

7/7/1994

Dear Mr. Bell,

I'm enclosing material about my missing Air Force son, Major Curtis Daniel Miller. He's been M.I.A. in Laos since March 29, 1972.

Two of my friends, Sue Sullivan and Peg Broadway recently visited you to discuss the problem of our missing Americans. At that time you stated you would do what you could to help us with these cases. Therefore, I'm sending information to you about my son, Don. I've tried to choose just a small amount. I know it would be too much to send his entire file. However, I do have a copy of the file on microfilm if you would like to have it.

You'll note that his crashsite was excavated in 1986. Prior to that, in 1985 we did receive his wedding ring from a Soldier of

Fortune magazine writer. The story that the International told was that he bought the ring from a Laotian refugee who was fleeing a re education camp when he came across the crashed plane some years prior to this. He found the ring in the cockpit of the plane but at the time of the excavation the cockpit of the plane wasn't there. Of course we don't know the truth in this story. However, we do know the ring is his and it's in perfect condition and I know 14 carat gold melts easy and the plane was on fire when it went down. It was hit in the wing (gas tanks) by a SAM. I do believe my son was alive and got out of that plane! They did not find remains of him in the excavation. All they got there were very small bone fragments. Three men have been accounted for from one tooth!

I think this is awful!

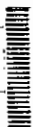
The government says nine of the 14 men are accounted for but my son is still not one of them.

I'm making plans to attend the annual meeting in Washington, D.C. next week. I'm still eligible to fly on the military plane.

I've met you Mr. Bell at our meetings, the last one was this past January in Austin. It will be so good of you if you will help us out with this never ending problem over the loss of our loved ones. As you know we worry about them constantly. I've lost the father of my children since our son became MIA. He was only 48. Then, I married again & lost him in 1988 but nothing equals this MIA son!

Let me know if I can be of any assistance to you.

Thanks,
Nell Johnston



Nell Johnston

=== CIRCUMSTANCES OF LOSS ===

23 January 1975

(U) ON 29 MARCH 1972 MAJ IRVING B. RAMSOWER II, AIRCRAFT COMMANDER, 1LT CHARLES J. WANZEL III, PILOT, CAPT CURTIS D. MILLER, CO-PILOT, MAJ HENRY P. BRAUNER, NAVIGATOR, SSGT MERLYN L. PAULSON, FLIGHT ENGINEER, MAJ HOWARD D. STEPHENSON, ELECTRONIC WARFARE OFFICER, A1C WILLIAM A. TODD, AERIAL GUNNER, SSGT EDWARD D. SMITH JR., AERIAL GUNNER, A1C ROBERT E. SIMMONS, AERIAL GUNNER, SSGT EDWIN J. PEARCE, AERIAL GUNNER, SSGT JAMES K. CANIFORD, CREWMEMBER, CAPT RICHARD CASTILLO, CREWMEMBER, CAPT RICHARD C. HALPIN, CREWMEMBER, AND CAPT BARCLAY B. YOUNG, CREWMEMBER WERE ABOARD AN AC130A(#0044) ON AN OPERATIONAL MISSION OVER A HEAVILY DEFENDED PORTION OF SOUTH LAOS

AT ABOUT 0300 HOURS THAT MORNING AN F4E FLYING ESCORT REPORTED THREE CLOSELY SPACED SAM FIRINGS AND AN UNIDENTIFIED RADIO TRANSMISSION, "SAM." THE SECOND OF THE MISSILES IMPACTED WITH THE AC130A, WHICH EXPLODED IN FLIGHT AND TUMBLED TO THE GROUND IN THE VICINITY OF GRID COORDINATES (GC) XD 165 414. NO PARACHUTES WERE SEEN AND REPEATED PASSES OVER THE CRASH SITE FAILED TO REVEAL ANY SIGN OF SURVIVORS EXCEPT FOR A FIFTEEN SECOND BEEPER SIGNAL FROM THE AREA SOME TEN MINUTES AFTER IMPACT. THE ACFT ITSELF WAS ENGULFED IN FLAMES. SEARCH AND RESCUE EFFORTS CONTINUED UNTIL 31 MAR 72, AFTER WHICH THEY WERE DISCONTINUED BECAUSE OF HEAVY ENEMY ACTIVITY. (REF 1)

(U) A SOURCE REPORTED THAT ON 30 MARCH 1972 A U.S. C130 AIRCRAFT WAS HIT BY 37MM ANTI-AIRCRAFT FIRE FROM (A NEW ORGANIZATION OF SOURCE'S UNIT (C4 CO) NEAR THE 38TH MILITARY STATION, SAVANNAKHET PROVINCE, LAOS. THE AIRCRAFT CAUGHT FIRE, TURNED SOUTHWARD AND CRASHED (LOCATION NOT GIVEN). THE SOURCE WAS TOLD THAT THE WRECKAGE WAS OBSERVED AND THAT NINE CREW-MEMBERS OF THE AIRCRAFT WERE RESCUED BY LAOTIAN CIVILIAN LIVING NEAR THE CRASH SITE.

