



JOINT TASK FORCE - FULL ACCOUNTING
BOX 64044
CAMP H. M. SMITH, HAWAII 96861-4044

John

14 January 1994

Enclosed are all the materials I have found on the two Air America cases we will be investigating on our fourth trip to Laos this fiscal year (94-4L). The team will be out there from 7 March to 8 April and the Ritter case is a high priority for both us and the Lao Government. Any comments you might have on the two case will be welcome. Also, if you can come up with Ernie Brace's phone number, I could use it. To officially change the location where we carry his incident, I will need to contact him. Thanks for your interest in this case and give me a call collect at 808-477-2101 if you have any information.

Sincerely

A handwritten signature in cursive script that reads "Bill Forsyth".

Bill Forsyth
Senior Analyst for
Laos and Cambodia
MIA cases



JOINT CASUALTY RESOLUTION CENTER

LIAISON OFFICE
AMERICAN EMBASSY
APO SAN FRANCISCO 96346

#6

FROM: JCRC-LNB

25 February 1984

SUBJ: Letter of Transmittal, Documents From Mrs. Vergie Townley

TO: Commander, JCRC
Barbers Point, HI 96862

1. On 13 Feb 84, JCRC LNO met with Mrs. Vergie Townley (wife of REFNO 1791-02) and Mrs. Barbara Ritter (wife of REFNO 1791-03).
2. The attached documents were provided by Mrs. Townley, and were cited by her as supporting her contention that her husband is still alive. The majority of the documents were obtained from Col Earl Hopper (and are so marked), but are believed to have originated with Fred Zabatoski. Also attached is a DIA evaluation of a photograph which Mrs. Townley believes is that of her husband.
3. Mrs. Townley asked that the attached documents be added to her husband's file.

A handwritten signature in cursive script, reading "Paul D. Mather".

PAUL D. MATHER
Lt Col, USAF
JCRC Liaison Officer

Atch: as

Cy to: DIA/DC-2

COLONEL (RET.) EARL P. HOPPER
14043 NORTH 84th DRIVE
GLENDALE, ARIZONA 85308
(602) 979-5851

Verger

real intelligent source

A. Target area.

1. Reeducation Camp- Muang Sai, Live Americans.
2. Aircraft crash sight- Muang Pak Bong, Remains.

B. Intelligence Reports.

1. Lao Pao 6/15/81.
2. Khampha Souvandi (Thit Pha) 6/18/81.
3. Khamchan Savat 3/19/82.
4. Sanitized CIA report (rec 6/9/79) dt prior to Oct. 15th, rel. May 1979.
5. Pathet Lao General 8/73.
6. Map 5/81.
7. Swiss embassy report 1973.
8. Radio- Sam Nuea 8/17/72, in file 12/12/73.
9. Leaflets dropped 1/15/72, tail #.
10. Fact summary.

C. Possible individuals in area. 12/27/71 on C123, #293, Northwestern Laos.

1. Roy Francis Townley- a trained airplane mechanic.
2. George Ritter
3. Edward Wissenback
4. an Lao crew member.

COLONEL (RET.) EARL P. HOPPER
14043 NORTH 64TH DRIVE
GLENDALE, ARIZONA 85306
(602) 979-5851

1. Lao Pao 6/15/81.

Report#1, Agent#1 date June 15, 1981. Place: Chang Rai, Thailand. Name: Lao Pao, age appox 41, Tribe. Himong, Place of birth: Ban Howayla. Lngang Pabang, Laos, Job Village Headman.

On April 1, 1981 Lao Pao was arrested by Pathet Lao patrol for the murder of a Pathet Lao Propaganda Team Member who was in the area of his village. Lao Pao was trucked to the Muang Sai area reeducation camp appox. coord. RC1391. He was confined to a holding cell for appox. 15 days before interrogation by police commander. The compound was mainly used as reeducation camp for Royal Lao Troops after the fall to communist forces in 1975. While being taken to the interrogation office on the other side of the compound a light Soviet truck entered the compound. The truck stopped and two Lao Tung guards armed with AK's disenbarked following the two armed guards were what Lao Pao thought was white Americans, 2 of them, dressed in dark blue and purple clothing, no shoes, no hats. Lao Pao attempted to stair at the men but was told to put his head down and "Don't look at the Americans" order from his guard. Lao Pao in his breif observation, stated both men were very old looking, not much hair, medum height, appox. medium weight, appox. 140 lbs. POW's did not show a very happy type attitude and the guards stood very close to them with weapons at the ready. They were escorted to a building with a radio antenna sticking from the roof. Lao Pao was interogated for appox. 8 hours. When they came from the interrogation room it was dark outside and the truck was gone. He never saw what he thought was Americans again. Lao Pao was found not to be guilty of his crime. He was held a total of 21 days at Muang Sai. He and his family escaped from Laos shortly after that and came to Thailand. Lao Pao is now with the resistance group I have formed and is willing to go back to the Muang Sai area on a rescue or recon mission.

COLONEL (RET.) EARL P. HOPPER
14043 NORTH 64th DRIVE
GLENDALE, ARIZONA 85306
(602) 979-5651

2. Khampha Souvandi (Thit Pha) 6/18/81.

Report #2, Agent #2. Date June 18 1981. Place Chang Rai, Thailand. Name Khampha Souvandi (Thit Pha) age 48, Tribe Lao, Place of birth; Vein Puu Ka, Luang Pabang, Lao, Job 1966-75 Master Sergeant Royal Lao Army.

Appox. 1976 Thit Pha was rounded up by a purge team of P.L. he was told he had to go to the peoples reeducation program in the Muang Sai area. He was confined in one of there large barracks each holding appox. 250 other prisoners. He attended classes day and night for political and propaganda purposes. His compound was guarded by a police company made up of appox. 40 Lao Tung personnel. One day Appox. Dec. 1980 he was assigned an outside duty to go to Mung Sai airfield to fill in some holes in the runway. While walking down the road to the airfield appox. 1 mile from his camp, a light truck come by. Thit Pha saw in the back of the truck, two guards and what Pha thought to be two white men. Upon reaching the airfield the truck was parked appox. 50 yards from where he was filling holes. At that time a light silver in color plain landed. Discribed as a long or other U-10 type. The truck pulled up to the aircraft and the Americans were ordered off the truck by the guards.

The Americans had a tool box and were seen working on the landing gear and the engine of the plain. They were observed by Thit Pha for appox. 30-40 minutes, they were wearing light kakhi s-irts and pants, no hats, no shoes. Appeared to be old with some balding and light color hair. They did not talk to each other or their guards. The 2 Americans got in their truck took off towards Muang Sai, after the plain left. He discribed tha airfield as appox 300 ft. and guarded by appox. 60 Vietnamese and Pathet Lao. Upon returning to the compound Thit Pha disclosed what he had seen with other prisoners. The others said "oh they are American pilots captured during the war" but do not discuss them or ask about them. He said that the other prisoners said that

seen on the airfield by other prisoners servicing aircraft that come in. Thit Pha .
escaped while on a work detail cutting wood in May 1981. He was imprisoned at the
Ban Tong refugee camp in Thailand. He is now the sergeant major of the HQ group of the
resistance. He has personally guided me into Laos 7 times during the period 81-82.
Very much trusted and respected by all. Is willing to lead rescue or recon patrol into
area. Map is drawn by Thit Pha. Map matches regular issue maps with very few mistakes.
Compound drawing also matches that of agent #1.

