

Deborah R. Johnson

5/10/95

Dear Mr. Bell,

I am writing to you to request that you please review my brother's case and bring your expertise to bear on the JTF-FA's investigations thus far. (My sister remembered an article in the League newsletter that noted you would review individual cases and provide your insights to the next of kin.)

Enclosed are all the pertinent documents we have received regarding our brother, Warrant Officer, Mark J. Robertson, who was shot down in the A Shau Valley February 10, 1971. We are concerned that the correct site was excavated, that the witnesses were/are credible and whether potential remains were removed prior to the investigation and are still held by hostile witnesses or the Vietnamese government. Since you have years of first hand knowledge in these matters, we would welcome and appreciate

→

Your thoughts on these concerns and any other insights you might have.

We would be more than happy to reimburse any expenses you might incur in the course of your analysis. Please call collect or write to us with your thoughts.

Thank you.

Sincerely,
Deborah K. Johnson
Sally A. Nygren

P.S. You can FAX us things at



JOINT CASUALTY RESOLUTION CENTER

NAS BARBERS POINT, HAWAII 96862

CASE 1701-0-

/02

NARRATIVE

ON 10 FEBRUARY 1971, WARRANT OFFICER ONE MARK J. ROBERTSON AND NAME WERE THE CREW ABOARD AN OH-6A HELICOPTER CONDUCTING A VISUAL RECONNAISSANCE MISSION. THE AIRCRAFT, SERIAL NUMBER 66-17765, WAS HIT BY GROUND FIRE AND CRASHED IN THE VICINITY OF GRID COORDINATES YD257076, APPROXIMATELY 55 KILOMETERS WEST SOUTHWEST OF HUE, 15 KILOMETERS NORTHWEST OF A LUOI AND THREE KILOMETERS WEST OF LAN NAM, THUA THIEN PROVINCE. THE CREW OF OTHER AIRCRAFT IN THE AREA FLEW OVER THE CRASH SITE AND SAW NO SIGNS OF SURVIVORS. A GROUND SEARCH OF THE WRECKAGE WAS NOT CONDUCTED DUE TO THE HOSTILE THREAT IN THE AREA.

PERTINENT DATA ARE AS FOLLOWS:

NAME: NAME
RANK: SERGEANT, U.S. ARMY
DATE OF BIRTH: 3 SEPTEMBER 1944
RACE: CAUCASIAN
HEIGHT: 1.80 METERS
WEIGHT: 74.2 KILOGRAMS
HAIR: BROWN
EYES: BROWN

PASSED TO THE VIETNAMESE GOVERNMENT
DURING 30 MAR 92 TECHNICAL MEETING

NAME: ROBERTSON, MARK JOHN

RANK: WARRANT OFFICER ONE, U.S. ARMY

DATE OF BIRTH 18 AUGUST 1949

RACE: CAUCASIAN

HEIGHT: 1.75 METERS

WEIGHT: 86.0 KILOGRAMS

HAIR: BLOND

EYES: BLUE

DEPARTMENT OF THE ARMY
Troop B, 2d Squadron 17th Cavalry
101st Airborne Division (Amb))
APO San Francisco 96383

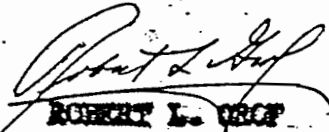
AVDA-50-3

19 February 1971

CERTIFICATE

On 10 February 1971, Troop B, 2d Squadron (Amb) 17th Cavalry was operating in the vicinity of fire support base Furnage, northern A Shau Valley, Republic of North Vietnam. Our mission was visual reconnaissance of assigned reconnaissance zones with particular emphasis of bomb damage assessment of infiltration points along NVA route 922. Recent enemy activity was noted in the area, from sensor reports and the amount of apparent traffic on route 922. The first team on station engaged an enemy GI call position with unknown results. The second team came on station to relieve the first who had expended its ammunition and fuel load. They were briefed as to the enemy situation and they started a normal VR pattern. The chase aircraft broke station for fuel. Just as the chase aircraft came back on station the LOH (piloted by WO1 Robertson and NAME) was hit by intense enemy GI call fire, burst into flames, and crashed. The attack aircraft radioed an emergency call back to the TOC (Tactical Operations Center) that one of our aircraft had been shot down, while the cobra gunship rolled into placing suppressive fire around the crash site. As a heavy pink team, command and control aircraft and four attack carrying the mortar/platoon were being scrambled, the cobra continued to place suppressive fire into the area the attack tried to get into the crash site, but was driven back by intense GI call fire, now coming from 3 different positions, the cobra then had to break station for fuel, but the attack continued to orbit the area looking for any signs (WO1 Robertson carried complete survival equipment, including survival radios and pen flares) of life around the crash. About this time the scrambled aircraft arrived on station. The attack (piloted by Capt/Praetor) briefed the CAC and gunships as to the situation. Milk (Air Force FAC) was brought on station to try to get possible tag air to employ against the enemy guns. ARA (Aerial Rocket Artillery) came on station. At the time of the crash, I had been on another mission south of the Senh. I came into the area to see if any assistance was necessary on my part. However, my second CAC helicopter was on station and he was doing everything possible to get into the area. I then returned to the operation I was running, but continued to monitor the progress of the operation. Throughout the operation the weather had been deteriorating. The Air Force FAC advised that the clouds were too low to permit two air. The four attack with the ACP were returned to FSB Bristingham and remain on call. The cobra gunships continued to expend their ordnance on the targets. By now the weather had become marginal and daylight was quickly disappearing. It was decided that one cobra (piloted by CPT's Miller/Durts) would make several low level passes over the crash site with gun cover. He made two passes over the aircraft. Both times he stated that the aircraft had been completely destroyed by the fire and the crash. Rocky Fire was received on both occasions. As it appeared impossible to put troops on the ground all aircraft were returned to base. On 12 February another visual recon of the area was conducted.

By using high power electric binoculars a close up view of the area was possible. The aircraft appeared totally destroyed by the fire and crash and nothing remained to extract. Airstrikes, artillery and gunships have been employed on the area, however the enemy still remains, subsequently no attempts have been made thusfar to insert ground troops on the crash site.



ROBERT L. ORFF
MAJ, Armor
Commanding



JOINT TASK FORCE - FULL ACCOUNTING
DETACHMENT TWO/US MIA OFFICE
DOC NGU STREET, HANOI, VIETNAM

USA

MEMORANDUM FOR MR. VU CHI CONG, DIRECTOR, VNOSMP

SUBJECT: Request for Assistance--Group 559

1. The purpose of this memorandum is to request your assistance to search for additional information concerning incidents listed in the record of aircraft Group 559 units shot down that might be related to Americans who are still unaccounted for.
2. U.S. analysts in Hawaii and Washington, D.C., concluded 117 entries in the Group 559 record might be related to 111 cases in which a total of 219 Americans are still unaccounted for. Two of these cases (0703, 1973) are assigned to the Special Remains Team. Three cases (1086, 1205, 1598) are assigned to the Priority Case Investigation Team. For your convenience, we have attached a list of the 117 entries and the associated case numbers. We request your researchers try to find documents or witnesses that can supply additional information concerning those entries.
3. We restricted this request to entries analysts in Hawaii and Washington agreed might be related to unaccounted for Americans. As VNOSMP and Det 2 specialists find additional information and continue to study the Group 559 record, they might discover more entries that are related to unaccounted for Americans.
4. We understand your specialists know what Vietnamese records might contain the type of information we are seeking and where to search for such records; however, we suggest they consider including in their search the Ministry of Defense central archive, the Research Department of the General Political Directorate, the office to which records approved for destruction were moved during the 1979 border war, the General Directorate for Rear Services, the Vietnamese Institute for Military History, the Air Defense Command, and the units listed in the Group 559 record.
5. I wish to reaffirm our appreciation for the efforts of your specialists to find the Group 559 record and help analyze it.
6. I invite you to contact Mr. [REDACTED] or myself if you have any questions concerning this memorandum.