(U) INFORMATION IN THIS REPORT CORRELATES TO THE C-130 INCIDENT DOWNED ON 29 MARCH 1972. HOWEVER, SOURCE'S INFORMATION THAT NINE CREWMEMBERS OF THE AIRCRAFT WERE RESCUED BY LAOTIANS IS UNTRUE. AFTER INITIAL BEEPER SIGNALS WERE RECEIVED FROM THE VICINITY OF THE CRASH SITE NO FURTHER SIGNALS WERE HEARD. NO PARACHUTES WERE OBSERVED. (REFS 2 & 3)

(U) A LISTING OF THE CREW WAS FURNISHED TO THE DRV/PRG. NONE OF THESE INDIVIDUALS WAS OBSERVED IN THE PW SYSTEM BY ANY U.S. FOREIGN RETURNEE. DURING THE EXISTENCE OF JCRC, THE HOSTILE THREAT IN THE AREA PRECLUDED ANY VISITS TO OR GROUND INSPECTIONS OF THE SITES INVOLVED IN THIS CASE. THIS INDIVIDUAL'S NAME AND IDENTIFYING DATA WERE TURNED OVER TO THE FOUR-PARTY JOINT MILITARY TEAM WITH A REQUEST FOR ANY INFORMATION AVAILABLE. NO RESPONSE WAS FORTHCOMING.

CASE: 1807 *

(U) SOURCE REPORTS SEEING TWO CREWMEMBERS OF A C130, THAT HAD BEEN SHOT DOWN THE NIGHT BEFORE, BEING DRAGGED BEHIND A TRUCK SOMETIME AFTER TET 1971 IN SOUTHERN LAOS. THIS PROBABLY CORRELATES TO TWO CREWMEMBERS OF 14 OF REFNO 1807. (REF 24)

(U) A REFUGEE REPORTED AN ALLEGED CRASH SITE BETWEEN A PASS CALLED THAKHONG AND SEPONE VILLAGE ON PHOU NONG HILL BETWEEN BANKENG AND ROUTE #9. THIS REPORT PROBABLY CORRELATES TO REFNO 1807. (REF 4)

=== SUBSEQUENT INFORMATION ===

3 October 1983

(U) THE JCRC LIAISON OFFICE RECEIVED A XEROX COPY OF WHAT APPEARS TO BE A BONA FIDE METAL DOGTAG. INFO FROM THE DOGTAG READS AS FOLLOWS: CANIFORD, JAMES K., AF11566041, O NEG, EPISC. (REF 5)

1 November 1983

(U) LAO REFUGEES PROVIDED INFORMATION OBTAINED FROM A METAL TAG ON PEARCE EDWIN J., 192387175, A POS, METHODIST. (REF 4)

3 July 1984

(U) SOURCE REPORTS BEING SHOWN A DOGTAG BELONGING TO EDWIN J. PEARCE ALLEGEDLY TAKEN FROM THE WRECKAGE OF A 4-ENGINE AIRCRAFT LOCATED ABOUT 8 KM NORTH OF MUONG PHINE. (REF 13)

3 October 1984

(U) SOURCE CLAIMED HE RECOVERED A DOGTAG BELONGING TO "SIMMONS, ROBERT E." FROM THE WRECKAGE OF "4-PROPELLOR SPECTRE". THE CRASHSITE AND DOGTAG INFORMATION CORRELATE TO A1C ROBERT E. SIMMONS OF REFNO 1807. (REF 5)

23 October 1984

(U) HEARSAY INFORMATION OF A CRASHED AIRCRAFT NEAR ROUTE 9 IN THE MUANG PHINE AREA OF SAVANNAKHET PROVINCE, LAOS VICINITY XD 1927, WAS PROVIDED BY SOURCE. SOURCE ALSO RELAYED IDENTIFICATION MEDIA DATA PERTAINING TO CANIFORD, JAMES K. AND PEARCE, EDWIN J., WHICH CORRELATES TO REFNO 1807. SOURCE ALSO PROVIDED HEARSAY INFORMATION ON THE ALLEGED REMAINS OF PAULSON, MERLYN L., ALSO OF REFNO 1807, BEING HELD BY A LAO REFUGEE. (REF 6)

CASE: .1807.

=== SUBSEQUENT INFORMATION ===

27 December 1984

(U) SOURCE TURNED OVER A SMALL QUANTITY OF BONE FRAGMENTS, AND PROVIDED HEARSAY OF RECOVERY OF THOSE REMAINS AND A DOG TAG FROM THE CRASHSITE OF A SPECTRE-TYPE AIRCRAFT MUANG PHAN (D), SAVANNAKHET (P), LAOS. THE REMAINS WERE DETERMINED BY CIL-HI TO BE HUMAN, BUT INSUFFICIENT TO PROVIDE RACE OR IDENTITY. ID DATA CORRELATES TO AC1 WILLIAM A. TODD (1807-0-06), AND THE CREWMAN WITH A RING CORRELATES TO CPT CURTIS D. MILLER (1807-0-07). (REF 7)

17 April 1985

(U) SOURCE PROVIDED HEARSAY INFORMATION ON AN AMERICAN POW WITH THE NAME AND SERIAL NUMBER OF "MR. PERCEDWING, 9238715" AND "PEAROA EDWIN J. , 192387175". THIS INFORMATION CORRELATES TO SSGT PEARCE BASED ON NAME AND SSAN ASSOCIATION ONLY. (REF 8)

6 March 1985

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA ON SIMMONS, ROBERT E. AND STEPHENSON, H.D. (REFNO'S 1807-0-09/14). (REF 9)

11 June 1985

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA ON A1C ROBERT E. SIMMONS (REFNO 1807-0-09). (REF 10)