COLONEL (RET.) EARL P. HOPPER
14043 NORTH 64th DRIVE
GLENDALE, ARIZONA 85306
(602) 979-5651

3. Khamchan Savat 3/19/82.

Report #3, Agent #3, Agent #3 is a very special case: Agent #3 w-s unknown to me until 3/19/82. He was debriefed in the Lao Language by an interpreter who was on hire by the CIA. The CIA agent that was working with me let the interpreter do all the questioning and taping. I was promised a transcript of the debriefing but never was provided such transcripts. I was not allowed to attend the polygraph test conducted at the Railway Hotel in Chaing Mai and the CIA agent was also not allowed to attend. I provided this agent from the country of Laos at the CIA's request. The individual was under a stressful situation as I brought him into Thailand with no I.D. or travel permit. Transported him 300 miles to a large city and turned him over to a CIA agent who did not speak Lao. The questions were asked by an interpreter for the polygraph. After the test agent #3 was sick to his stomach., nervous and very upset. The CIA claimed he was not telling the truth. I have no idea what questions were asked. Name: Khamchan Savat, age: approx 26 Born Muany Ay Luang PraBang, Laos. Job: Cook for Lao Tung Guards and prisoners at Na Bo located 6 Kms east of Muang Sai., Tribe : Lao Tung.

The following information was extracted from the cook after the CIA interrogation. Savat was working for Pathet Lao forces in the northeastern corner of Laos for approx 2 years, between Dec. 79 and Dec. 81. Savat's unit was assigned to the Muang Sai area to conduct guard duty on a prison compound. Savat arrived in the Muang Sai area approx May or June 1981. His duties included cooking for his unit and for what he described as two American prisoners held in a special compound by themselves. He said that most of the time he only was allowed to take the food to the main gate guard. But, on several occasions observed two Americans brought out of the compound, made to put on

He Claims that other guards told him that they were American pilots captured approx 10 years ago during the war and were now being used to work on air plains that landed at Muang Sai airfield. Savat claims to personally observed these people many times until his escape and defection in Dec. 81. He claims that the prisoners eat twice a day, mainly rice and food from the jungle, and are allowed to wash in a nearby stream. They are exercised and smoke cigarets, and are treated well because they work on aircraft for the Vietnamese and Soviets. Khamchan Savat is now located in a resistance camp of mine for security reasons. He is a good asset and is willing to return with resistance forces to photograph or attempt rescue.

COLONEL (RET.) EARL P. HOPPER
14043 NORTH 64th DRIVE
GLENDALE, ARIZONA 85306
(602) 979-5651

5. Pathet Lao General 8/73.

This General named Roy townley as being in captivity.

COLONEL (RET.) EARL P. HOPPER
14043 NORTH 64th DRIVE
GLENDALE, ARIZONA 85306
(602) 979-5651

7. Swiss Embassy report 1973.

The Swiss Embassy told Mrs. Townley in 1973 that they had confirmed Roy as being held.

COLONEL (RET.) EARL P. HOPPER
14043 NORTH 64th DRIVE
GLENDALE, ARIZONA 85306
(602) 979-5851

Taken From RYS
File
Dec 17, 1973

Radio from Sam Nuea

17 August 1972 - Packet Sam Nuea reported downing
of a U.S. aircraft on 12 December 1971 and
Captains of Crew

IR - 2-239-0095-72

Phone 57-6293-C123K

ບັດຕ່າງດ່າງເບື້ອງເຂົ້າສູ່ເມັດ
ໃຊ້ໄດ້ທຸກເວລາ

ເຖິງ: ບ. ຊາຊົນ ແລະ ທະຫານຢາອາຊີຍາບແຫ່ງປະຊາຊາດ ຈາກ ວາວທຸກທ່າ
ຂໍຮຽນໃຫ້ການຕ້ອນຮັບບ່າງຜິດແກ້ຜິດຖືກຕ້ອງ ແລະ ຊ່ອຍບ່າງ
ຜູ້ກ່ຽວໄປສູ່ເບື້ອງເຂົ້າສູ່ເມັດ ຫລື ບົດທະຫານຢາອາຊີຍາບ
ທີ່ຕັ້ງຢູ່ໃກ້ທີ່ຊຸດນີ້ ດ້ວຍ. ບັດຕ່າງດ່າງນີ້ຮັບປະກັນຄວາມ
ປອດໄພໃນການກັບຄືນສູ່ບ້ານຂອງທ່ານດີກັນ.



COLONEL (RET.) EARL P. HOPPER
14043 NORTH 64th DRIVE
GLENDALE, ARIZONA 85306
(602) 979-5651

10. Fact summary.

Cross reference material:

1. Thit Pha and Lao Pao's compound maps match except for one building.
2. Area map matches 1:250,000 Air map.
3. CIA Report CS-311/10502 released 1979 gives exact location of reeducation camp.
4. CIA Report dated 1976 (not Available) ex-prisoner described compound, activities, commander, and identified unit as 10 police company: tribe Lao Tung.
5. Cross reference with Thai Intell. people and D.I.A. officials verify compound and airstrip as confirmed as reported.
6. Ex Air American pilot Bob Moeberg and Emmett Kay also verify airstrip and Muang Sai area from drawings and debriefing.
7. Other refugee reports also taken from other camps (heresay type) show very possibly true in reference to two Americans.
8. This C-123 is the only airplane Air America has not been able to account for.
9. The CIA report shows more men captured (confirmed) alive than Emmet Kay.
10. All these agents know the area well.
11. None ever spoke to each other nor met each other before being tested.
12. These three are from three different ethnic groups.
13. All reports are sightings generally in same time frame.
14. Repeated debriefings corroborate the evidence in minute details.
15. Swiss Embassy said men in Muang Sai in 1973, reportedly Townley.
16. Book- Air America, agent reported that George Ritter was alive and being held at Maung Sai.
17. Biographical report page 23 shows Ritter, Townley, and Weisenback shot down in area and taken alive.
18. Picture of Roy Townley in hospital bed surfaced in 1975.

19. Dr. Paul Linastrom in a news Article stated that these three were alive in 1975.
20. All agents are willing to return to the area.
21. A Pathet Lao General positively I.D.ed Townley and other pilots as being captured
22. In 1973, Mat Lee Kiam, who was in charge of all POW's had info on these three.
23. Radio Sam Nuea broadcast their capture.
24. The DIA has the charter for POW/MIA issue, yet the CIA deployed an agent with me in 1982, unknown to the DIA or U. S. Embassy and we worked independent of official channels (i.e. U.S.Embassy station chief in Bangkok).
25. Many reports have been received by POW/MIA groups that people were reported in this area.
26. DIA has overflown the area but will not release pictures.
27. DIA debriefed me for 3 days in Washington, D.C. and was going to support me to a certain extent but CIA handled me directly.
28. Only 10% of the Live sightings have proved to be false.
29. Townley, Ritter and Weissenback were civilian people on contract to the CIA.
30. All are qualified mechanics.
31. Description as to weight, height, and age all match.
32. Five confirmed by CIA POW camps were in Northern area of Laos.
33. 70 air craft went down in the northern area with no accounting.

COLONEL (RET.) EARL P. HOPPER
14043 NORTH 64th DRIVE
GLENDALE, ARIZONA 85306
(602) 979-5651

E. Contacts for intelligence.

Chow La- pro western in ideals, 6 tribe coalission, OB 8k in 30-14 strong.

Major lee Kiam

Khamchan Savat

Lao Pao

Ed McWilliams

Paul Bennett

John harney

Amb. Dean

James L. Buckley

Bill Crothers

Jim Condrey

Denny Lane

Dave Claton

COLONEL (RET.) EARL P. HOPPER
14043 NORTH 64th DRIVE
GLENDALE, ARIZONA 85306
(602) 979-5651

F. Agents Background.

- Last activity 6/82 with POW/MIA operation in Laos
- Retired Master Sargeant (E-8) 11/59-11/77.
- advisor/supervisor staff of 42.
- 4 Vietnam combat tours, special forces, U.S.Army
- Collected and interpreted intelligence information
- Worked directly for -GeneralWilliam C. Westmorland
 - Maj. General John K. Singlaub
 - Lt. General Harold K. Arron
- Clearance-Top secret crypto
- CIA and DIA contacts.



ROY FRANCIS TOWNLEY

Civilian
Air America, Inc.