1 Enclosure
as stated

[REDACTED]
LTC, USA
Commander

MEMO 0018-94

1688 INCIDENT, (AYRES & STRATTON) AN UNRESOLVED CASE. CORRELATION IS BASED ON APPROXIMATE DATE AND AIRCRAFT TYPE.)

((PAGE 41/LINE 28)) MECHANIC GROUP D123/224; 14:15 3 FEB 71; INFANTRY WEAPON - 1 RF-4; -; -; -; 2 PILOTS EJECTED; - . ((POSSIBLY CORRELATES TO THE REFNO 1698 INCIDENT, (NAME & GOTNER) AN UNRESOLVED CASE. THE STATUS OF THE PILOT IS UNRESOLVED, THE CREWMAN IS A RELEASEE. CORRELATION IS BASED ON INCIDENT DATE AND AIRCRAFT TYPE.))

((PAGE 41/LINE 38)) C4 (HEROIC COMPANY); 10:10 10 FEB 71; 12.7MM - 6 HELO'S; -; 103; -; -; -; - . ((POSSIBLY CORRELATES TO THE REFNO 1701 INCIDENT, (NAME & ROBERTSON) AN UNRESOLVED CASE, BASED ON INCIDENT DATE AND AIRCRAFT TYPE.))

((PAGE 42/LINE 49)) D75 ENGINEERING; 17:15 27 FEB 71; 12.7MM - 1 HELO; -; -; -; -; - . ((POSSIBLY CORRELATES TO THE REFNO 1711 INCIDENT, (MOONEY & BABCOCK) AN UNRESOLVED CASE, BASED ON INCIDENT DATE AND AIRCRAFT TYPE.))

((PAGE 44/LINE 38)) C12 D44; 10:12 13 MAR 71; 37MM - 1 A7; 2; -; -; -; -; PILOT WAS CAPTURED AND DIED AFTER THAT; - . ((PROBABLY CORRELATES TO THE REFNO 1724 INCIDENT, (CREEP) AN UNRESOLVED CASE, BASED ON INCIDENT DATE AND AIRCRAFT TYPE.))

((PAGE 44/LINE 47)) C7/E230; 00:25 16 MAR 71; 57MM - 1 C2; 2; -; -; -; -; PILOT WAS CAPTURED AND DIED AFTER THAT; - . ((POSSIBLY CORRELATES TO THE REFNO 1726 INCIDENT, (SCRIVENER & NAME) AN UNRESOLVED CASE, BASED ON INCIDENT DATE AND AIRCRAFT TYPE.))

((PAGE 45/LINE 23)) C11 D44; 08:15 24 MAR 71; 37MM - 1 OV10;

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/***** BEGINNING OF SECTION 003 *****/

RMKS/

1; -; -; -; -; CAPTURED 1 U.S. PILOT; - . ((PROBABLY CORRELATES TO THE REFNO 1734 INCIDENT, (BUTCHER) A RESOLVED CASE, BASED ON INCIDENT DATE, AIRCRAFT TYPE AND STATUS OF PILOT AS A RELEASEE.))

((PAGE 46/LINE 51)) C3 D6; 24:00 24 APR 71; 37MM - 1 F-4; 2; -; -; -; -; PILOT DIED?; - . ((POSSIBLY CORRELATES TO THE REFNO 1743 INCIDENT, (SIGAFOOS & NAME) AN UNRESOLVED CASE, BASED ON AIRCRAFT TYPE AND APPROXIMATE DATE.))

((PAGE 47/LINE 15)) C4 D28; 15:00 9 APR 71; 12.7MM - 1 HELO; 2; -; -; -; -; - . ((POSSIBLY CORRELATES TO THE REFNO 1739 INCIDENT, (LILLY) AN UNRESOLVED CASE, BASED ON INCIDENT DATE.))

((PAGE 49/LINE 6)) C644 D1 INFANTRY; 1 MAY 67; INFANTRY WEAPON - 1 HELICOPTER; -; -; -; -; 3 PILOTS DIED. ((POSSIBLY CORRELATES WITH THE REFNO 1153 INCIDENT, (GERVAIS, WHITMIRE, NAME) AN UNRESOLVED CASE. CORRELATION IS BASED ON AIRCRAFT TYPE AND INCIDENT DATE.))

((PAGE 50/LINE 24)) D68 MISSILE BT14; 6:10; 25 DEC 71; MISSILE - 1 OV-10; 2 ROUNDS; -; -; -; -; - . ((POSSIBLY CORRELATES WITH THE REFNO 1790 INCIDENT, (GUENTHER) A RESOLVED CASE. CORRELATION IS BASED ON AIRCRAFT TYPE AND APPROXIMATE INCIDENT DATE. THE REFNO 1790 INCIDENT ACTUALLY OCCURRED ON 26 DEC 71.))

((PAGE 51/LINE 17)) C3 D35 BT28; 13:20 20 JAN 72; 14.5MM - 1 HELICOPTER; 4 ROUNDS; -; -; -; -; 2 PILOTS DIED. ((POSSIBLY

UNCLASSIFIED

CASE: 1701

Circumstances of loss - 17 December 1975

(U) IN THE AFTERNOON OF 10 FEBRUARY 1971 WO1 MARK J. ROBERTSON, PILOT, AND
NAME OBSERVER, WERE FLYING AN OH6A HELICOPTER
(#66-17765), ON A VISUAL RECONNAISSANCE MISSION IN THUA THIEN PROVINCE IN
SOUTH VIETNAM. THE HELICOPTER WAS HIT BY HEAVY ENEMY MACHINEGUN (.51
CALIBRE) FIRE IN THE PILOT'S COMPARTMENT AND IN THE FUEL SECTION, BURST
INTO FLAMES, FELL VERTICALLY, AND EXPLODED ON IMPACT AT GRID COORDINATES
YD 257 076. OTHER HELICOPTERS IN THAT AREA IMMEDIATELY ATTEMPTED TO LAND
TO SEARCH FOR SURVIVORS, BUT THE CREWMEN REPORTED THAT ENEMY MACHINEGUN
FIRE AND DETERIORATING WEATHER PREVENTED THEM FROM DOING SO.

(U) ALL CREWS WHO MADE AN AERIAL SEARCH STATED, HOWEVER, THAT NO BODIES
APPEARED TO HAVE BEEN THROWN FROM THE HELICOPTER, AND BECAUSE OF THE
INTENSITY OF THE BLAZING HELICOPTER, WO1 ROBERTSON AND NAME
PROBABLY WERE CONSUMED IN THE FLAMES. ALTHOUGH THE EMERGENCY RADIO
FREQUENCIES WERE MONITORED, NOTHING WAS HEARD FROM THIS CREW. ANOTHER
SEARCH ATTEMPT WAS MADE ON 12 FEBRUARY, BUT THE ENEMY SITUATION AGAIN
PREVENTED HELICOPTERS FROM LANDING. (REF 1 & 2)

(U) 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. BOTH WO1 ROBERTSON AND
NAME ARE CURRENTLY CARRIED IN THE STATUS OF DEAD, BODY NOT RECOVERED.

Subsequent Information - 22 June 1982

(U) A REFUGEE DISCOVERED THE WRECKAGE OF TWO U.S. HELICOPTERS. ONE WITH
THREE SETS OF SKELETAL REMAINS, IN QUANG TRI PROVINCE NEAR YD 2509. THIS
POTENTIALLY CORRELATES TO REFNO 1701. (REF 3)

References - 22 June 1982

REFERENCES: <1> RPT (U), REPORT OF PROCEEDINGS, BOARD OF OFFICERS, DA FORM
1574, 18 FEB 71. <2> CERTIFICATE (U), TRP B, 2D SQDN, 17TH CAV, 101ST ABN
DIV (AMBL), MAJ GROFF, 19 FEB 71. <3> REFCON DATA BASE (U), M82-014.

Negotiation actions - 2 April 1992

(U) CASE NARRATIVE PASSED TO THE VIETNAMESE DURING THE 30 MARCH 1992
TECHNICAL MEETING IN HANOI.

Associated individuals - 17 December 1975

(U) ASSOCIATED INDIVIDUALS: NAME DATA , AND MARK J.