12 June 1985

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA ON CAPT BARCLAY B. YOUNG (REFNO 1807-0-05). (REF 25)

20 December 1985

(U) SOURCE REPORTED SECOND HAND INFORMATION CONCERNING NAMES AND REMAINS ALLEGEDLY PASSED TO AN UNNAMED AMERICAN. NAMES PROVIDED CORRELATE TO REFNO 1807-0-08 (PAULSON, MERLYN) AND 1807-0-14 (STEPHENSON H.C.). (REF 12)

23 December 1985

(U) SOURCE REPORTED THAT 2 PARTIAL SETS OF REMAINS WERE DISCOVERED AND REMOVED FROM AIRCRAFT WRECKAGE DISCOVERED IN MUANG PHIN (XD 0927) SAVANNAKHET PROVINCE, LAOS. DOG TAGS REMOVED FROM THE WRECKAGE INCLUDED

CASE: 1807

PEARCE, EDWIN J.L. 92387 L. 75 A POS METHODIST. AIRCRAFT ALLEGEDLY CRASHED IN 1972 AND BURNED. (REF 13)

24 January 1986

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA ON A1C SIMMONS WHICH WAS ASSOCIATED WITH A CRASH SITE OF A "SPECTER" TYPE AIRCRAFT. (REF 14)

5 March 1986

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA ON 1LT CHARLES W. WANZELL III. (REF 15)

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA ON A1C SIMMONS. (REF 16)

5 June 1986

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA ON CAPT YOUNG AND LOCATING DATA OF "MUANG PHINE PROVINCE". (REF 17)

6 June 1986

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA INFORMATION ON SSGT PAULSON. THIS CORRELATION IS BASED ON NAME ASSOCIATION ONLY. (REF 18)

25 June 1986

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA PERTAINING TO A1C SIMMONS WHICH WAS RECOVERED FROM THE WRECKAGE OF A "FOUR-PROP SPECTOR" AIRCRAFT LOCATED IN SEPONE DISTRICT, SAVANNAKHET PROVINCE. (REF 19)

30 December 1986

(U) SOURCE PROVIDED A PHOTOGRAPH WHICH DEPICTED IDENTIFICATION MEDIA DATA PERTAINING TO SGT PEARCE ON A CARDBOARD BOX. ALSO SHOWN IN THE PICTURE WAS A QUANTITY OF FRAGMENTED REMAINS. (REF 20)

15 January 1987

(U) SOURCE REPORTED INFORMATION CONCERNING HIS ALLEGED OBSERVATION OF TWO IDENTIFICATION TAGS AND REMAINS IN THE POSSESSION OF ANOTHER INDIVIDUAL WHO HAD RECOVERED THEM FROM A CRASH SITE ON ROUTE 9 IN EASTERN SAVANNAKHET PROVINCE. THE TAGS OBSERVED WERE THOSE OF ROBERT E. SIMMONS AND HD STEPHENSON. (REF 21)

CASE: '1807'

27 February 1987

(U) SOURCE PROVIDED SECOND HAND IDENTIFICATION MEDIA DATA CONCERNING CAPT YOUNG (1807-0-05) SSGT PAULSON (1807-0-08) AND SSGT PEARCE (1807-0-10). THIS INFORMATION CORRELATES TO RENFO 1807. (REF 22)

3 March 1987

(U) SOURCE PROVIDED HEARSAY INFORMATION CONCERNING FOUR ALLEGED REMAINS, ONE OF WHOM WAS ASSOCIATED WITH "MR. YOONG BARCLAY -L". (REF 23)

17 March 1987

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA PERTAINING TO MAJ STEPHENSON. (REF 24 & 25)

28 April 1987

(U) SOURCE PROVIDED HEARSAY INFORMATION CONCERNING THE ALLEGED REMAINS ALONG WITH THE ASSOCIATED IDENTIFICATION MEDIA DATA OF 1LT WANZEL. (REF 26)

29 April 1987

(U) SOURCE REPORTED ID MEDIA DATA ON H. P. STEPHENSON WHICH CORRELATES TO H.D. STEPHENSON, REFNO 1807-0-14. (REF 27, 28 & 31)

4 November 1987

(U) SOURCE PROVIDED IDENTIFICATION DATA ON "STEPHENSON". (REF 32)

23 December 1987

(U) SOURCE PROVIDED IDENTIFICATION MEDIA DATA CONCERNING "STE PHENSON". THIS INFORMATION CORRELATES TO MAJOR STEPHENSON REFNO 1807-0-14. (REF 33)

20 April 1989

(U) SOURCE STATES THAT HE KNOWS INDIVIDUALS THAT KNOW THE WHEREABOUTS OF PEARCE EDWIN L. "AS SPELLED". THESE INDIVIDUALS ARE SAID TO BE IN LAOS. (REF 36)

18 October 1989

(U) FROM 17 FEBRUARY TO 01 MARCH 1986, A JOINT U.S. - LAO TEAM CONDUCTED AN EXCAVATION OF THE CRASH SITE ASSOCIATED WITH REFNO 1807. A QUANTITY OF PERSONAL EFFECTS AND REMAINS WERE RECOVERED. (REF 39)