Social Security Number: 525-01-3508

Birthdate: 3 November 1919

Missing in Action

Laos

27 December 1971

On the morning of 27 December 1971, Roy Townley and 2 other Americans were flying a C-123 Cargo Plane (Number 293) in Northern Laos, carrying rice and supplies to the Lao Army. They were last heard from over Hong Sa and were to have landed at Xieng Lom about 11 minutes later. At that time they indicated no trouble. However, the aircraft did not land. Extensive search efforts were made that evening and night with no sign of the aircraft or of the crew. A radio transmission from the Pathet Lao was intercepted and stated that in late December 1971 an American plane was shot down and all of the Americans captured. In August 1973, a Pathet Lao general defected, and was taken a group of photographs of Americans missing in Laos. Out of those pictures, he identified Roy and another crew member as being prisoners he had seen.

COLONEL (RET.) EARL P. HOPPER
14043 NORTH 64th DRIVE
GLENDALE, ARIZONA 85306
(602) 979-5651

UNCLASSIFIED
CLASSIFICATION

J-JC < #16

DEFENSE INFORMATION REPORT EVALUATION

INSTRUCTIONS: To be completed by
Typewriter or Ball Point Pen

CUSTOMER NUMBER B 390	IR NUMBER 2 237 0095 72	COLLECTION PROJECT NUMBER 5310-03-E	IR DATE		
		YEAR MONTH DAY			
		7 2 0 8 1 7			
TO:	ICR NUMBER/OTHER REFERENCE DIRM 6C D-7CX-49018	SOURCE NUMBER	DATE RECD BY DISSEMINATION ACTIVITY		
		YEAR MONTH DAY			
THRU:	SII CODE(S)	TARGET COUNTRY (IES) LA/VN	DATE RECEIVED BY EVALUATOR		
		YEAR MONTH DAY			
REASON FOR EVALUATION		3. <input type="checkbox"/> SELECTED BY COL MGR	IR ORIGINATOR		
1. <input type="checkbox"/> ICR		4. <input type="checkbox"/> SPECIAL REQUEST	QUSARMA, Vientiane LA		
2. <input type="checkbox"/> COLLECTOR'S REQUEST		5. <input checked="" type="checkbox"/> ANALYST INITIATIVE			

A. IR RESPONDED TO		B. RELIABILITY OF INFORMATION		C. VALUE OF INFORMATION	
1. <input type="checkbox"/> DIRM Part Three		1. <input type="checkbox"/> Confirmed by other sources		1. <input type="checkbox"/> High (Unique, Timely, and of Major Significance)	
2. <input type="checkbox"/> CIR		2. <input type="checkbox"/> Substantially true		2. <input type="checkbox"/> Moderate (Contributory and Useful)	
3. <input checked="" type="checkbox"/> ICR - If checked, ICR was satisfied		3. <input type="checkbox"/> Cannot be judged		3. <input checked="" type="checkbox"/> Low (Marginal)	
a. <input type="checkbox"/> Completely		4. <input checked="" type="checkbox"/> Doubtful		4. <input type="checkbox"/> None (Of no use)	
b. <input checked="" type="checkbox"/> Partially (If b or c checked, include Guidance in Remarks Section)		5. <input type="checkbox"/> False		5. <input type="checkbox"/> Cannot be judged (Analyst has no basis for value judgement)	
c. <input type="checkbox"/> Not at all					
4. <input type="checkbox"/> Other					

D. USABILITY OF INFORMATION		
1. <input checked="" type="checkbox"/> Used or planned for use in product	2. <input type="checkbox"/> Incorporated in Data Base	4. <input checked="" type="checkbox"/> Not used (All responses require explanation in Remarks section)
a. <input checked="" type="checkbox"/> Basic Intelligence	a. <input type="checkbox"/> Potentially Useful	a. <input checked="" type="checkbox"/> Unreliable
b. <input type="checkbox"/> Current Intelligence	b. <input type="checkbox"/> Background/Confirmatory	b. <input type="checkbox"/> Too Fragmentary
c. <input type="checkbox"/> Estimative Intelligence	3. <input type="checkbox"/> Stimulus for Intelligence Guidance or Requirement	c. <input type="checkbox"/> Duplication
d. <input type="checkbox"/> Other		d. <input type="checkbox"/> Not Pertinent to Needs
NAME OF PRODUCT:		

REMARKS (Number and Classify each Paragraph) ** RE-EVALUATION **

This is an amplification of the original evaluation (DD Form 1480, dated 2 Oct 72) pertaining to referenced IR.

Source allegedly observed the crash of an aircraft with the tail number 293 in the vicinity of Muong Sai airfield (RC 123 893) in December 1971. According to source, three Americans and one Lao who had been aboard the aircraft were captured and later taken to a detention facility in the vicinity of UG 425 730. Source further stated that the Americans were taken out of the detention facility in June 1972 and transferred to North Vietnam.

As noted in the comments section of referenced IR, a C-123 with tail number 293 was lost on 27 Dec 1971. The aircraft was reported overdue and was believed to have gone down over northwest Laos (vicinity RC 110 890). There were three U.S. and one Lao crewmember aboard this aircraft. The U.S. personnel were George L. Ritter, Edward J. Weissenback, and Roy F. Townley (all civilian MIAs). SAR efforts to locate the crashsite and ascertain the fate of the crew were unsuccessful.

Source's information that the incident occurred in December 1971, that the aircraft tail number was 293, and that three U.S. and one Lao national were aboard does correlate to the above-mentioned C-123 incident. However, DIA does agree with the comments that source's report

EVALUATOR'S RELEASE and DISCLOSURE GUIDANCE		
1. <input type="checkbox"/> Paragraph(s) _____ above are releasable to the government of _____		
2. <input type="checkbox"/> Evaluation is Not Releasable		3. <input checked="" type="checkbox"/> Releasable Evaluation Not Requested
EVALUATOR'S ORGANIZATION DIR-4H	NAME OF EVALUATOR PENNY GARDNER	DOWNGRADING AND DECLASSIFICATION INSTRUCTIONS
DATE EVALUATED		SIGNATURE OF APPROVING AUTHORITY CDR CHARLES F. TROWBRIDGE, JR.
YEAR 76	MONTH 07	
DAY 09		

UNCLASSIFIED

Continuation of Re-Evaluation of IR 2 237 0095 72

concerning the capture and detention of the crew was fabricated or partially manufactured. There has been no evidence that any of the crewmembers survived and was captured.

UNCLASSIFIED

#6

date received 25 Sep 72 Due 6 Oct 72 ^{encl. 208}

NOTE: This document contains information affecting the national defense of the United States within the meaning of the espionage laws, Title 18, U.S.C., Sec. 793 and 794. The transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

(Classification and Control Markings)

This report contains unprocessed information. Plans and/or policies should not be evolved or modified solely on the basis of this report.

UNCLASSIFIED

1. COUNTRY: LAOS/NORTH VIETNAM 2. REPORT NUMBER: 2 237 0095 72 (5310-03-E)

3. SUBJECT: (U) Prisoner of War Report - Crash of an American Aircraft and Reported Detention Facility for U.S. PWs DATE OF REPORT: 17 August 1972

4. IIC NUMBER: 5. NO. OF PAGES: 3

6. REFERENCES: DIRM: 1Q16, 66; SICR D-7CX-49018 AFS Series L7015, Edition 1

7. DATE OF INFORMATION: June-July 1972 8. ORIGINATOR: CUSARMA, Vientiane, LAOS

9. PLACE AND DATE OF ACQ: Vientiane, LAOS 4-14 August 1972 10. PREPARED BY: JOHN B. WILSON, MAJ, GS Assistant Army Attache

11. EVALUATION SOURCE: F/IE INFORMATION - 6 12. APPROVING AUTHORITY: JOHN W. FRYE COL, GS U. S. Army Attache

13. SOURCE: Casual source from LO VAN GIAN from SIANG KAEM

14. SUMMARY: (CHF) This IR transmits information obtained during the alleged debriefing of Pathet Lao (PL) or Neo Lao Hak Sat (NLHS) defector SIANG KAEM by LO VAN GIAN. This report provides questionable information concerning the downing of an American aircraft in December 1971, the capture of its crew members, and their subsequent imprisonment. This report includes the location and the description of the detention facilities containing the crew members, four additional Americans, and several high ranking Thai and Lao officers. The caveat NO FOREIGN DISSEMINATION is required because release of information would be detrimental to sources and the preparer of this report.