IMMEDIATE

O 160618Z JUN 92 PSN 106409P20

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TO CDR JTF-FA HONOLULU HI

INFO JCS WASHDC//OCJCS-PW-MIA/J5// IMMEDIATE
USCINCPAC LO WASHDC// IMMEDIATE DIA WASHDC//POW-MIA// IMMEDIATE
CIA WASHDC//DEA// IMMEDIATE NSC WASHDC IMMEDIATE
SECDEF WASHDC//OASD-ISA/PW-MIA// IMMEDIATE
USCINCPAC HONOLULU HI//J3// IMMEDIATE
CDRUSACILHI HICKAM AFB HI// IMMEDIATE
SECSTATE WASHDC//EAP-VLC// IMMEDIATE

UNCLAS SECTION 01 OF 08 BANGKOK TH 28645

UNCLASSIFIED @:87 JUN 92
DIA PASS TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE
DELIVER DURING FIRST DUTY HOUR
SUBJ: FIELD INVESTIGATION REPORT CONCERNING CASE 1701
(PIETRZAK AND ROBERTSON)
REF: JTF-FA 280259Z MAY 92

SECTIONAL MSG

1 REF IS THE SUMMARY REPORT OF THE 17TH SERIES OF
JOINT FIELD ACTIVITIES CONDUCTED IN THE SOCIALIST
REPUBLIC OF VIETNAM FROM 21 APRIL TO 20 MAY 1992. PARA
3D OF REF PERTAINS TO TEAM TWO'S INVESTIGATION OF CASE
1701. THIS IS A PRELIMINARY REPORT AND IS NOT INTENDED
TO PROVIDE FINAL ANALYTICAL CONCLUSIONS.

2. SUMMARY OF INVESTIGATION: BETWEEN 30 APRIL AND 5
MAY 1992, JOINT INVESTIGATION TEAM TWO CONDUCTED AN
INVESTIGATION OF CASE 1701 IN A LUOI DISTRICT, WESTERN
THUA THIEN-HUE PROVINCE, SOCIALIST REPUBLIC OF VIETNAM.
THE TEAM INTERVIEWED THREE WITNESSES IN REFERENCE TO
THIS CASE. ONE WITNESS LED THE JOINT INVESTIGATION TEAM
TO A CRASH SITE AT GRID COORDINATES YD25000700,
APPROXIMATELY 800 METERS FROM THE CRASH SITE LOCATION
LISTED IN U.S. RECORDS. THIS WITNESS CLAIMED TO HAVE
BURIED PARTIAL HUMAN REMAINS, CONSISTING OF ONE AND ONE
HALF SKULLS, AT THE CRASH SITE. A SECOND WITNESS FOUND
MILITARY IDENTIFICATION TAGS WHICH CORRELATE TO THIS
CASE AT THE SAME SITE. VIETNAMESE MEMBERS OF THE JOINT
TEAM RELEASED THE IDENTIFICATION TAGS, AS WELL AS TWO
KEYS, TO THE U.S. JOINT TEAM MEMBERS AS EVIDENCE.
DURING THEIR SITE SURVEY, TEAM TWO DUG ONE TEST PIT AT
THE SITE. ALTHOUGH THE WITNESS COMMENTED THE JOINT TEAM
DID NOT DIG IN A LARGE ENOUGH AREA, NO REMAINS WERE
DISCOVERED. THE SITE HAS DETERMINED TO CONTAIN ENOUGH
EVIDENCE, ALONG WITH WITNESS TESTIMONY, TO RECOMMEND
EXCAVATION DURING A FUTURE JOINT FIELD ACTIVITY.

3. DETAILS OF INVESTIGATION:

- A. FROM 30 APRIL TO 5 MAY 1992, TEAM TWO CONDUCTED
AN INVESTIGATION OF CASE 1701 IN A LUOI DISTRICT, THUA
THIEN-HUE PROVINCE. ON 21 APRIL THE JOINT TEAM TRAVELED
FROM DA HANG CITY, QUANG NAM-DA NANG PROVINCE, TO HUE
CITY, THUA THIEN-HUE PROVINCE. ON 22 APRIL TEAM TWO
TRAVELED TO A LUOI DISTRICT TOWN TO BEGIN THEIR
INVESTIGATION OF CASES IN THE DISTRICT. JOINT
INVESTIGATION TEAM TWO CONSISTED OF THE FOLLOWING
PERSONNEL:

- (1) U.S. CONTINGENT:
- SSG (P) [REDACTED] TEAM CHIEF
- TSGT [REDACTED] ANALYST
- SSG [REDACTED] LINGUIST
- MAJ (P) [REDACTED] LIVE SIGHTING
INVESTIGATOR
- SSG [REDACTED] SEARCH AND RECOVERY
SPECIALIST
- SSG [REDACTED] SEARCH AND RECOVERY
SPECIALIST
- SFC [REDACTED] EXPLOSIVE ORDNANCE DISPOSAL
TECHNICIAN
- HMC [REDACTED] TEAM MEDIC
(2) VIETNAMESE CENTRAL GOVERNMENT CONTINGENT:
- MR. HO XUAN DICH (HOOF XUAAN DICH), DIRECTOR OF
VNOSMP, TEAM CHIEF AND MEMBER OF THE MINISTRY
OF FOREIGN AFFAIRS
- MR. DINH CONG CHINH (DINH COONG CHINHS), MINISTRY
OF FOREIGN AFFAIRS
- MR. NGUYEN NGOC BICH (NGUYEENX NGOCJ BICHS),
ASSISTANT TEAM CHIEF AND MINISTRY OF NATIONAL
DEFENSE REPRESENTATIVE
- MR. DINH VU KHUYNH (DINH VUX KHUYNH), MINISTRY OF
NATIONAL DEFENSE
- MR. NGUYEN THANH LONG (NGUYEENX THANH LONG),
BT

DLVR: ADDITIONAL COPY (01) ... (INFO)
DLVR: CDR JTF-FA HONOLULU HI (5) ... ACT
J3 (1) ... INFO FOR USCINCPAC HONOLULU H (13) 30772/17/1508
J5 (2) 00-01-04 (1) MDT (0) J30-R (1) J30-M (1) J233 (1) J232 (1) J23 (1)
J20 (1) J03 (1) CDO (2)

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 CIA WASHDC//DEA// IMMEDIATE NSC WASHDC IMMEDIATE
 SECDEF WASHDC//OASD-ISA/PW-MIA// IMMEDIATE
 USCINCPAC HONOLULU HI//J3// IMMEDIATE
 CDRUSACILHI HICKAM AFB HI// IMMEDIATE
 SECSTATE WASHDC//EAP-VLC// IMMEDIATE

UNCLAS SECTION 02 OF 08 BANGKOK TH 28645

UNCLASSIFIED 0187 JUN 92

DIA PASS TO DOD POW-MIA CENTRAL DOCUMENTATION OFFICE
DELIVER DURING FIRST DUTY HOURSUBJ: FIELD INVESTIGATION REPORT CONCERNING CASE 1701
(PIETRZAK AND ROBERTSON)

- MINISTRY OF INTERIOR
 - MR. PHAM TRONG DUNG (PHAMJ TRONGJ ZUNGX), MINISTRY
 OF INTERIOR
 - (3) THUA THIEN-HUE PROVINCE TASK TEAM:
 - MR. LE AN NINH (LEE AN NINH), CHIEF OF PROVINCE
 TASK TEAM
 - MR. NGUYEN VAN HUNG (NGUYEENX VAWN HWNG),
 SPECIALIST OF THE PROVINCE PEOPLE'S COMMITTEE
 EXTERNAL AFFAIRS DEPARTMENT
 - MR. NGUYEN XUAN HUNG (NGUYEENX XUAAN HUNG),
 PROVINCE PUBLIC SECURITY
 - MR. THAN XUAN LICH (TRAANF XUAAN LICHJ), PROVINCE
 MILITARY COMMAND
 - MR. LE HAI TUAN (LEE HAIR TUAANS), PROVINCE BORDER
 DEFENSE
 - MR. NGUYEN VAN PHU (NGUYEENX VAWN PHUS),
 PROVINCE BORDER DEFENSE
 - MR. CO KIM VUONG (CGOR KIM VWONGJ), PROVINCE
 BORDER DEFENSE
 - (4) A LUOI DISTRICT TASK TEAM:
 - MR. THAN XUAN VIEM (TRAANF XUAAN VIEENX), DISTRICT
 PUBLIC SECURITY OF THE PEOPLE'S COMMITTEE
 OFFICE
 - MR. THAN VAN DU (TRAANF VAWN ZW), DISTRICT PUBLIC
 SECURITY OF THE PEOPLE'S COMMITTEE OFFICE
 - B. ON 30 APRIL, THE JOINT TEAM INTERVIEWED ONE
 WITNESS CONCERNING CASE 1701.