8 July 1993

IN JANUARY 1986, A JOINT U.S./LAO INVESTIGATION/RECOVERY TEAM SURVEYED THE CRASH SITE OF REFNO 1807 AT GRID COORDINATES XD164412, SAVANNAKHET PROVINCE. WRECKAGE WAS LOCATED WHICH INDICATED A CORRELATION WITH THE CASE, ALTHOUGH THE SITE APPEARED TO HAVE BEEN HEAVILY SCAVENGED BY VILLAGERS FOR SCRAP METAL AND REMAINS. (REF 47)

=== REPATRIATION ACTIONS OR STATUS CHANGES ===

18 October 1989

ON 10 SEPTEMBER 1986, THE ARMED FORCES IDENTIFICATION REVIEW BOARD APPROVED THE IDENTIFICATION OF REMAINS RECOVERED DURING THE EXCAVATION OF CASE 1807 AS SSGT EDWARD D. SMITH, JR., A1C WILLIAM A. TODD, CAPT RICHARD C. HALPIN AND MAJ IRVING B. RAMSOWER II. (REF 40)

CASE: 1807

ON 9 OCTOBER 1986, THE ARMED FORCES IDENTIFICATION REVIEW BOARD APPROVED THE IDENTIFICATION OF REMAINS RECOVERED DURING THE EXCAVATION OF CASE 1807 AS CAPT RICHARD CASTILLO. (REF 41)

(U) ON 12 JUNE 1987, THE ARMED FORCES IDENTIFICATION REVIEW BOARD APPROVED THE IDENTIFICATION OF REMAINS RECOVERED DURING THE EXCAVATION OF CASE 1807 AS SSGT MERLYN L. PAULSON. (REF 29)

ON 26 JUNE 1987, THE ARMED FORCES IDENTIFICATION REVIEW BOARD APPROVED THE IDENTIFICATION OF REMAINS RECOVERED DURING THE EXCAVATION OF CASE 1807 AS SSGT EDWIN J. PEARCE AND 1LT CHARLES J. WANZEL III. (REF 30)

ON 26 MAY 1988, THE ARMED FORCES IDENTIFICATION REVIEW BOARD APPROVED THE IDENTIFICATION OF REMAINS RECOVERED DURING THE EXCAVATION OF CASE 1807 AS A1C ROBERT E. SIMMONS. (REF 34)

=== ARCHIVAL RESEARCH INFORMATION ===

19 May 1993

(U) SIX PHOTOGRAPHS FROM THE CENTRAL ARMY MUSEUM CORRELATE TO REFNO

JOINT TASK FORCE - FULL ACCOUNTING

BIOGRAPHIC/SITE REPORT AS OF 4 APRIL 1994

===== BIOGRAPHIC INFORMATION =====

REFNO: 1807-0-07 (ACCNO 1605)
Name: MILLER, CURTIS DANIEL

Status: (F) DEAD BODY NOT RECOVERED
Date Status assigned: 17 Jul 1979

Nationality	AMERICAN	Race	CAUCASIAN	Blood Chit	65382
Service	AIR FORCE	Sex	MALE	Blood type	A +
Grade	O3	Hair	BLACK	Complexion	FAIR
SSAN		Eyes	BLUE	Weapon	14
Serial No	3215648	Height	71 in /1.80 mtrs	Weapon No	K452945
Birth date	7 Jun 1946	Weight	200 lb / 90.6 kg	Duty pos	PILOT
Home State	TEXAS	Religion	PROTESTANT	PW Camp	\$

===== SITE INFORMATION =====

INCIDENT LOCATION (0)

Site Type: CRASH SITE
UTM: 48QXD165414
Lat/Long: 163913N / 1060533E
Country: LAOS
Military Region: 3
Mission Province: SAVANNAKHET
(formerly): KHAMMOUANE
Mission District: MUANG PHINE
Mission Date: 29 Mar 1972 0300L
Mission Category: 2-Site not visited.
Local Analysis: Near populated area.

===== JTF-FA ACTIVITY SUMMARY =====

Folders Passed: Aug 77, Apr 85
Surveys: 0
Excavations: 0
Site Identified: 0
Vessey Case: NO
Case type: CRASH SITE
Survivability: (5) In the aircraft at the time of the crash

===== VEHICLE DATA =====

Vehicle Type: AC130A	Serial: 44
Crash Type: Enemy action	Engine Type: T56
Call Sign: SPECTRE 13	1 Serial: E100417
Year: 55	2 Serial: E100856

===== SPECIAL CHARACTER KEY =====

= Item has been researched but data cannot be obtained.
\$ = Item is not applicable to this case.
@ or Blank = Data for item is unknown or not available.

ANTHROPOLOGICAL NARRATIVE: REFNO 1807

BACKGROUND

On 29 March 1972, an AC-130A aircraft (call sign Spectre 13) on an armed reconnaissance mission over Southern Laos was shot down in Savannakhet Province. The aircraft carried a crew of 14, none of whom is believed to have survived. No parachutes were seen by the escort craft, nor was there any visual or radio contact. Two beeper signals were heard shortly after impact, the second of which was traced to the crash site. It is not known whether the beepers on board were of the automatic type (which could activate on impact) or the manual type. The aircraft itself exploded and burned. Continued search and rescue efforts during the two days following the incident produced no evidence of survivors.