15. DISTRIBUTION BY ORIGINATOR: CINCPCAC, CINCUSARPAC, CINCPCACAF, CINCPCACFLT, CGFMFPAC, COMUSMACV (JPRC), COMUSMACVTHAI, DEPCHJUSMAGTHAI, 500TH MI GROUP, HQ, 7/13 AF (UDORN), CH, SPEC ACTIVITIES, BANGKOK

16. ATTACHMENT DATA: None

17. CLASSIFICATION DATA: Classified by U. S. Army Attache Laos - X MPT FROM GENERAL DECLASSIFICATION SCHEME OF EXECUTIVE ORDER 11652 EXEMPTION CATEGORY: 2

DECLASSIFY ON: 31 Dec 82

18. (Leave Blank)

RECD DS/ACD 11 SEP 1972

43

269

254/12

20158

30170

50158

50170

50158

50170

Further fabrication to obtain money. See page 3, para 6.f.

UNCLASSIFIED

Registered... Authority of US ARMY ATTACHE, G.D.S. - 82
LAOS... O.D. 31 Dec 82

UNCLASSIFIED

CONTINUATION SHEET

[REDACTED]

REPORT NO. 2 27 0055 72
PAGE 2 OF 3 PAGES
ORIGINATOR OUSA, A-3
Vientiane, LAOS

(Class Section and Control Markings)

(Leave Blank)

1972, LVG was contacted by the preparer of this report. LVG allegedly debriefed SK and obtained the following information.

2. (C) Reported Sighting of Downed American Aircraft

a. SK allegedly observed the crash of an aircraft in December 1971. It appeared as if the aircraft was attempting to make a landing at Kuong Sai airfield (RC 123393); however, it landed in the middle of a stream within a two kilometer radius of RC 1189. Just before the crash, the aircraft sounded as if it had run out of gas. The aircraft finally came to a stop in the middle of a stream, the tail section sticking out of the water. The number on the tail was 293. Three Americans and one Lao were captured and at a later unknown date were taken to a detention facility in the vicinity of UG 425730.

3. (C) Reported Condition of Crew Members

a. The pilot of the aircraft suffered a broken left arm. Otherwise, he was in excellent condition.

b. The co-pilot suffered an unknown type injury to the knee. Otherwise, he was in excellent condition.

c. The American kicker suffered an injury over the left eye. Otherwise, he was in excellent condition.

d. The Lao kicker, named KHAMPHIANH, lost one tooth. Otherwise, he was in excellent condition.

e. One American reportedly had a small caliber pistol in his hip pocket or strapped to the upper part of his leg. After he arrived at the detention facility, he reportedly gave the pistol to one of the guards. The guard sold it and bought food for the American.

4. (C) Activities After Capture

a. SK reportedly stated to LVG that the three US and one Lao PWs were taken to the detention facility at UG 425730 on an unknown date. SK reportedly escorted the prisoners to that location. SK reportedly was the camp commander at the detention facility and saw the Americans on a daily basis for several months.

b. LVG initially reported through the casual source that according to SK the Americans were still at the detention facility as of July 1972; however, LVG reported on 13 August 1972 that SK had stated that the Americans were taken out of the detention facility in June 1972 and transferred to Tuyen Quang (nca), NORTH VIETNAM. (No further information.)

5. (C) Description of Detention Facility

a. The detention facility was reportedly located inside a cave which had a five to six meter-high waterfall running over the entrance of the cave. Two cells were inside the cave. One cell was for U. S. PWs and the other was for the high ranking Thai and Lao personnel. Outside of the cave were areas for growing vegetables including an area for growing pumpkins. Approximately 50 enemy personnel reportedly consisting of PL were within one kilometer of the camp. (No further information.)

6. (C) Daily Activities of the American PWs. The Americans reportedly bathed in a nearby stream once a week, cut fire wood in the vicinity of UG 423740, and were also utilized to grow vegetables. (No further information.)

COMMENTS: (CHF)

a. The casual source who initially provided the information concerning the

[REDACTED]

(Class Section and Control Markings)

FOR OFFICIAL USE ONLY (FOUO)
AND ON PUBLIC RELEASE, THIS REPORT IS UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

CONTINUATION SHEET

(Classification and Control Markings)

REPORT NO. 2 237 0095 72
PAGE 3 OF 3 PAGES
ORIGINATOR OUSARMA
Vientiane, LAOS

availability of an enemy defector has been providing information to this office on a daily basis for several years. Information previously provided has been from unknown sources and of questionable validity. The casual source has in the past tended to maximize, minimize, or manufacture information to meet the requirement of the particular question that was asked him. In addition, he is particularly inept at asking the proper questions when debriefing any one of his "many" sources.

b. Local liaison was conducted and it was determined that in fact S.C-123 aircraft with tail number 293 was lost in December 1971, that three Americans and one Lao were on the aircraft, and that the aircraft mysteriously disappeared during a routine mission.

c. After proper coordination with appropriate in-country agencies had been effected, the casual source was again contacted and told to arrange a meeting with the PL. The casual source was immediately told that if the PL was who he said he was and had the information which the casual source had indicated, appropriate rewards for all concerned would be made. He was additionally told that means existed to determine the veracity of the information. Repeated attempts, according to the casual source, were made to contact LVG and SK. Contact was finally effected with LVG on 13 August 1972. At that time, LVG stated that SK had made arrangements to defect to the RLG in Pakse and that SK was defecting his entire organization to include 47 men and one woman. The actual defection would take place on 14 August 1972. Therefore, it would not be necessary for SK to meet the preparer of this report. When LVG was reminded of the rewards which could be made if the information was accurate, he then stated that SK would attempt to return to Vientiane and provide the detailed information pertaining to the Americans and the aircraft downing after the details of his defection were arranged.

d. It has been apparent to this office from the initial reporting of the information that the entire report strongly hinted of a fabrication or at least was being partially manufactured. However, because pieces of information matched favorably with known aircraft downing data, it was determined necessary to attempt to effect contact with the alleged defector.

e. Air America has publicly announced available rewards for information concerning the downing of the aircraft and the disposition of the crew members. The casual source made mention of this reward during his first report of the availability of a knowledgeable source. He later indicated that LVG was aware of the reward and that LVG had told SK of the reward. The tail number of the aircraft was not made public; however, during the SAR effort, Air America representatives participating in the effort stated that the number 293 was used over the airways and could have been picked up by anyone listening in on that particular frequency. KHAIPHAM is the name of the missing Lao crew member. The fact that LVG was able to provide the name of the Lao kicker is not that significant in that his name could easily be obtained locally.

f. Information contained in this report has been passed to Irregular Assets for further exploitation if and when SK surfaces in Pakse, LAOS. If SK in fact exists, it is doubtful that he had access to the type of information given in this report. It is probable that most information contained in this report has been fabricated in an attempt to obtain monetary rewards.

g. On 20 August 1972, after final preparation of this report, the casual source reported that SK had defected in Pakse, LAOS, together with 53 personnel. On 21 August 1972, the casual source reported that SK would be made available on 21 August for detailed debriefings.

h. As of 21 August 1972, according to Irregular Assets, no information has been received which indicates that a defection of this many personnel has taken place. No report has been received which would indicate that SK has defected.

i. Further attempts will be made to contact SK for detailed debriefing concerning information contained in this report. Information obtained will be forwarded in a subsequent IR.

UNCLASSIFIED

date received 29 Sep 72. In date 10 Oct 72

This report contains unprocessed information. Plans and/or policies should not be revised or modified solely on the basis of this report.