- (1) THE TEAM INTERVIEWED MR. HO VAN PANG (HOOF
 VAWN PANG), WHOSE BIRTH NAME IS CU PANG (CU PANG), A 52
 YOA RESIDENT OF A NAM (A NAM) HAMLET, HONG VAN VILLAGE.
 MR. PANG SERVED AS COMMANDER OF THE DISTRICT GUERRILLA

FORCES FROM 1964 TO 1965, DISTRICT COMMUNIST PARTY
 COMMANDER FROM 1965 TO 1968, AND THEN REGIONAL GUERRILLA
 FORCES COMMANDER FROM 1968 TO FEBRUARY 1972. MR. PANG
 HAS RESPONSIBLE FOR FIVE DISTRICTS WHEN SERVING AS A
 REGIONAL COMMANDER AND RETIRED FROM MILITARY SERVICE
 WITH A RANK OF LIEUTENANT COLONEL.

- (2) MR. PANG STATED THAT IF ANY AIRCRAFT WERE
 SHOT DOWN OR ANY U.S. OR ALLIED PILOTS WERE CAPTURED
 DURING HIS PERIOD OF COMMAND, HE WOULD KNOW OF THE
 INCIDENT AS SUBORDINATE UNITS WERE OBLIGATED TO REPORT
 SUCH MATTERS TO HIM. AT THIS POINT, HE STATED THAT HE
 RECEIVED NO REPORTS OF CAPTURED U.S. PERSONNEL DURING
 HIS TIME IN COMMAND OF REGIONAL FORCES. MR. PANG ALSO
 INDICATED THAT MANY AIRCRAFT CRASHED FAR AWAY AFTER
 BEING HIT AND THAT MOST U.S. AIRCREWS WERE RESCUED BY
 U.S. HELICOPTERS; VERY FEW INCIDENTS OCCURRED IN WHICH
 U.S. FORCES DID NOT RESCUE THE AIRCREW OR RECOVER THEIR
 REMAINS.

- (3) REFERRING TO AN INCIDENT AS NUMBER 1701, MR.
 PANG STATED THAT HIS SON-IN-LAW, MR. QUYNH SOI (QUYNH
 SOOIS) RECOVERED A SET OF MILITARY IDENTIFICATION TAGS
 AND TWO KEYS FROM THE CRASH SITE OF A U.S. HELICOPTER.
 THESE ITEMS WERE FOUND BURIED AT A DEPTH OF ABOUT ONE
 METER. MR. SOI GAVE THE IDENTIFICATION TAGS AND KEYS TO
 MR. PANG, WHO IN-TURN GAVE THESE ITEMS TO MR. CHINH OF
 THE VIETNAMESE CONTINGENT OF THE JOINT INVESTIGATION
 TEAM.

- (4) MR. PANG FURTHER MENTIONED THAT ACCORDING TO
 HEARSAY, A HELICOPTER, WHICH HE INDICATED HAS ASSOCIATED
 WITH INCIDENT 1701, HAS SHOT DOWN IN FEBRUARY OR MARCH
 1969.

- (5) MR. PANG PROVIDED COMMENTS CONCERNING WHAT HE
 AGAIN CALLED INCIDENT 1701 INDICATING THAT THE CRASH
 SITE HAS BEEN SCAVENGED ON NUMEROUS OCCASSIONS. HE SAID
 THAT HE HAS BEEN TO THE CRASH SITE ON SEVERAL
 OCCASSIONS. MR. PANG TOLD THE JOINT TEAM THAT NO
 VALUABLES, SUCH AS MONEY, A WATCH, ETC., HAVE BEEN FOUND
 AT THE SITE.

- (6) MR. PANG RECEIVED REPORTS OF THE SAME
 HELICOPTER'S SHOOTDOWN IN 1969 FROM DISTRICT THREE

BT

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J3 (1)... INFO FOR USCINCPAC HONOLULU H (13)

30772/17/1508

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SECTIONAL MSG

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TO CDR JTF-FA HONOLULU HI

INFO JCS WASHDC//OCJCS-PW-MIA/JS// IMMEDIATE
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 CIA WASHDC//DEA/ IMMEDIATE NSC WASHDC IMMEDIATE
 SECDEF WASHDC//OASD-ISA/PW-MIA// IMMEDIATE
 USCINCPAC HONOLULU HI//J3// IMMEDIATE
 CDRUSACILHI HICKAM AFB HI// IMMEDIATE
 SECSTATE WASHDC//EAP-VLC// IMMEDIATE

UNCLAS SECTION 03 OF 08 BANGKOK TH 28645

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 SUBJ: FIELD INVESTIGATION REPORT CONCERNING CASE 1701
 (PIETRZAK AND ROBERTSON)
 GUERRILLAS. HE DID NOT RECALL WHICH UNIT SHOT DOWN THE
 HELICOPTER. MR. PANG LATER STATED THAT GUERRILLAS FROM
HONG VAN VILLAGE AND GROUP 59 (559) SHOT DOWN THE
AIRCRAFT.

(7) AFTER STATING THAT HE COULD NOT RECALL
 DETAILS OF ANY OTHER SHOOTDOWNS, MR. PANG MENTIONED THE
 SHOOT DOWN OF A "H34" HELICOPTER NEAR HIS HOME. HE
 DESCRIBED THIS HELICOPTER AS SMALL AND SAID IT HAS LIKE
 A "HU-LA." THE HELICOPTER HAD FOUR BLADES ON ITS ROTOR.
 IT LANDED, EXPLODED, AND THE WRECKAGE SCATTERED OVER A
 LARGE AREA. MR. PANG DID NOT KNOW THE FATE OF THE
 AIRCREW.

(8) AT THIS POINT, MR. PANG PROVIDED A BRIEF
 OVERVIEW OF VIETNAMESE FORCES IN THE AREA STATING THAT
 NOT MANY NVA SOLDIERS WERE STATIONED IN THE A SHAU
 VALLEY. THE LARGEST CONTINGENT OF FORCES CONSISTED OF
 REGIONAL GUERRILLA FORCES. THE SECOND LARGEST GROUP OF
 SOLDIERS BELONGED TO GROUP 59. NVA INFANTRY AND
 ARTILLERY FORCES ONLY PASSED THROUGH THE AREA ON THEIR
 WAY SOUTH. VIETNAMESE ANTI-AIRCRAFT DEFENSES AT THAT
TIME CONSISTED OF 12.7MM AND 37MM WEAPONS, WHICH MR.
PANG INSISTED BELONGED TO GUERRILLA UNITS, WERE
STATIONED ON BOTH SIDES OF THE MAIN ROAD. ACCORDING TO
 MR. PANG, MANY OF THE AIRCRAFT DOWNINGS WERE CAUSED BY
 LIGHT WEAPONS ISSUED TO SOLDIERS AND GUERRILLAS IN THE
 VALLEY.