Since 1983, human skeletal remains attributed to this crash site have been received at the US Army Central Identification Laboratory. These remains have come from refugees through private individuals and through the JCRC Liaison Office in Bangkok. The activities and events surrounding recovery of many portions are unclear. Some of the remains have been accompanied by identification tags, information on ID tags, or personal effects. There are 14 of these earlier accessions; each has been given a CILHI processing number (0029-83, 0033-83 [A through E], 0037-83, 0042-84, 0044-84, 0045-84, 0049-84, 0023-85, 0052-85, 0053-85, 0054-85, 0055-85, 0072-85, 0005-86). It is well known that the site has been intensively scavenged in the years since the crash.

In early January 1986, a joint US-Lao survey of the crashsite collected more skeletal remains (CILHI 0002-86), and a joint excavation of the site in February 1986 resulted in the recovery of thousands more bone fragments (CILHI 0023-86 through CILHI 0033-86).

The total remains recovered from the excavation and earlier accessions include nonbone elements (wood, fiberglass, metal), nonhuman bone, and commingled human skeletal remains (bones and teeth). The bones are incomplete and/or fragmentary and burned to varying degrees. No discrimination of individuals is immediately apparent.

SKELETAL ANALYSIS

The primary purpose of the skeletal analysis was to attempt to segregate the commingled remains into individuals and to determine positive or at least presumptive identification. Minimally, the goal was to assess the number of individuals represented in the remains. Since the skeletal remains from REFNO 1807 are so incomplete, it was believed that positive identification could be effected only through the dental remains using comparative radiography.

Methodology

The remains from the joint recovery and all previous accessions were laid out for examination. The excavation had been partitioned into 20 x 20 ft. squares, with bone collected separately from each grid unit. In the lab, bone was segregated by provenience (grid unit or CILHI number).

The initial examination of the remains involved sorting into nonhuman/nonbone and human bones and teeth. The human bones were sorted as to diagnostic portions, long bone fragments (by bone), cranial fragments (by bone), and fragments too small or undiagnostic to be useful. Remains from each provenience were inventoried (see attachments). Many hours were spent in matching fragments within and among proveniences and gluing articulating portions. Although a number of matches could be made, no resulting fragment of long bone proved suitable for measuring to estimate stature.

Each bone or fragment was carefully examined for evidence of old fractures or other bone injury or any anomalies which might serve to individualize the remains. When age, sex, race, or body build could be assessed from the remains, this was noted. Remains from each provenience were photographed.

Earlier accessions, although alleged to derive from REFNO 1807, were not automatically considered as such unless there was independent verification through identification tags, personal effects, dental identification, or matching fragments with those recovered directly from the crash site. Non-Caucasoid remains (including two complete crania) were separated from the rest of the material as being unrelated to the immediate problem of resolving the REFNO 1807 incident. It was assumed that material recovered from the crash site excavation belonged to REFNO 1807, whether or not it could be positively identified as such.

Observations

The total number of bone fragments from the excavation is approximately 5000 ranging in size from 5 x 2 cm. to crumb-sized. Bone fragments from previous accessions tended to be larger. Excavation technique was good; screening of the soil recovered these extremely small fragments of bones and teeth, so it is likely that all human skeletal remains at the crash site were recovered by the excavation team. All bones appear to be from adults. There is one pubis fragment of an adult of 35+ years. Some fragments show the heavy muscle markings of the male sex. The dentition shows a number of Caucasoid traits. Other than that, there is little which can be said with certainty about the age, sex, and racial background of the remains. Most fragments are simply too small or devoid of diagnostic features to be of much value in the identification process.

The extent of commingling is extremely difficult to evaluate, due to fragmentation of the skeletal material. The (dental) remains of more than one person are found in the same provenience and the (dental) remains of the same person are found in more than one provenience. There are at least two left humeral shafts, two right first cuneiform bones, two right second cuneiform bones, and parts of at least two mandibles. It is highly probable, due to discrepancies in size and muscularity, that these duplications do not represent the same two individuals in each instance.

The extensive burning appears to have occurred at or near the time of the crash. The pattern of cracking and warpage of the bone fragments indicates that they were in a "wet" condition when burned. There is minimal evidence of weathering of bone fragments from the excavation; they have not been lying on the ground surface exposed to the elements. Conversely, many of the bone fragments from earlier accessions are weathered; lying on the ground surface, they would have been easy to collect.

The extreme fragmentation and scarcity of bone is not surprising, considering the circumstances of the crash. Normal ordnance on a Spectre included 400 rounds of 40 mm. mixed high explosive and high explosive-incendiary ammunition; 3000 rounds of 20 mm. mixed high explosive, high explosive-incendiary, and armor-piercing ammunition; and hundreds of 7.62 mm. rounds. The aircraft was struck in the wing area by a surface-to-air missile, and within 15 seconds was burning and spraying fuel. Escort aircraft saw a fireball tumble to impact on the ground, followed by several secondary explosions. The crash occurred in a heavily defended area. The fragmentary, incinerated condition of the skeletal remains is consistent with such a sequence of events.

Just 74 teeth or portions thereof were recovered, many of which have been identified as belonging to nine of the crew members (see the Odontological Reports). We have not been able to correlate teeth with other cranial or postcranial remains, though spatial relationships are suggestive. The distribution of identified remains among the wreckage corresponds in many instances to the known position of the crew in the plane. For example, Area 50, believed to be the cockpit wreckage, yielded the greatest amount of skeletal fragments (over 2800), identification tag and dentition of BRAUNER (Navigator), dentition of WANZEL (Pilot), and dentition of RAMSOWER (Aircraft Commander). See the Odontological Reports for elaboration. There is very little skeletal material which can be compared with available medical records.