1. COUNTRY: LAOS	2. REPORT NUMBER: 2 237 0115 72 (5310-03-E)
3. SUBJECT: Prisoner of War Report - Reported Downing of U.S. Aircraft and PW Detention Facility	4. DATE OF REPORT: 25 August 1972
5. REPORT NUMBER	6. NO. OF PAGES: 4
7. DATE OF INFORMATION: April-May 1972	8. REFERENCES: DIR: 10.16; GG SICR 7-DCX-49015 AFS Series L7015 Edition #1 IR 2 237 0095 72
9. PLACE AND DATE OF ORIGIN: Vientiane, LAOS 24 August 1972	10. ORIGINATOR: [Signature]
11. ANALYTICAL SOURCE: UNRELIABLE - POSSIBLY UNTRUE	11. PREPARED BY: [Signature] ASSISTANT ARMY ATTACHE
12. SOURCE: Siang Kham	12. APPROVING AUTHORITY: [Signature] COL, GS U. S. Army Attache

RECD DS-4C2 16 SEP 1972

This report contains the results of the debriefing of alleged Pathet Lao (PL) for SIANG KHAM concerning the downing of an American aircraft, the disposition of the crew members, and a reported PW detention facility in LAOS used to detain the aircraft crew members and three additional Americans. The caveat NO FOREIGN DISSEMINATION is required because release of information would be detrimental to the preparer of this report.

UNCLASSIFIED

Regraded by [Signature] of U.S. ARMY ATTACHE, LAOS on 31 DEC 1982. GDS-52. [Signature]

1. (C) Source: [Signature] On 4 August 1972, a casual source stated that he was in contact with an individual who wanted to defect. The individual who wanted to defect was named SIANG KHAM (SK). He reportedly had personal knowledge concerning those listed in the above summary. After the individual reportedly defected to the Royal Lao Government (RLG), arrangements were made to have the individual debriefed concerning his reported knowledgeability. On 24 August 1972, the Source was debriefed for approximately two hours.

2. (C) Source: [Signature] Specific Data. Source provided the following data:
Name: SIANG KHAM

14. DISTRIBUTION BY ORIGINATOR	15. DOWNGRADING DATA	16. ATTACHMENT DATA
DIRMAG DIRUSARPAC DIRMACAF DIRMARPAC COMUSMACV (OPREP) COMUSMACV (ACT) COMUSMACV (JUSMAG) COMUSMACV (JUSMAG) COMUSMACV (JUSMAG) COMUSMACV (JUSMAG) COMUSMACV (JUSMAG)	Classified by U. S. Army Attache, Laos EXEMPT FROM GENERAL DECLASSIFICATION SCHEDULE OF EXECUTIVE ORDER 11652 EXEMPTION CATEGORY (2) DECLASSIFY ON 31 DEC 1982	None

354112
374107
201600
LA

Report by this source appears to be a fabrication offered in attempt to gain reward offered by air America. See page 4, para l.

UNCLASSIFIED

(Classification and Control Markings)

(Leave Blank)

UNCLASSIFIED

- b. ASA: None
- c. RANK: Civilian
- d. POSITION: Prison Guard
- e. POLITICAL GROUP: Patriot Lao
- f. Date of Birth: December 1925
- g. Place of Birth: Huong Phoun Houn, Vientiane Province, LAOS
- h. Past Assignments: Joined the PL in 1960; was a soldier for nine months; was a houseboy for COL DUAPHAI, CO, 21st PL bn for approximately one year; and was then assigned civilian guard duties. Source stated that he has been a civilian guard for the past ten years.

3. (C) Downing of US Aircraft.

a. Source stated that sometime during the period October-December 1971, he was working in the vicinity of Huong Sai (RC 1290). One day, date not recalled, PL soldiers working in the area told Source that an American aircraft had crashed the day before in an area not too far from where they were located. Source initially stated that he then went to the crash site to help remove the cargo that was on the aircraft. Cargo consisted of tin cans, cardboard cartons, uniforms, and rice. Later during the debriefing, he stated that he only personally saw one cardboard carton removed from the aircraft. He later stated that he had only spent approximately ten minutes at the crash site. There were approximately 100 PL soldiers in the area unloading the aircraft.

4. (C) Description of aircraft. Source stated that the aircraft was located in deep water, had two engines, a high tail, and a wire running from the top of the aircraft to the top of the tail. Source stated that he did not observe any number on the aircraft. He couldn't remember even if there was a number on the aircraft tail. He initially stated that the water was very deep and almost covered the tail. Only a small piece of the tail was sticking out of the water.

5. (C) Activities After Observing Downed Aircraft. After observing the aircraft for approximately ten minutes, Source returned to the prison facility which was located in the center of Huong Sai. Two days later, the three Americans and one Lao, escorted by PL soldiers escorting them to be the crewmembers of the downed aircraft, arrived at Source's detention facility. They were kept at the facility for approximately four months and Source "lived with them" for that period of time. Source later recalled that he had been with them for about four or five days at a time, would take a one or two day rest, and would go back and "live with them" for another four or five days.

6. (C) Crew Members Condition. When the Americans arrived at his location, they were all dressed in PL uniforms. One American had a minor leg wound (was able to walk), the second American had a minor elbow wound (was able to move his elbow), and the third American had a minor cut over his left eyebrow. The Lao had a tooth missing.

7. (C) Source's Return to Vientiane. Source stated he was tired of living in the jungle and decided to quit. He then walked to Luang Prabang and took a boat to Vientiane (TE 4787), LAOS. He left Huong Sai approximately two to three months ago. The three Americans, one Lao, and three additional Americans previously at the camp were still there when Source left.

COMMENTS: (CNF)

a. Source and LO VAN GIAN (LVG) arrived at the designated meeting place approximately one hour late. The casual source mentioned in the referenced IR was also

(Classification and Control Markings)

UNCLASSIFIED

UNCLASSIFIED

 REPORT NO. 2 237 0116 72
 OF 4 PAGES
 ORIGINATOR CUSARMA
 Vientiane, LAOS

present. When SK arrived, he was obviously very concerned over his personal safety. He and LSG stated that SK was very afraid, that they both had put their lives in jeopardy, and that the PL cadre in Vientiane were out to kill SK. When attempts were made to take SK from the area into a separate room for debriefing, he insisted on remaining with LVG. As a result, the debriefing was conducted in the presence of LSG, SK, and the casual source.

a. Source appeared as if he had just come out of the jungle. He appeared to have little intelligence and on numerous occasions during the debriefing looked to LVG for guidance on how to answer a particular question. Source was initially told that it was assumed that he had significant information concerning American PL's and that it was important for him to relay very accurately everything that he had seen and that he should add nothing to what he had seen. If he did not know the answer to the question, he was to state that he did not know. He was additionally told that in many cases such as these, persons tended to exaggerate their knowledge of a particular incident to satisfy the person asking the question. At this point, he looked puzzled and asked LVG what was happening. LVG told him to just answer the questions and everything would be all right. SK bowed deeply, excused himself, and stated that he hoped he would be able to answer my questions.

c. Source was at first very hesitant in answering questions concerning his personal background. It became apparent that further questioning in this area might cause him to become uncooperative. Everytime Source was asked a question, the answer of which he wasn't sure, he would look to LVG for an answer. This happened on at least ten occasions. An example of this was when he was asked the month the aircraft was crashed. He lowered his head, thought for a full minute, and stated he could not remember. He then looked to LVG. LVG was told to let SK answer the question. However, a few minutes later, LVG asked SK if the aircraft had gone down in December. SK finally stated that he thought the aircraft had gone down during the October-December 1971 period.

d. During the general debriefing portion, Source had stated that he had gone to help unload the aircraft. He later stated in his detailed debriefing that he had only personally observed one cardboard carton and had only stayed in the area for approximately ten minutes.

e. When Source was asked if he had observed the tail number of the aircraft, LVG became subtly but visibly disturbed at Source's negative reply.