C. ON THE MORNING OF 2 MAY, THE U.S. MEMBERS ON THE
 JOINT INVESTIGATION TEAM WERE PRESENTED WITH TWO
 OXIDIZED KEYS AND TWO MATCHING MILITARY IDENTIFICATION
 TAGS. THE TAGS PERTAIN TO CASE 1701. MR. CHINH OF THE
 VIETNAMESE CONTINGENT OF TEAM TWO PRESENTED THE KEYS AND

IDENTIFICATION TAGS FOR INSPECTION. THE TEAM TOOK
 POSSESSION AND PHOTOGRAPHED THE TAGS AND KEYS. BOTH TAGS
 CONTAINED THE FOLLOWING IMPRINTED TEXT:
 PIETRZAK; JOSEPH R; 284 38 9248; B POS; R CATHOLIC
 - D. THE METAL TAGS CONTAIN OXIDATION WITHIN THE
 IMPRINTED LETTERS. THEY ALSO APPEAR TO HAVE BEEN BURNED
 AND VERY SMALL DROPS OF PREVIOUSLY MELTED METAL, NOW
 OXIDIZED, ARE PRESENT ON THEM. ONE OF THE KEYS AND BOTH
 IDENTIFICATION TAGS WERE ON A SHORT CHAIN, NORMALLY
 ISSUED FOR USE WITH DOG TAGS. THE SECOND KEY WAS
 UNACCOMPANIED. THE TWO KEYS WERE IDENTICAL AND MOST
 LIKELY FIT THE SAME UNKNOWN LOCK. THE KEYS WERE BADLY
 OXIDIZED AND THE METAL WAS BEGINNING TO FLAKE OFF.
 ACCORDING TO MR. CHINH, MR. SOI GAVE THE DOG TAGS TO MR.
 CU PANG, A WITNESS PREVIOUSLY INTERVIEWED BY THE JOINT
 TEAM, WHO IN-TURN PRESENTED THEM TO MR. CHINH.

- E. DURING THE AFTERNOON ON 2 MAY, AN ELEMENT OF THE
 JOINT TEAM, LEAD BY SSG NUNEZA, INTERVIEWED MR. QUYNH
 SOI (QUYNH SOOIS), WHO IS 55 YEARS OF AGE. MR. SOI'S
 BIRTH NAME IS CU DA.

(1) MR. SOI CURRENTLY RESIDES IN A NAM HAMLET,
 HONG VAN (HOONGF VAAN) VILLAGE. MR. PANG, WHO WAS
 INTERVIEWED ON 30 APRIL, WAS ALSO PRESENT AT THIS
 INTERVIEW. WHEN THE U.S. MEMBERS OF THE JOINT TEAM
 QUESTIONED MR. PANG'S PRESENCE, MR. CHINH, A VIETNAMESE
 MEMBER OF THE TEAM, STATED THAT MR. SOI'S VIETNAMESE
 LANGUAGE IS NOT GOOD AND PANG WOULD ACT AS A TRANSLATOR
 INTO MR. SOI'S NATIVE PA KO LANGUAGE. HOWEVER, AS THE
 INTERVIEW CONTINUED, MR. PANG BEGAN TO ANSWER QUESTIONS
 POSED TO MR. SOI WITHOUT FIRST ASKING MR. SOI'S OPINION.

(2) INITIALLY, MR. PANG ANSWERED ONE OF THE
 TEAM'S QUESTIONS STATING MR. SOI WITNESSED MANY PEOPLE
 DIGGING IN THE CRASH SITE. ACCORDING TO MR. PANG, SOI
 HAS DUG AS DEEP AS TWO METERS AND HAS OBSERVED PEOPLE
 CARRYING AWAY AIRCRAFT WRECKAGE AND REMAINS. MR. PANG
 CONTINUED TO ANSWER QUESTIONS WITHOUT CONSULTING MR.
 SOI. THE VIETNAMESE MEMBERS OF THE TEAM PROTESTED THIS
 WITH MR. PANG BUT HE NEVERTHELESS PERSISTED.

(3) MR. PANG STATED THAT ON AN UNKNOWN DATE IN
 1991, MR. SOI, AND OTHER UNSPECIFIED PERSONS, DUG
 APPROXIMATELY ONE METER AND FOUND TWO U.S. MILITARY
 IDENTIFICATION TAGS, TWO KEYS, AND A RING CONTAINING A

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RED STONE SETTING. SOI WAS ALLEGEDLY POOR AT THAT TIME AND SOLD THE RING FOR 50,000 DONG. MR. SOI HIMSELF LATER STATED THAT HE SOLD THE RING IN DECEMBER 1991, TO MR. VO THANH LONG (VOX THANH LONG), A 32 YOA RESIDENT OF A NAM HAMLET, HONG VAN VILLAGE. MR. SOI FURTHER INDICATED THAT MR. LONG SUBSEQUENTLY LOST THE RING.

(4) MR. PANG, AGAIN ANSWERING WITHOUT CONSULTING MR. SOI, SAID THAT MANY PEOPLE HAD SCAVENGED THE CRASH SITE BEFORE 1991, AND THAT THESE PEOPLE HAD SPREAD THE WORD CONCERNING THE LOCATION OF THE CRASH SITE. MR. PANG SAID THIS IS HOW MR. SOI FOUND OUT ABOUT THE SITE.

(5) MR. PANG THEN SAID THAT MR. SOI AND HIS SON, ALSO NAMED SOI (HENCEFORTH REFERRED TO AS YOUNG MR. SOI), COULD LEAD THE JOINT TEAM TO THE EXACT CRASH SITE.

(6) MR. PANG VOLUNTEERED INFORMATION STATING THAT THE AIRCRAFT CRASHED IN FEBRUARY OR MARCH 1969. HE SAID NO ONE ACTUALLY OBSERVED THE AIRCRAFT CRASH. AT THE TIME OF THE CRASH THE U.S. WAS WAGING A HEAVY AIR CAMPAIGN ON THE VIETNAMESE FORCES IN THE A SHAU VALLEY. MOST RESIDENTS MOVED INTO THE MOUNTAINS TO AVOID THE AIR ATTACKS; THEREFORE, THE AREA OF THE CRASH WAS UNPOPULATED AT THE TIME OF THE INCIDENT. AFTER THE WAR, PEOPLE ALLEGEDLY RETURNED TO THE GENERAL AREA OF THE CRASH AND DISCOVERED THE SITE.

(7) SPEAKING IN VERY UNDERSTANDABLE VIETNAMESE, MR. SOI EXPLAINED THAT HE PROVIDED THE IDENTIFICATION TAGS AND KEYS TO MR. PANG IN FEBRUARY 1991. MR. SOI REPORTEDLY RELINQUISHED THESE ITEMS BECAUSE HE DID NOT KNOW WHAT THEY WERE AND THOUGHT MR. PANG WOULD BE ABLE TO IDENTIFY THEM. PANG, WHO HAD MET WITH VIETNAMESE MEMBERS OF THE JOINT TEAM ON 18 APRIL 1992, INFORMED

EVERYONE HE COULD CONTACT TO PROVIDE ANY POSSIBLE U.S.-RELATED ITEMS TO HIM PRIOR TO THE U.S. TEAM'S VISIT. HAVING RECEIVED THE IDENTIFICATION TAGS AND KEYS, MR. PANG SUBSEQUENTLY FURNISHED THESE ITEMS TO MR. CHINH OF THE UNOSMP IMMEDIATELY PRIOR TO THE ARRIVAL OF THE U.S. TEAM.

(8) MR. SOI EVENTUALLY CONTINUED ON HIS OWN BEHALF AND STATED THAT HE DID NOT OBSERVE HUMAN REMAINS, CLOTHES, WIRING, OR OTHER WRECKAGE AND PERSONAL EFFECTS AT THE SITE WHERE HE DUG IN FEBRUARY 1991.

F. ON 3 MAY, YOUNG MR. SOI LEAD AN ELEMENT OF JOINT TEAM TWO TO A CRASH SITE WHICH THE TEAM LATER DETERMINED TO BE AT UTM COORDINATES YD25000700, APPROXIMATELY 800 METERS FROM THE 1701 CRASH LOCATION AS CONTAINED IN JTF-FA RECORDS.

(1) THE TEAM DEPARTED A NAM HAMLET, HONG VAN VILLAGE AND TREKKED FOR OVER TWO HOURS ALONG A JUNGLE TRAIL AND ACROSS MOUNTAINOUS TERRAIN BEFORE ARRIVING AT THE SITE. UPON ARRIVAL THE TEAM DETERMINED THE PRECISE COORDINATES OF THE CRASH LOCATION AND BEGAN SURVEYING THE SITE.