We were able to associate fragments from one grid square with those from another and from grid squares with the other accessions (CILHI 0005-86, 0033-83, 0037-83, 0045-84). This strengthens the idea that at least part of the earlier accessions were actually from REFNO 1807.

The US/LAO excavation recovered identification media for four of the crew members (HALPIN, CASTILLO, BRAUNER, and MILLER; refer to Search & Recovery Report). Earlier accessions were accompanied by ID media or information for five crew members (PEARCE, SIMMONS, PAULSON, YOUNG, and STEPHENSON), although it could not be proven that these particular remains were of these individuals. JCRC has received ID information or has viewed ID tags for ten crew members (TODD, WANZEL, RAMSOWER, CANIFORD, YOUNG, MILLER, PAULSON, SIMMONS, PEARCE, and STEPHENSON; refer to Table I).

CONCLUSIONS

The skeletal remains from REFNO 1807 are scanty, extremely fragmentary, incomplete, and burned. As a consequence, they are not amenable to much detailed anthropological analysis. Nine of the crew members have been recommended for identification by means of radiographic dental comparisons (HALPIN, RAMSOWER, CASTILLO, SMITH, TODD, SIMMONS, PEARCE, BRAUNER, WANZEL). The Odontological Reports contain full details. Individual identification of the non-dental remains is not possible. The condition and amount of skeletal remains is consistent with the circumstances of the crash and the scavenging or vandalism of the site by non-authorized personnel. The thoroughness of the excavation is such that all remains at the crash site are believed to have been recovered.

Identification tags (or verified reports of same) submitted with the remains account for 13 of the crew members. No tags have been recovered for SMITH,

but his dental identification is solid. Five crew members (MILLER, YOUNG, STEPHENSON, PAULSON, CANIFORD) could not be identified among the remains, but documentation by identification media and various supportive intelligence reports make it highly unlikely that any of the crew survived this crash. All are currently carried in the status of Dead by Presumptive Findings.

RECOMMENDATIONS

Based on the odontological comparison of antemortem records and recovered remains, it is recommended that:

A. The positively-identified dental remains should be individually recognized as Edward D. SMITH, JR (CILHI 0024-86), William A. TODD (CILHI 0026-86), Robert E. SIMMONS (CILHI 0027-86), Edwin J. PEARCE (CILHI 0028-86), Richard C. HALPIN (CILHI 0029-86), Irving B. RAMSOWER II (CILHI 0030-86), and Richard CASTILLO (CILHI 0031-86), and be returned to the respective PNOK for individual disposition.

B. The dental remains identified as highly consistent with Henry P. BRAUNER (CILHI 0023-86) should be recognized as such and be returned to the PNOK for disposition.

C. The dental remains identified as comparing favorably with Charles J. WANZEL III (CILHI 0033-86) should be recognized as such and be returned to the PNOK for disposition.

D. The previous accessions (CILHI 0029-83, 0033-83 [A through E], 0037-83, 0042-84, 0044-84, 0045-84, 0049-84, 0023-85, 0052-85, 0053-85, 0054-85, 0055-85, 0072-85, 0005-86) and the material recovered on survey (CILHI 0002-86) should be consolidated into a single unit, CILHI 0032-86. This is warranted because of identification media associations, dental identifications, and matching fragments with those recovered from excavation of the crash site.

E. We have no sound biological evidence on which to base identification of the other five crew members from this incident, though circumstantial evidence connects them to the scene, viz.:

1. Howard D. STEPHENSON: one identification tag submitted with CILHI 0055-85
2. Merlyn L. PAULSON: one identification tag submitted with CILHI 0072-85 (which also included an identification tag of Edwin J. PEARCE)
3. James K. CANIFORD: JCRC LNO has viewed his identification tag, allegedly recovered from the crash site
4. Barclay B. YOUNG: one burned identification tag submitted with CILHI 0005-86; skeletal portions of CILHI 0005-86 have been subsequently identified as Richard CASTILLO.
5. Curtis D. MILLER: one Medical Alert tag recovered during joint excavation; ring previously recovered from site by Lao Resistance viewed by JCRC while in possession of journalist; journalist showed ring to the Miller family, received positive identification, and gave ring to the family.

We consider the manifest accurate and regard it as highly unlikely that anyone could have survived this crash. The Lao and Vietnamese governments

have never accounted for the missing crew, nor have their names ever appeared in reliable prisoner communication channels. No live sightings have been verified. However, because of the lack of identifying odontological or anthropological evidence, we do not feel it is within our jurisdiction to make any recommendation as to the disposition of the commingled remains (CILHI 0032-86) under these five names.

This anthropological narrative has been prepared by:

Madeline J. Hinkes
Madeleine J. Hinkes, Ph.D.
Identification Specialist

Sara L. Collins
Sara L. Collins, M.A.
Identification Specialist

Dated May 9, 1986.

