMPACT DIRT INTERMIXED WITH ROCK.

- E. VEGETATION: THE SITE HAS DENSE VEGETATION THROUGHOUT THE HILLSIDE CONSISTING OF TALL GRASS AND BUSHES WITH SOME TALL TREES.

- F. METHOD OF SEARCH: A SKIRMISH SEARCH OF A 60 X 50 METER AREA WAS CONDUCTED, YIELDING ONLY VERY SMALL PIECES OF WRECKAGE. A SURFACE SEARCH OF THE TOP SOIL IN THE CENTER OF THE SITE YIELDED ONLY VERY HARD TO DIG SOIL AND ROCKY CONDITIONS. NO PERSONAL EFFECTS OR HUMAN

REMAINS WERE FOUND ON THE SITE.
- G. HAZARDS: NO KNOWN HAZARDS.

6. RECOMMENDED FUTURE ACTIONS: RECOMMEND THIS CASE BE PLACED IN THE PENDING CATEGORY.

7. PERTINENT LOCATION OR DATA CHANGES: NONE.

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

9. ANALYST COMMENTS:
- A. THE LOCATION OF THE SITE IDENTIFIED BY THE WITNESSES CORRELATES WITH CASE 1845. THE AREA IS ONLY 700 METERS WEST OF THE SITE REPORTED BY U.S. SOURCES WHICH WAS SURVEYED WITH TOTALLY NEGATIVE RESULTS. VILLAGERS NEAR THE MOUNTAIN SITE CONFIRMED IT WAS THE ONLY CRASH LOCATION IN THE IMMEDIATE AREA. MR. THINH'S CLAIM THAT THE AIRCRAFT HAD TURBINE ENGINES PROVIDES FURTHER SUPPORT FOR THE CORRELATION (THE PLANE ASSOCIATED WITH THIS CASE WAS AN F-4J). ACCORDING TO U.S. RECORDS, BESIDES CASE 1845, THE NEAREST JET AIRCRAFT INCIDENT WAS A NAVY F-4 CRASH APPROXIMATELY FIVE KILOMETERS TO THE SOUTHWEST. THIS INCIDENT DID NOT INVOLVE UNACCOUNTED-FOR PERSONNEL-
B. UNFORTUNATELY, A SURVEY OF THE WITNESS-REPORTED SITE PRODUCED ONLY SMALL, UNIDENTIFIABLE FRAGMENTS SCATTERED ABOUT THE BRUSH ON THE HILLSIDE. ADDITIONALLY, THE TEAM DID NOT OBTAIN ANY INFORMATION WHICH SUGGESTS THE AREA CONTAINS (OR EVER CONTAINED) REMAINS. FINALLY, DATA IN U.S. RECORDS ARE INCONCLUSIVE AS TO WHETHER OR NOT THE UNACCOUNTED-FOR INDIVIDUAL ASSOCIATED WITH CASE 1845 EJECTED FROM THE AIRCRAFT (SEE REF B). BASED ON THE AFOREMENTIONED FACTORS, DO NOT RECOMMEND EXCAVATION OF THE SITE. RECOMMEND THIS CASE BE PLACED IN THE PENDING CATEGORY.

10. SEARCH AND RECOVERY SPECIALIST COMMENTS:
- A. LOGISTICS: THE SITE CAN BE EXCAVATED BY A STANDARD-SIZE RECOVERY ELEMENT CONSISTING OF 10 TO 15 PERSONNEL AND 20 TO 25 INDIGENOUS PERSONNEL TO ASSIST IN THE EXCAVATION. ANTICIPATE 25 TO 30 DAYS REQUIRED TO EXCAVATE THE SITE, USING STANDARD RECOVERY EQUIPMENT.
- B. RECOMMENDATIONS: CLOSE EXAMINATION OF THE AREA PRODUCED MINIMAL EVIDENCE OF A CRASH SITE. THE SITE HAD NO PERSONAL EFFECTS OR HUMAN REMAINS. THIS SITE IS NOT RECOMMENDED FOR EXCAVATION.

11. TEAM CHIEF COMMENTS: DURING THE INVESTIGATION, THE

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TEAM DID NOT OBTAIN ANY INFORMATION ON THE INCIDENT OR VICTIM ASSOCIATED WITH CASE 1845. A SURVEY OF THE WITNESS-REPORTED CRASH SITE PRODUCED ONLY MINIMAL EVIDENCE OF A CRASH BUT NO REMAINS OR PERSONAL EFFECTS (SEE "SURVEY RESULTS"). ADDITIONALLY, THE LOCATION REPORTED BY U.S. SOURCES SHOWED NO SIGNS THAT ANY TYPE OF BATTLE-RELATED INCIDENT HAD EVER TAKEN PLACE THERE. FINALLY, THE JOINT TEAM WAS UNABLE TO LOCATE ANY INDIVIDUALS WITH FURTHER KNOWLEDGE OF CRASH SITES OR ANY KNOWLEDGE OF U.S. CASUALTIES. RECOMMEND THIS CASE BE PLACED IN THE PENDING CATEGORY.

BT

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J2(1)...INFO FOR USCINCPAC HONOLULU H(11)
J3(1) J5(2) MDT(0) LRNO61PCMT(1) J30-M(1) J20(1) J03(1) J00X(1)
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