(2) THE SITE IS LOCATED ON A MOUNTAINSIDE IN AN AREA THAT HAS BEEN RECENTLY BURNED FOR SLASH AND BURN AGRICULTURE. THE TEAM OBSERVED VARIOUS PIECES OF WRECKAGE TO INCLUDE: SHEET METAL; PIECES OF AIRCREW HELMET SUNVISOR; BOLTS; NUTS; WASHERS; PIECES OF FLIGHT SUIT; SEAT MESH; CERAMIC TILES (POSSIBLY USED AS SEAT/AIRCRAFT ARMOR); AND BROKEN GLASS. MR. QUYNH BUONG (QUYNH BUONG), A RESIDENT OF HONG VAN VILLAGE WHO HAS FIRST HAND INFORMATION CONCERNING THE BURIAL OF THE PILOTS, ALSO ACCOMPANIED TEAM TWO.

(3) WHILE THE TEAM SURVEYED THE SITE, MR. BUONG STATED THAT HE FIRST DISCOVERED A PARTIALLY INTACT HELICOPTER IN EARLY 1982. HE DID NOT RECALL THE EXACT MONTH OR DAY. HE STATED THAT HE DISCOVERED ONE COMPLETE SKULL AND ONE HALF SKULL, ALONG WITH OTHER ASSORTED HUMAN REMAINS, LYING IMMEDIATELY ADJACENT TO THE HELICOPTER JUST OUTSIDE OF THE LEFT CREW COMPARTMENT DOOR. DURING HIS FIRST EXAMINATION OF THE SITE, HE ALSO NOTICED TWO HANDGUNS BUT DID NOT INDICATE THE

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DISPOSITION OF THESE WEAPONS.

(4) MR. BUONG TOLD THE TEAM THAT HE BURIED THE
 REMAINS AT THE SPOT WHERE HE FOUND THEM. ON AN UN-
 RECALLED DAY AND MONTH IN 1991, MR. BUONG AGAIN
 EXCAVATED THE SITE, DIGGING TO A DEPTH OF APPROXIMATELY
 ONE METER. DURING THIS EXCAVATION HE WAS UNABLE TO
 RELOCATE THE PREVIOUSLY BURIED REMAINS.

(5) SPEAKING ON THE ORIENTATION OF THE CRASHED
 HELICOPTER, MR. BUONG STATED THAT THE AIRCRAFT'S TAIL
 SECTION WAS POINTED UP TOWARDS THE TOP OF THE MOUNTAIN
 (NORTH). THE AIRCRAFT, WHEN HE INITIALLY DISCOVERED IT,
 WAS A TWO-DOOR HELICOPTER, BUT ONLY ONE DOOR WAS STILL
 ATTACHED TO THE AIRCRAFT FRAME. THE HELICOPTER WAS
 DESCRIBED TO BE DARK GREEN IN SPOTS, BUT BUONG STATED IT
 WAS DIFFICULT TO DETERMINE THE AIRCRAFT'S COLOR SINCE
 MOST OF IT HAD BEEN SEVERELY BURNED.

(6) TEAM TWO EXCAVATED A ONE SQUARE METER TEST
 PIT TO A DEPTH OF APPROXIMATELY SEVENTY CENTIMETERS.
 THE TEAM DISCOVERED ONLY UNRECOGNIZABLE BURNT MATERIAL.
 AFTER COMPLETING THE TEST PIT AND PHOTOGRAPHING THE
 SITE, TEAM TWO RETURNED TO HONG VAN VILLAGE. WHILE IN
 HONG VAN VILLAGE THE TEAM MADE ARRANGEMENTS TO INTERVIEW
 MR. BUONG ON 5 MAY.

G. ON THE MORNING OF 5 MAY, JOINT INVESTIGATION
 TEAM TWO INTERVIEWED MR. QUYNH BUONG (QUYNH BUONG), AGE
 56, WHO ALLEGEDLY POSSESSED FIRST-HAND INFORMATION
 CONCERNING THE BURIAL OF U.S. REMAINS AT THE CRASH SITE.

(1) AT THE BEGINNING OF THE INTERVIEW, MR. BUONG
STATED THAT HE DISCOVERED A HELICOPTER CRASH SITE IN
EARLY 1969 WHILE HE CLEARING LAND TO PLANT MANIOC. HE
 DID NOT RECALL THE EXACT MONTH OR DAY. HE ALSO DID NOT

HAVE KNOWLEDGE CONCERNING THE CRASH OF THE AIRCRAFT. HE
SAID THE AIRCRAFT WAS SEVERELY BURNED.

(2) MR. BUONG STATED THAT HE DISCOVERED ONE
 ENTIRE CRANIUM, ONE-HALF OF ANOTHER CRANIUM, AND
 ASSORTED REMAINS WITHIN ONE METER OF THE AIRCRAFT'S
 DOORS. ALL THE REMAINS, WHICH MR. BUONG REASONED TO
 PERTAIN TO TWO PERSONS, WERE LYING TO THE EAST WITH THE
 AIRCRAFT TAIL FACING TO THE NORTH. THE REMAINS WERE
 RANDOMLY SCATTERED WITHIN A SMALL AREA AND NOT ARRANGED
 IN THE SHAPE OF A HUMAN SKELETON. BUONG OBSERVED NO
 CLOTHING NOR FLESH AFFIXED TO THE REMAINS, BUT HE
 RECALLED THE REMAINS WERE MALODOROUS. INITIALLY, BUONG
 COULD NOT REMEMBER THE COLOR OF THE REMAINS. AFTER
 SEVERAL MINUTES OF CONTEMPLATION HE SAID THAT THE
 REMAINS WERE DARK-COLORED SINCE THEY WERE BURNED BADLY.

(3) BUONG DESCRIBED THE MANNER IN WHICH HE BURIED
 THE REMAINS BY SAYING HE PILED THE REMAINS INTO A SINGLE
 HEAP AT THE EXACT SAME SPOT WHERE THEY WERE DISCOVERED.
 HE THEN COVERED THEM WITH DIRT USING A HOE. THE DIRT
 HEAP WAS RAISED APPROXIMATELY ONE HALF METER ABOVE THE
 SURROUNDING GROUND. HE SAID HE DID NOT DIG A HOLE INTO
 THE GROUND TO BURY THE REMAINS. BUONG THEN INDICATED
 THAT THE JOINT TEAM'S TEST PIT OF 3 MAY WAS NOT LARGE
 ENOUGH TO COVER THE AREA WHERE HE INTERRED THE REMAINS.
 HE SAID THE REMAINS WERE BURIED IN A SIX SQUARE METER
 AREA, BUT HE ALSO ADDED THAT THE TEAM DUG IN THE CORRECT
 LOCATION.

(4) MR. BUONG SAID THAT HE DID NOT NOTE ANY
 PERSONAL EFFECTS BELONGING TO THE AIRCREW. AT THE TIME
THAT HE DISCOVERED THE AIRCRAFT, THE FORWARD AREA OF THE
HELICOPTER, TO INCLUDE THE CREW COMPARTMENT, WAS INTACT.
 THE TAIL OF THE HELICOPTER WAS COMPLETELY BURNED. HE
 DID NOT ENTER THE COCKPIT BECAUSE HE WAS AFRAID. MR.
 BUONG DID NOT SEE THE HELICOPTER'S ROTOR NOR DID HE
 RECALL SEEING THE ENGINE. THE AIRCRAFT HAD TWO DOORS IN
 THE FRONT, ONE OF WHICH WAS MISSING.