f. When Source was asked to describe the aircraft, he described it relatively accurately; however, it should be noted that pictures of the type of aircraft that was lost and the tail number considered were disseminated for public consumption. Source accurately described the three most prominent points of the aircraft picture - the high tail, two engines, and the wire running from the aircraft to the front of the tail.

g. When Source was asked to describe the position of the aircraft in the water, he stated that it was flat in the water and was completely submerged except for a small portion of the tail sticking out of the water. When asked how the cargo would be removed if the aircraft were in such deep water, he became nervous and looked to LVG. He then explained that the PL were using a small boat to unload the aircraft.

h. Source was questioned in detail concerning his familiarity with the four crew members during the four month period he stated he "lived with them." He constantly reiterated the theme that he had "lived with them" and had seen them on an almost daily basis for the entire four months. When asked if he knew the names of any of the crew members, LVG suddenly provided the name of KHAMPHAWI, the Lao kitchen. Source then stated that the Lao's name was KHAMPHAWI.

i. At this point during the debriefing, Source was becoming visibly upset. When asked how he arrived in Vientiane from Huong Sai, both the casual source and LVG attempted to assist his explanations of his travels. After about twenty seconds of this interrupted explanation, Source finally decided that he had to

UNCLASSIFIED

UNCLASSIFIED

CONTINUATION SHEET

[REDACTED]

REPORT NO. 2 237 0-10 72
PAGE 4 OF 4 PAGES
ORIGINATOR CUSARMA
Vientiane, LAOS

(Class/Section and Control Markings)

(Leave Blank)

leave to pick up a "child" who was waiting for him down the street. At this time, I asked him if he could stay for five more minutes to look at some pictures. He agreed. He was then taken over to a corner of the room where there would be less interference from LVG. I was shown five groups of pictures with each group containing four pictures. Crew member pictures were intersingled within the total 20 pictures. Source studied each group for approximately one minute and was unable to determine any positive identification. The pictures were then placed on a flat surface and grouped into two categories - five pictures of Lao personnel and 15 pictures of American personnel. Source studied the Lao group for approximately 15 minutes and finally produced a picture which was not a picture of the Lao crew member. He then studied the 15 pictures of Americans for approximately 15 minutes. He was very nervous during this entire 30 minutes and finally stated that he was sure that three pictures he had chosen were the three Americans reported as the American crew members. None of the pictures were of the crew members. By this time, LVG tried to assist Source by asking him what problems he was having. Source then re-examined the Lao pictures. LVG was crawling something to him at this time. About two minutes later, Source stated that he had changed his mind, that this picture (the one of KHUAPHUAH) was the Lao crew member. It should be noted that the pictures in no way resembled one another. Source then went back through the pictures of the Americans and decided that another picture was one of the Americans. This picture was a picture of one of the American crew members.

j. At this time, LVG and Source left with LVG stating that Source would try to return the following day. During a subsequent 15 minute conversation with the casual source during which I indicated that I suspected Source's story, he stated that he felt Source and LVG were lying, that it was a fabrication, and that it was probable that Source was a resident of Vientiane and had never been to Huong Sai.

According to appropriate U.S. Mission officers, as of 25 August 1972, Source has not defected to the RL6.

l. As is evident from the above date and comments, Source and LVG have fabricated this entire story to obtain monetary rewards offered by Air America. It could very well be that the casual source is directly or indirectly involved. This office considers the incident terminated.

m. Copies of this report have been provided to the U.S. Mission.

[REDACTED]

FORM 1306c

(Class/Section and Control Markings)

REPLACES DA FORM 1306, 1 JUL 69 AND DA FORM 1306, 1 AUG 68 WHICH

UNCLASSIFIED



JOINT CASUALTY RESOLUTION CENTER

LIAISON OFFICE
AMERICAN EMBASSY
APO SAN FRANCISCO 96346-0001

PLN 111
#5

CONFIDENTIAL

FROM: JCRC-LNB
TO: Commander, JCRC

REF: RPT #T88-344
15 June 1988

SUBJ: AIRCRAFT CRASH SITE IN SAYABOURI PROVINCE, LAOS

1. Source/administrative data:

2. Summary: Source reports seeing the wreckage of what he heard was a "Dakota" aircraft. The wreckage is in a stream bed near UTM coordinate QB 4828. Source does not know if casualties are associated. End Summary.

3. Information: Source stated that in 1986 he saw the wreckage of an aircraft in a stream bed located about one day's walk from the Lao - Thai border. The aircraft was nose first into the stream and buried up to the wing roots. When he saw the aircraft, the water level in the stream was high and the aircraft was almost completely submerged. The aircraft exterior was mostly rusted, but Source said he noticed some white paint. No numbers or other external ID indicators were seen. Source later talked to people in the area who told him the aircraft was a "Dakota". He did not know if there were any casualties associated with the crash. Source described the location as a few kilometers south of the fork of the Nam San and the Nam Houang Rivers; estimated vicinity is QB 4828.

4. Comment: Source came forward to report this information in response to JCRC's loudspeaker call-out.

PAUL D. MATHER
Lt Col, USAF
JCRC Liaison Officer

COMPLETED

JOINT CASUALTY
RESOLUTION CENTER

CASUALTY DATA DIVISION
ANALYSIS & STUDIES

REFUGEE REPORT PRELIMINARY EVALUATION

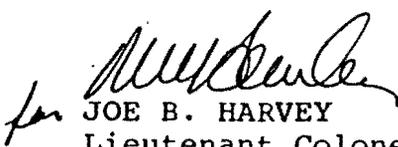
REFUGEE REPORT NUMBER & DATE: T88-344, 15 June 1988
ANALYST: SFC W. F. G. Kates
CROSS REFERENCE(S): None

CATEGORY DATA: Crash Site/Firsthand Account

FINDINGS: Initial analysis of the information provided by this source indicates this report possibly correlates to REFNO 1791. This is not a final evaluation.

CORRELATE DATA: REFNO 1791: On 27 December 1971, Mr. Edward J. Weissenback, Mr. Roy F. Townley and Mr. George L. Ritter (U.S. civilians) and one Lao civilian were crew members aboard an Air America C-123 aircraft. The aircraft, serial number 6293, departed Udorn, Thailand enroute to Xieng Lom, Laos with course changes in Sayaboury and Hong Sa. The aircraft's last known radar position was in the vicinity of grid coordinates QB440780, approximately one kilometer southwest of Hong Sa airfield, Xaignabouri Province, Laos. The crew members involved in this incident are all unaccounted for.

BACKGROUND COMMENTS: The location, the aircraft type and the description of the wreckage correlate well with this incident. Although JCRC files contain no accurate crash site location for this incident, the location of the crash site which the source reported is well within REFNO 1791's intended flight path. Also, the term "Dakota" identifies a C-47 aircraft. Both the C-123 and the C-47 are twin propeller driven aircraft and could be easily confused.


for JOE B. HARVEY
Lieutenant Colonel, USA
Commander

THIS EVALUATION AND THE ATTACHED (SANITIZED) REFUGEE REPORT MAY BE RELEASED TO THE NOK. THIS EVALUATION IS UNCLASSIFIED WHEN SEPARATED FROM BASIC REPORT.