TABLE 1

LAST NAME	DENTAL REMAINS RECOVERED BY U.S. GOVT (FEB 86)	I.D. MEDIA RECOVERED BY U.S. GOVT (FEB 86)	DENTAL REMAINS RECOVERED BY OTHERS (NON-GOVT)	I.D. MEDIA &/OR INFORMATION GIVEN TO U.S. GOVT BY OTHERS (NON-GOVERNMENTAL)	
				RECEIVED BY CILHI	RECEIVED BY JCRC
BRAUNER	X	X			
WANZEL	X				X
SMITH	X				
CANIFORD					X ^{9, 12}
YOUNG				X ³	X ¹⁰
TODD	X				X
MILLER		X			X ¹¹
PAULSON				X ⁴	X ^{12, 13}
SIMMONS	X			X ⁵	X
PEARCE	X			X ⁶	X ¹²
HALPIN	X	X	X ¹		
RAMSOWER	X				X ⁷
CASTILLO	X	X	X ²		
STEPHENSON				X ⁸	X ¹³

NOTES

- 1: Received with CILHI 0037-83
- 2: Received with CILHI 0005-86
- 3: Burned ID tag received with CILHI 0005-86
- 4: Received with CILHI 0072-85
- 5: Received with CILHI 0052-85
- 6: Received with CILHI 0044-84 & 0072-85
- 7: Sent to OASD/ISA Feb 85
- 8: Received with CILHI 0055-85

- 9: Actual ID tag viewed by JCRC LNO (JCRC LNO 210942Z Nov 83)
- 10: JCRC LNO viewed actual ID tag of Young (JCRC LNO 220945Z May 85)
- 11: JCRC LNO viewed actual ring alleged to be Miller's; Miller family later positively identified ring (JCRC LNO 072130Z Jun 84)
- 12: JCRC LNO received tag information on Paulson, Caniford & Pearce at same time (JCRC LNO Rpt T84-173, 27 Aug 84)
- 13: JCRC LNO received alleged personal effects and human remains, and ID tag information on Stephenson & Paulson (JCRC LNO 280624Z Aug 85)

Notified MSgt Chambers/DPMSC/0510 Hrs, 29 Mar 72/SSgt JB Laird

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20 MAR 72 09 50 FOR OFFICIAL USE ONLY
IMMEDIATE

IMMEDIATE —

* UNCLASSIFIED E F T O *

ACTION DpmSC
CC DA DC
LG LGM LGS
DP SG TP
SE DO AB
AC PM SM
SS SP DE
DPM DPMSC RTD 9

PT 00536

OTTEZDSW RUMORUA6322 0890544-EEEE--RUWTFJA.

ZNY EEEEE —

O P 290235Z MAR 72 ZFF-1

FM 8 CMBT SPT GP/DPMS/UBON AFLD THAILAND

TO RUEFHQA/CSAF/LGSKC

RUWTFJA/AFMPC/DPMSC/RANDOLPH AFB TEXAS

INFO RUHHABA/CINCPACAF/DPSP

RUMMRSA/7AF/DPSP/TAN SON NHUT AB RVN

RUHHKKA/13AF/DPSP/CLARK AB PHIL

RUMOSRA/7/13AF/DC/UDORN AFLD THAILAND

RHMSMVA/COMUSMACV/DP

RHMSMVA/COMUSMACV/JPRC

RHMSMVA/USA MORTUARY/JCGR08/SAIGON VIETNAM

RUVEFFB/AFMPC/MPEC/DENVER COLO

BT

UNCLAS E F T O FOUO DPMS

SUBJECT: CASUALTY REPORT, INITIAL MISSING IN ACTION. BATTLE
NUMBER SIX.

A. MILLER, REPEAT MILLER, CURTIS DANIEL

B. CAPTAIN

C. 466-72-5405 FV REPEAT 466-72-5405 FV

D. 16 SPECIAL OPERATIONS SQUADRON, 8 TACTICAL FIGHTER WING PACAF

PAGE 2 RUMORUA6322 UNCLAS E F T O

UBON AFLD THAILAND. DATE PCS SEA TOUR COMMENCED: 27 NOV 71.

ON DUTY. ACTIVE DUTY.

E. SEE CLASSIFIED SUPPLEMENT. REF SECRET DPMS 290300Z MAR 72.

F. 29 MARCH 1972, 0300 HOURS (LOCAL)

G. SPECTRE 13 MISSING OVER SOUTHERN LAOS. AC130A (SPECTRE 13)
WAS FLYING AN OPERATIONAL MISSION OVER HEAVILY DEFENDED HOSTILE
AREA IN SOUTHERN LAOS. OTHER AIRCRAFT IN THE AREA OBSERVED
FIREBALL AND CRASH. BEEPERS HAVE BEEN HEARD. SAR WAS INITIATED
IMMEDIATELY. AF FORM 484 WILL BE FORWARDED FIVE DAYS FROM DATE
SAR ENDS.

H. SUSAN R. ROTHROCK MILLER (WIFE) 1009 CORAL PLACE, CORPUS
CHRISTI TEXAS 78411. CHRISTY D. MILLER (DAUGHTER) DOB: 19 SEP 69
DAUGHTER RESIDES WITH WIFE. PAUL L. MILLER (FATHER) 1201 SECOND
STREET, PALACIOS, TEXAS 77465. MARVIS N. MILLER (MOTHER) 1201
SECOND STREET, PALACIOS, TEXAS 77465.