(5) IN ADDITION TO THE REMAINS, MR. BUONG ALSO
 DISCOVERED TWO HANDGUNS AT THE SITE. ONE WAS DESCRIBED
 AS A REVOLVER (POSSIBLY .38 CALIBRE PISTOL) AND THE
 OTHER WAS DESCRIBED AS A PROBABLE MILITARY ISSUE .45
 CALIBER AUTOMATIC HANDGUN WHICH LOADS VIA A CLIP INTO

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 THE BUTT OF THE WEAPON. MR. BUONG SAID UNIDENTIFIED
 CHILDREN SUBSEQUENTLY TOOK THE WEAPONS AS TOYS. HE
 COULD NOT PROVIDE THE CURRENT DISPOSITION OF THE
 WEAPONS.
 - (6) DURING THE INTERVIEW, MR. BUONG SEEMED TO
 BECOME DISORIENTED WHEN QUESTIONED TO RECONFIRM THE YEAR
 IN WHICH HE DISCOVERED THE CRASH SITE. HE CHANGED HIS
 TESTIMONY CONCERNING THE YEAR WHEN HE DISCOVERED THE
 SITE TO 1978 VICE 1969. BUONG INDICATED THE CRASH SITE
 TO BE THE SAME AS THAT HE AND YOUNG MR. SOI VISITED WHEN
 THEY ACCOMPANIED THE JOINT INVESTIGATION TEAM ON 3 MAY.
 HE CONTINUED TO PROVIDE ADDITIONAL INFORMATION ON THE
 SITE CLAIMING THAT AT THE TIME OF HIS DISCOVERY, NO
 OTHER PERSONS HAD VISITED OR SCAVENGED THE CRASH
 LOCATION. HE CONTRADICTED HIS STATEMENT TO THE JOINT
 TEAM DURING THE SITE VISIT OF 3 MAY BY STATING HE NEVER
 RETURNED TO THE SITE FOLLOWING HIS INITIAL DISCOVERY.
 ACCORDING TO BUONG, MANY UNIDENTIFIED PEOPLE SCAVENGED
 THE SITE AFTER HIS DISCOVERY.
 - (7) MR. BUONG CLAIMED TO HAVE NO KNOWLEDGE
 CONCERNING CAPTURED U.S. PERSONNEL OR ANY OTHER AIRCRAFT
 CRASH INCIDENT IN THE A SHAU VALLEY.

4. MATERIAL EVIDENCE: MATERIAL EVIDENCE COLLECTED AT
 THE SITE AT GRID COORDINATES YD25000700 CONSISTS OF THE
 FOLLOWING:
 - A. PERSONAL EFFECTS:
 - (1) ONE SMALL TORN PIECE OF A FLIGHT SUIT WITH A
 PORTION OF ZIPPER; FOUND ON THE SURFACE AT THE SITE.
 - (2) ONE TORN SOCK, BLACK; FOUND ON THE SURFACE AT
 THE CRASH SITE.

- (3) TWO MILITARY IDENTIFICATION TAGS, WITH SMALL
CHAIN; PRESENTED TO THE U.S. TEAM BY VIETNAMESE JOINT
TEAM MEMBERS.
- (4) TWO KEYS, BADLY OXIDIZED; PRESENTED TO THE
U.S. TEAM BY VIETNAMESE JOINT TEAM MEMBERS.
- B. AIRCRAFT WRECKAGE:
 - (1) ONE UNIDENTIFIED, ELBOW-SHAPED PORTION OF
METAL; POSSIBLY AN AIRCRAFT CONTROL DEVICE;
APPROXIMATELY ONE QUARTER INCH IN DIAMETER; IMPRINTED
WITH NUMBER: "0101280-40." FOUND IN THE SUBSURFACE TEST
PIT.
- (2) ONE PIECE OF CERAMIC TILE; APPROXIMATELY
THREE BY THREE INCHES. FOUND ON THE SURFACE AT THE
SITE.
- (3) ONE PIECE OF TINTED PLASTIC; FOUND SUBSURFACE
IN THE TEST PIT.
- (4) ONE METAL RING WITH SCREWS EMBEDDED;
OXIDIZED; TWO TO THREE INCHES IN DIAMETER.
- (5) ONE PORTION OF UNIDENTIFIED CLOTH; BROWN IN
COLOR; FOUND ON THE SURFACE AT THE SITE.
- (6) ONE PIECE UNIDENTIFIED CLOTH WITH FIBROUS
STRANDS. FOUND ON SITE SURFACE.
- (7) ONE EXPENDED WEAPON ROUND; 5.56 CALIBRE;
FOUND SUBSURFACE.

5. SURVEY RESULTS: THE JOINT TEAM SURVEYED ONE ALLEGED
 CRASH LOCATION IN REFERENCE TO CASE 1701. TEAM TWO
 MAKES THE FOLLOWING OBSERVATIONS:
 - A. THE JOINT INVESTIGATION TEAM TRAVELED TO A SITE
 ON 3 MAY, GUIDED BY YOUNG MR. SOI. THE SITE IS LOCATED
 AT GRID COORDINATES YD25000700, APPROXIMATELY 800 METERS
 FROM THE 1701 CRASH LOCATION AS CONTAINED IN JTF-FA
 RECORDS.
 - B. TRAVEL TO THE SITE IS BY FOOT AND FOLLOWS ALONG
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 A NARROW MOUNTAIN PATH AND THROUGH A MOUNTAIN STREAM.
 APPROXIMATELY TWO HOURS IS REQUIRED TO REACH THE SITE BY
 FOOT IF TEAM MEMBERS TRAVEL WITH LIGHT LOADS.

- C. THE SITE IS LOCATED ON THE SIDE OF A MOUNTAIN IN
 AN AREA THAT HAS BEEN RECENTLY BURNED FOR SLASH AND BURN
 AGRICULTURE. BURNED BANANA TREES COVERED THE HILLSIDE.

- D. THE TEAM OBSERVED VARIOUS PIECES OF WRECKAGE TO
 INCLUDE: SHEET METAL (GREEN AND LIGHT BLUE COLORED);
 PIECES OF AIRCREW HELMET SUNVISOR; BOLTS; NUTS; WASHERS;
 PIECES OF FLIGHT SUIT; SEAT MESH; CERAMIC TILES
 (POSSIBLY USED AS SEAT/AIRCRAFT ARMOR); MESH TUBING
 (APPROXIMATELY 2 INCHES IN DIAMETER); AND BROKEN GLASS
 SCATTERED OVER THE SURFACE OF THE AREA. SOME
 UNIDENTIFIED ENGINE PARTS, WITH NO DISTINGUISHING
 NUMBERS OR MARKS, WERE ALSO PRESENT. ADDITIONALLY, AN
 EXPENDED U.S. AR-15 ROUND WAS FOUND AT THE SITE.

- E. WRECKAGE FOUND IS GENERALLY CONSIDERED TO BE
 CONSISTENT WITH THE CRASH OF A HELICOPTER AIRFRAME.

- F. A TEST PIT, DUG IN AN AREA WHERE MR. BUONG SAID
 HE BURIED THE REMAINS OF THE AIRCREW, MEASURED ONE
 SQUARE METER AND SEVENTY CENTIMETERS DEEP. THE TEAM
 DISCOVERED UNRECOGNIZABLE, CHARRED MATERIAL WITHIN THE
 TEST PIT. NO HUMAN REMAINS WERE FOUND EITHER ON THE
 SURFACE OR WITHIN THE TEST PIT.

6. RECOMMENDED FUTURE ACTIONS:

- A. RECOMMEND THE SITE AT GRID COORDINATES
 YD25000700 FOR IMMEDIATE RECOVERY. AN EXCAVATION OF
 THIS SITE MAY PROVIDE REMAINS ASSOCIATED WITH THE
 AIRCREW, AS WELL AS IDENTIFY THE EXACT AIRCRAFT
 NOMENCLATURE.

- B. IF A REINVESTIGATION OF THIS CASE IS DEEMED
 NECESSARY, RECOMMEND THE INVESTIGATION TEAM ATTEMPT TO
 INTERVIEW MR. SOI ALONE WHILE HE IS STILL IN A STATE OF
 GOOD HEALTH. THE PRESENCE OF MR. PANG SIGNIFICANTLY
 AFFECTED THE OUTCOME OF SOI'S FIRST INTERVIEW. AN
 INTERVIEW WITH NO OTHER VILLAGERS PRESENT MAY FURTHER
 CLARIFY PORTIONS OF HIS TESTIMONY.

- C. IF A REINVESTIGATION OF THIS CASE IS CONDUCTED,
 RECOMMEND THE JOINT TEAM LOCATE AND INTERVIEW MR. VO
 THANH LONG WHO ALLEGEDLY PURCHASED A RING RECOVERED FROM
 THE CRASH SITE BY MR. SOI (CU DA) IN 1991.