DISPOSITION: JCRC-LNB
DIA/PW-MIA
OASD/ISA, PW/MIA AFFAIRS
SECSTATE (EAP/VLC)

JCRC FILE(S): REFNO 1791

#1

CC

COMPLETED

89 DEC 26

UNCLASSIFIED

CDD	✓
A&S	✓
CSD	
CRB	✓

ROUTINE

R 270648Z DEC 89 PSN 906256P28

FM JCRC LIAISON BANGKOK TH

TO CDR JCRC BARBERS PT HI

1cc T89-367

INFO JCS WASHDC//OCJCS-PW-MIA/J5//

SECDEF WASHDC//OASD-ISA/PW-MIA//

USCINCPAC HONOLULU HI//J36//

DIA WASHINGTON DC//PW-MIA//

WHITEHOUSE WASHDC//NSC//

SECSTATE WASHDC//EAP-VLC//

AMEMBASSY VIENTIANE

AMCONSUL CHIANG MAI

CDRUSACILHI FT SHAFTER HI//TAPC-PED-H//

BT

SECTION 01 OF 03 LIAISON BANGKOK 71170

0786 DEC 89

SUBJ: JCRC RPT T89-367A1 FOLLOW-UP ON CRASH SITE IN LOUANG PRABANG PROVINCE, LAOS (U)

REF: A. JCRC LIAISON RPT T89-367, 5 OCT 89 (NOTAL)

B. DIA/PW-MIA 132000Z DEC 89

1. REF A WAS AN ACCOUNT OF A VISIT TO AN AIRCRAFT CRASH SITE IN LOUANG PRABANG PROVINCE, LAOS AT WHICH THE SOURCE, [REDACTED] SAW THE CORPSES OF TWO DEAD AIRCREW MEMBERS INSIDE THE BURNED COCKPIT. REF A INDICATED A POSSIBLE CORRELATION TO REFNO 1791 AND REQUESTED THAT JCRC-LNO DETERMINE YANG PAO HANG'S CURRENT STATUS, SO THAT HE MIGHT BE CONTACTED AND INTERVIEWED FURTHER BY PW-MIA.

2. (C) ON 15 DEC 89, JCRC-LNO CONTACTED THE JOINT VOLUNTARY AGENCY AND DETERMINED THAT SOURCE HAD NOT YET DEPARTED CHIANG KHAM CAMP. ON 17 DEC, JCRC-LNO INTERVIEWER GADOURY TRAVELED TO CHIANG KHAM CAMP AND LOCATED SOURCE THE FOLLOWING DAY. THE FOLLOWING ARE ADDITIONAL QUESTIONS ASKED OF SOURCE ON THAT DAY:

- Q1. WHO ELSE BESIDES YOURSELF KNOWS ABOUT THE AIRCRAFT CRASH SITE YOU TOLD ME ABOUT IN SEPTEMBER?
- A1. MY RELATIVES WHO STILL LIVE IN LAOS: GE HANG, HANG BLIA TU AND SIA LENG HANG. THEY USED TO LIVE IN MUANG HOUN DISTRICT, BUT ALL NOW LIVE NEAR THE THAI-LAO BORDER AT BAN HOUAY HIA.
- Q2. IN WHAT YEAR DID THE AIRCRAFT CRASH?

DLVR:CDR JCRC BARBERS PT HI(3)...ACT

16

906256/88417361 CSN:RXBP0196

1 OF 6 MI 0235

REGRADED UNCLASSIFIED BY AUTHORITY OF JOINT CHIEFS OF STAFF 271945Z JUL 1992 ON 12 JANUARY 1994

CCCCC CCCCCCCCCCCCCCCCCCCCCCCCCCCCCC ;
C [REDACTED] C
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC

UNCLASSIFIED

- A2. BETWEEN 1972-73
 - Q3. IN WHAT MONTH?
 - A3. I CAN'T BE SURE--I WAS ONLY ABOUT 14 YEARS OLD AT THE TIME--BUT I SEEM TO RECALL THAT IT WAS DURING THE TIME WE BURNED OFF OUR RICE FIELDS; APRIL OR MAY.
 - Q4. WHAT TIME OF DAY DID THE CRASH TAKE PLACE?
 - A4. IT WAS ABOUT 9 OR 10 IN THE MORNING. I HAD WALKED FROM MUANG HOUNG THE DAY BEFORE AND SLEPT THAT NIGHT AT BAN PHIAGNA. IT WAS THE VERY NEXT MORNING THAT THE PLANE WAS SHOT DOWN.
 - Q5. WHAT WAS THE WEATHER LIKE THAT DAY? COLD/WARM, CLEAR/FOG, WINDY/CALM?
 - A5. IT WAS WARM AND OVERCAST. I DON'T RECALL IT BEING WINDY.
 - Q6. DID YOU HEAR OR SEE THE AIRCRAFT? HOW HIGH WAS IT WHEN YOU SAW IT?
 - A6. YES, I HEARD THE ENGINE NOISE CLEARLY. WHEN I LOOKED UP I SAW IT BETWEEN THE SCATTERED CLOUDS.
 - Q7. IN WHICH DIRECTION WAS IT FLYING?
 - A7. I THINK IT WAS WEST TO EAST.
 - Q8. WHY DID THE AIRCRAFT CRASH?
 - A8. AS THE AIRPLANE APPROACHED, I HEARD THE LOUD NOISE FROM MANY CHINESE BIG GUNS ALONG THE ROAD. THE AIRPLANE WAS HIT AND CAUGHT FIRE; I COULD SEE THE SMOKE. BAN PHIAGNA WAS A HIGH ELEVATION SO I COULD SEE THE TRACERS FROM THE GUNS AS THEY SHOT AT THE AIRPLANE. IN THE SKY I COULD SEE THE PUFFS OF SMOKE FROM THE SHELLS AS THEY EXPLODED, SOME WHITE, SOME BLACK.
 - Q9. HOW LONG AFTER THE PLANE WAS SHOT DOWN DID YOU GO TO LOOK AT IT?
 - A9. I SLEPT AT BAN PHIAGNA FOR THREE NIGHTS. ON THE FOURTH DAY I RETURNED TO MUANG HOUNG, AND STOPPED ALONG THE WAY TO LOOK AT THE DOWNED AIRPLANE.
 - Q10. WHO IS THE RELATIVE YOU WENT TO VISIT IN BAN KIEOGNA? (NOTE: INTERVIEWER ASKED ABOUT THE DIFFERENCE IN THE WAY HE PRONOUNCED THE VILLAGE NAME DURING THE FIRST INTERVIEW AND WHAT INTERVIEWER HEARD DURING THE SECOND; I.E. KIEOGNA VS. PHIAGNA. SOURCE STATED THAT IT WAS "PHIAGNA" BUT DID NOT KNOW)
- BT

CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC

CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C. [REDACTED] C
CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC

C O N F I D E N T I A L SECTION 02 OF 03 LIAISON BANGKOK 71170

[REDACTED] 0786 DEC 89

SUBJ: JCRC RPT T89-367A1 FOLLOW-UP ON CRASH SITE IN THE SPELLING."

A10. OLDER BROTHER XIA LENG HANG AND MY FRIEND, GE VANG.

Q11. HOW LONG DID IT TAKE TO WALK FROM BAN PHIAGNA TO THE CRASH SITE?

A11. WE DEPARTED THE VILLAGE AT ABOUT 0600 AND, AFTER WALKING STEADILY, ARRIVED AT THE SITE AT ABOUT 1100.

Q12. BETWEEN BAN KIEOGNA AND THE SITE IS THERE A ROAD? PATH? WHAT IS THE TERRAIN LIKE?

A12. WE WALKED ALONG THE FOOTPATH. THERE IS NO ROAD FOR VEHICLES.

Q13. IS THE TERRAIN BETWEEN THE TWO POINTS MOUNTAINOUS OR FLAT?

A13. THE PATH DESCENDED GRADUALLY FROM THE HIGHER GROUND DOWN TO THE FLAT LAND ALONG THE RIVER.

Q14. DID YOU HAVE TO CROSS THE NAM BENG TO GET TO THE SITE?

A14. YES, JUST SOUTH OF BAN NAVANG.

Q15. LOOK AT THIS MAP (NOTE: INTERVIEWER USED A HAND-SKETCHED MAP TRACED FROM 50 SERIES MAP SHEET 5249-2). HERE YOU CAN SEE MUANG HOUN, BAN FEN, BAN NAVANG, THE NAM BENG RIVER AND ROUTE 46. LOOKING AT THIS MAP, WHERE IS BAN PHIAGNA?