I. AFMPC/DPMSC TO MAKE NOTIFICATION OF NOK

J. 29 NOV 71.

K. SUSAN R. MILLER (WIFE) 1009 CORAL PLACE, CORPUS CHRISTI,
TEXAS 78411. ONE HUNDRED PERCENT.

IMMEDIATE

* UNCLASSIFIED E F T O *

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IMMEDIATE

* UNCLASSIFIED E F T O *

PT 00536

L. NOT APPLICABLE.
M. BAPTIST.

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N. YES, CREW MEMBER

O. PILOT

P. BEAUMONT TEXAS 7 JUN 46.

Q. 1045J. CAUCASION MALE. PALACIOS, TEXAS

BT

#6322

NNNN#

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IMMEDIATE

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* UNCLASSIFIED E F T O *

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SUMMARY OF FACTS AND CIRCUMSTANCES

1. The following personnel comprised the crew of an AC-130 aircraft:

Lt Col Irving B. Ramsower, II	Aircraft Commander
Lt Col Henry P. Brauner	Navigator
Lt Col Richard Castillo	Infrared Sensor Operator
Capt Richard C. Halpin	Low Light TV Sensor Operator
Capt Curtis D. Miller	Pilot
Lt Col Howard D. Stephenson	Electronic Warfare Officer
Capt Charles J. Wanzel, III	Pilot
Maj Barclay B. Young	Fire Control Officer
SMSgt James K. Caniford	Illuminator Operator
MSgt Merlyn L. Paulson	Flight Engineer
SMSgt Edwin J. Pearce	Aerial Gunner
MSgt Robert E. Simmons	Aerial Gunner
SMSgt Edward D. Smith, Jr.	Aerial Gunner
MSgt William A. Todd	Aerial Gunner

2. The crew departed Ubon Airfield, Thailand, at 0128, 29 March 1972, on an armed reconnaissance mission over the southern part of Laos. Weather was six- to eight-tenths cloud coverage at 6,000 feet, with a full moon and visibility of four miles. The aircraft and an F-4D escort arrived in the assigned area without incident. At approximately 0300, the escort pilot spotted 12 to 15 rounds of twin-barrel 37mm ground fire directed at the AC-130. About ten seconds later, as the escort aircraft turned toward the ground fire, its crew observed a surface-to-air missile (SAM) just off the ground northeast of the AC-130. Evasive maneuvers were initiated by the escort; however, within the ensuing ten seconds, two additional SAMs were launched. The first SAM failed to track either aircraft and detonated at an altitude of 30,000 to 35,000 feet. While at an altitude of about 9,500 feet, the AC-130 aircraft was struck in the wing area by the second SAM which caused a large fire. Within ten to twenty seconds of the hit, the aircraft was seen to be burning and spraying fuel. One small piece of burning debris was seen to split off as the larger fireball descended and impacted the ground, followed by several secondary explosions. No voice transmissions were received from the AC-130 after it was hit nor were any parachutes seen. The crew of the escort aircraft orbited the crash site, but was unsuccessful in efforts to establish contact with the downed crew members. A controlling agency was notified of the incident and was furnished location of the wreckage which was in a forested, mountainous and heavily defended area, about nine and one-half miles west-southwest of Tchepone, Laos. Ten minutes later, as the escort aircraft was departing the scene to refuel, a beeper signal was heard briefly. Crew members of another AC-130 and its F-4D escort in the vicinity also heard a signal and were able to ascertain that it emanated from the crash site. The escort crew refueled and returned to the crash

site where they were joined by search and recovery forces. From the time of the crash to 1830, 31 March 1972, when the search was terminated, no radio or visual contact could be made with any of the crewmen.

3. In accordance with the provisions of Section 555, Title 37, USC, the crew was continued in a missing status at the expiration of the initial 12-month period of absence.

4. A clandestine Pathet Lao news agency release, dated 1 April 1972, and published by the Foreign Broadcast Information Service in Bangkok, could pertain to the missing AC-130. A portion of that release reads as follows:

"The U.S. imperialists on the night of March 30 sent aircraft to attack the liberated zone in Savannakhet Province, Southern Laos. An L.P.L.A. antiaircraft unit shot down on the spot a U.S. AC-130 in addition to another American AC-130 which has been shattered over the same province early morning on March 29. Many U.S. crewmen aboard these planes were killed."

AC-130 aircraft were lost on 29 and 31 March, but none were lost on 30 March 1972. The entire crew of the aircraft downed 31 March was rescued.

5. No accounting for the missing crew was ever received from the North Vietnamese government or its allies, and their names never appeared in the prisoner communication channels which proved to be reliable. A classified report, not further identified, was received which indicates that an AC-130 aircraft was downed. The document could indicate that two and possibly six persons were captured. No other information pertaining to him has ever been obtained from any official or unofficial source.

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00003 THE SURVEY. JCRC DID RECEIVE INFORMATION TAKEN FROM A DATA PLATE FROM THE COCKPIT AIR CONDITIONING SYSTEM AND DOG TAGS OR DOG TAG TYPE REPORTS ON THREE OF THE FIVE MEMBERS WHO COULD HAVE BEEN EXPECTED TO BE IN THE COCKPIT AT THE TIME OF LOSS.

4. REF A, PARA 1C: REF B IS AN ANALYTICAL SUMMARY OF THE REMAINS THAT WERE PASSED BY AMCIT JACK BAILEY. THIS SUMMARY DISCUSSES THE QUANTITY OF REMAINS TURNED OVER AND IDENTIFIES PRELIMINARY ANTHROPOLOGICAL COMPARISONS TO SPECIFIC INDIVIDUALS. JCRC CAN PROVIDE NO ADDITIONAL INFORMATION.

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