- D. RECOMMEND A JOINT US/SRV RESEARCH TEAM ATTEMPT
 TO GAIN INFORMATION RELATED TO THIS CASE FROM MILITARY
 ARCHIVES IN HUE CITY OR HANOI AND FROM THE ARCHIVES OF
 GROUP 559 WHO WERE STATIONED IN THE A SHAU VALLEY
 THROUGHOUT THE WAR.

7. PERTINENT LOCATION OR DATA CHANGES: RECOMMEND THE
 LOCATION OF THE AIRCRAFT CRASH FOR CASE 1701 BE CHANGED
 TO GRID COORDINATES YD25000700. TEAM TWO OBTAINED VERY
 ACCURATE COORDINATES OF THIS SITE DURING THEIR SITE
 SURVEY. ADDITIONALLY, THIS LOCATION IS CONSISTENT WITH
 INFORMATION CONTAINED IN JTF-FA RECORDS CONCERNING CASE
 1701 AND IS VERIFIED BY THE MILITARY IDENTIFICATION TAGS
 ALLEGEDLY RECOVERED FROM THE SITE.

8. AREAS OR CASE FILE INFORMATION NOT INVESTIGATED:
 TEAM TWO ACQUIRED NO EYEWITNESS ACCOUNTS OF THE
 SHOOTDOWN OF THE 1701 AIRCRAFT DURING THIS
 INVESTIGATION.

9. ANALYST COMMENTS:

- A. MR. PANG PLAYED THE ROLE OF A HOSTILE WITNESS
 AND WAS NOT COOPERATIVE IN ANY ASPECT OF THE
 INVESTIGATION. PANG MADE IT EVER SO CLEAR THAT, HAD IT

HAD NOT BEEN AT THE REQUEST OF THE VIETNAMESE
 GOVERNMENT, HE WOULD NOT HELP THE U.S. TEAM IN ANY WAY.
 AT ONE POINT, PANG ALSO MENTIONED THE NECESSITY FOR THE
 U.S. GOVERNMENT TO PAY WAR REPARATIONS TO VIETNAM.

- B. MR. PANG SEEMED TO BE THE DRIVING FORCE BEHIND

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(PIETRZAK AND ROBERTSON)

THE OTHER WITNESSES' TESTIMONY. HE WAS PRESENT OR HAD
PRIOR CONTACT WITH ALL WITNESSES PRIOR TO INTERVIEWS.

- C. DURING MR. SOI'S INTERVIEW, MR. PANG OFTEN ANSWERED QUESTIONS HIMSELF WITHOUT ASKING MR. SOI IN HIS NATIVE ETHNIC LANGUAGE FOR AN ANSWER. THIS IS CLEAR EVIDENCE THAT EITHER: (1) MR. PANG AND MR. SOI DISCUSSED THE DETAILS OF SOI'S TESTIMONY PRIOR TO THE ACTUAL JOINT TEAM INTERVIEW; OR (2) MR. SOI ACTUALLY KNEW LITTLE CONCERNING THE CRASH SITE, OTHER THAN IT WAS A CONVENIENT AREA TO SCAVENGE WRECKAGE. THESE FACTS SEVERELY LIMIT THE CREDABILITY OF ALL WITNESSES. IT IS ALSO WORTHY TO NOTE THAT MR. PANG ALSO HAD PRIOR CONTACT WITH MR. BUONG PRIOR TO HIS INTERVIEW.

- D. ANOTHER POINT OF INTEREST IS THE CONFLICTING TIME PERIODS THAT MR. BUONG PROVIDED CONCERNING THE DISCOVERY OF THE CRASH SITE AND HIS BURIAL OF THE REMAINS. MR. BUONG ALSO CLAIMS THAT NO ONE DISINTERRED THE REMAINS FOLLOWING HIS BURIAL, BUT MR. SOI CLEARLY INDICATED THAT MANY PEOPLE HAVE DUG AT THE SITE. DURING SOI'S INTERVIEW, MR. PANG INDICATED THAT SOI WITNESSED MANY OTHER PEOPLE DIGGING AT THE CRASH LOCATION AND THAT THE REMAINS HAD BEEN REMOVED PRIOR TO THE JOINT TEAM'S VISIT. MR. PANG, HOWEVER, COULD NOT OR WOULD NOT PROVIDE DETAILS CONCERNING THE DISINTERMENT OF THE REMAINS OR THEIR CURRENT DISPOSITION.

- E. THROUGHOUT THE TEAM'S INVESTIGATION, MR. PANG SEEMED TO BE CONSTANTLY SEEKING THE SPOT LIGHT CONCERNING THIS CASE AND APPEARED TO BE A VERY EGOTISTICAL PERSON.

OF THE CRAASH SITE REVEALED EVIDENCE OF PERSONAL EQUIPMENT. THE TERRAIN LIES ON THE SIDE OF A MOUNTAIN. VEGETATION AT THE SITE CONSISTS MAINLY OF BANANA TREES (ALL BURNT AT THE TIME OF THE TEAM'S SURVEY). HAZARDS IN AREA INCLUDE A NARROW, ONE-SIDED TRAIL LEADING INTO THE SITE AND LITTLE OR NO SHADE IN THE AREA. LIGHT ORDNANCE WAS DISCOVERED AT THE SITE (ONE EXPENDED 5.56 ROUND). METHOD OF SEARCH WAS SKIRMISH LINE AND TEST PIT. AT THIS TIME, RECOVERY IS RECOMMENDED BASED ON AIRCRAFT MATERIAL, PHYSICAL EVIDENCE FOUND AT SITE AND INFORMATION PROVIDED BY A LOCAL WITNESS. RECOMMENDED SIZE OF SITE TO BE EXCAVATED: FIFTEEN BY FIFTEEN METERS FROM THE CENTER OF CRASH SITE. ESTIMATED LENGTH OF EXCAVATION: SEVEN DAYS (DRY SEASON); TWELVE DAYS (RAINY SEASON).

11. TEAM CHIEF COMMENTS:

- A. MR. PANG WAS CLEARLY HOSTILE TOWARD THE PRESENCE OF AMERICAN TEAM MEMBERS. AS A TRUSTED, FORMER VIETNAMESE MILITARY LEADER, MR. PANG MAY BE EXPRESSING THE DESIRES OF THE VIETNAMESE GOVERNMENT WHEN HE MENTIONED THE NECESSITY FOR THE U.S. GOVERNMENT TO PAY WAR REPARATIONS TO VIETNAM. IT IS BELIEVABLE THAT HE PROBABLY WOULD NOT HAVE ASSISTED THE JOINT TEAM HAD THE VIETNAMESE GOVERNMENT NOT REQUESTED HIS PARTICIPATION.

- B. MR. PANG HAS WRECKAGE AND INFORMATION CONCERNING SEVERAL CRASH SITES NEAR HIS VILLAGE. IT IS POSSIBLE THAT HE IS IN THE BUSINESS OF LOCATING, SCAVENGING, AND SELLING AIRCRAFT WRECKAGE.

- C. THE LOCATION OF THIS AIRCRAFT, ALONG WITH THE WITNESSES' TESTIMONY THAT THE AIRCRAFT WAS A SMALL HELICOPTER, INDICATE THAT THE SITE VISITED WAS THE CORRECT SITE FOR THIS CASE.

- D. IT IS QUITE POSSIBLE THAT SOME AMOUNT OF HUMAN REMAINS WILL BE FOUND IF THIS SITE IS EXCAVATED. MR. BUONG CLAIMS TO HAVE FOUND REMAINS AND BURIED THEM AT THE SITE. THE ONE PROBLEM, HOWEVER, IS THAT MR. BUONG CLAIMS TO HAVE REEXCAVATED THE SITE IN 1991 WHEN HE DISCOVERED NO REMAINS. IT APPEARS THAT EITHER THE REMAINS HAVE SEVERLY DETERIORATED OR MR. BUONG HAS FORGOTTEN THE EXACT LOCATION WHERE HE INITIALLY INTERRED THE REMAINS.

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1B. SEARCH AND RECOVERY SPECIALIST COMMENTS: ANALYSIS

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