A15. (AFTER STUDYING THE DISTANCES BETWEEN THE LOCATIONS MENTIONED) RIGHT ABOUT HERE... (SOURCE INDICATED A POINT ON THE SKETCH MAP WHICH IS WITHIN ONE KILOMETER OF UNNAMED VILLAGE IN REFERENCE CHART SHOWN AT UTM COORDINATE QC564189.)

Q16. WHERE IS THE LOCATION THE AIRPLANE CRASHED?

A16. (NOTING THE PROXIMITY OF THE RIVER TO ROUTE 46, AND THE RELATIVE DISTANCE FROM BAN NAVANG, SOURCE ESTIMATED THE CRASH AREA NEAR QC540256.)

Q17. HOW LONG DID YOU STAY AT THE SITE?

A17. ABOUT TEN MINUTES OR SO. WE DIDN'T STAY LONG BECAUSE WE WERE CONCERNED THAT WE MIGHT NOT MAKE IT TO MUANG HOUN BEFORE DARK. AS IT TURNED OUT, WE RATER ARRIVED AT MUANG HOUN JUST BEFORE SUNSET.

Q18. WHO ELSE WAS AT THE SITE WHEN YOU ARRIVED? DID YOU SEE SOLDIERS? WHAT NATIONALITY? HOW MANY?

DLVR: CDR JCRC BARBERS PT HI(3)...ACT

CLASSIFIED

RTD:000-000/COPIES:0003

906260/88437361

3 OF 6

M1 0236

361/07:00Z

270648Z DEC 89

JCRC LIAISON BANGKOK TH

CCCCCCCC CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC
C
CCCCCCCC CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC

PRODUCED AT GOVERNMENT EXPENSE

SECTION 03 OF 03 LIAISON BANGKOK 71170

0786 DEC 89

SUBJ: JCRC RPT T89-367A1 FOLLOW-UP ON CRASH SITE IN FROM THE REAR. WHERE WERE YOU STANDING THEN? WHAT DID YOU SEE INSIDE?

A22. I WAS STANDING RIGHT AT THE OPENING OF THE BROKEN REAR DOOR. INSIDE ALL I COULD SEE WAS THE BROKEN REMNANTS OF CIGARETTE CARTONS-

Q23. DID YOU LOOK INTO THE FRONT OF THE AIRCRAFT? WHAT DID YOU SEE?

A23. YES, I LOOKED INTO THE BROKEN WINDOW IN THE FRONT. THE ENTIRE COCKPIT WAS BURNED AND I SAW THE TWO CREW MEMBERS STILL SITTING IN THEIR SEATS. THE BODIES WERE UPRIGHT BECAUSE THEY WERE HELD THERE BY THE SEAT BELTS, BUT THEIR HEADS WERE LEANING OVER AT AN ANGLE.

Q24. DID IT LOOK LIKE THE PILOTS WERE WEARING UNIFORMS, OR REGULAR CLOTHES? DID THEY HAVE HATS/HELMETS ON?

A24. I COULDN'T TELL WHAT TYPE OF CLOTHES THEY WORE BECAUSE EVERYTHING WAS BURNED. NEITHER ONE WAS WEARING A HELMET OR HAT. I DON'T RECALL ANYTHING ELSE SIGNIFICANT, EXCEPT AS I TOLD YOU BEFORE, FROM THEIR BODY SIZE AND FACIAL FEATURES, IT APPEARED THAT THEY WERE FOREIGNERS.

Q25. DID YOU TALK WITH ANY OF THE SOLDIERS ABOUT THE CRASH? WHAT DID THEY TELL YOU ABOUT IT? DID THEY MENTION HOW MANY MEN WERE INSIDE THE AIRCRAFT?

A25. WE DIDN'T TALK WITH SOLDIERS AT ALL. WHEN WE WENT CLOSE TO LOOK IN THE BACK DOOR, ONE OF THE SOLDIERS YELLED SOMETHING AND WAVED HIS HAND. THAT'S WHEN WE WENT AROUND AND LOOKED IN THE COCKPIT WINDOW FOR A MOMENT. THEN WE SAT DOWN ON THE GROUND TO REST FOR ABOUT TEN MINUTES BEFORE CONTINUING ON OUR WAY TO MUANG HOUN.

Q26. WHERE ON THIS MAP IS BAN BONGLAW?

A26. BAN BONGLAW IS A HMONG VILLAGE WHICH WAS JUST NORTH OF THE CRASH SITE. WE STOPPED THERE FOR A DRINK OF WATER, AND TALKED BRIEFLY WITH A FEW OF THE PEOPLE THERE. THAT'S WHERE WE HEARD THE CHINESE SOLDIERS PUT OUT THE FIRE WHEN THE AIRCRAFT CRASHED AND THEN TOOK OFF THE CARTONS OF CIGARETTES. LATER AS WE CONTINUED FROM BAN BONGLAW, WE SAW MANY, MANY CHINESE SOLDIERS ALONG THE ROAD.

RECEIVED

DLVR:CDR JCRC BARBERS PT HI(3)...ACT

RTD:000-000/COPIES:0003

906262/88447361
CSN:RXBP0198

5 OF 6

M1 0237

361/07:00Z

270648Z DEC 89

JCRC LIAISON BANGKOK TH

From: JCRC-LNO
To: Commander, JCRC

[REDACTED]
UNCLASSIFIED

JCRC RPT T89-367
21 November 1990

#1

Subj: FIXED WING AIRCRAFT CRASH SITE IN LOUANG PRABANG PROVINCE,
LAOS (U)

1. Source/administrative data:

- h. Date of information: 1971-72
- i. Interview data: Source was interviewed on 19 Sep 89 by W. R. Gadoury, CMSGT, USAF
- j. Map(s) used: Jog Sheet NF47-16; 50 Series sheet 5249-2
- k. Other: Hmong interpreter used: [REDACTED]

2. Summary: Source reports visiting an aircraft crash site in Louang Prabang Province, Laos located in the vicinity of QC 555260, in 1971 or 1972. Arriving at the site just a few days after the crash he saw two burnt corpses in the cockpit which he heard were American pilots.

3. Information: Source states that in 1971 or 1972 he travelled from his home in Ban Nam Hiea (NFI) Louang Prabang Province to visit relatives at Muang Houn (QC 5828). From Houn he went to nearby Ban Kieogna village (QC 612156) to visit other relatives. While there, one morning at about 0900 he heard the reports from a nearby Chinese anti-aircraft gun emplacement. When he looked up, in the distance he saw an aircraft which apparently had just been hit by the AAA and was descending rapidly. On the third day after the shoot-down took place, Source, his cousin Xia Leng Hang, and one other relative walked for three and a half hours to the crash site location. Source said the site was located about two or three kilometers from the "road that the Chinese Army was building at the time" (route 46). When he arrived at the site, there were Chinese soldiers in the immediate vicinity of the aircraft which was still mostly intact.

4. (U) Source stated that during the short time, approximately half an hour, that they were at the crash site the Chinese troops did not object to their looking around the aircraft until Source started to walk into the open loading ramp in the aft end of the aircraft. One of the Chinese soldiers motioned for him not to go inside. Source stated that looking into the aircraft cargo area

[REDACTED]

~~CONFIDENTIAL~~
UNCLASSIFIED

from the rear the aircraft was empty. Walking around to the front of the aircraft he was able to look into the cockpit. He saw two burnt corpses still strapped into their seats and slouched over. Source recalls that it appeared that the entire cockpit area had completely burned, which he could see clearly because the cockpit windows were broken out. He stated the distance between him and the corpses was only about arm's length. He was not able to determine much in the way of facial features except to notice that the two pilots had "long, pointy noses" in contrast to the flatter noses characteristic of most Lao.

5. (U) Source stated that he heard from other Lao who talked with a few of the Chinese soldiers that the aircraft had a large quantity of Thai cigarettes on board when it crashed. The soldiers unloaded the cigarettes and had them stored in a nearby military truck. Source also heard that the Chinese said that the airplane was an American airplane and the two pilots were Americans. Source stated that he had no way of knowing if this was true except that the two corpses had pointy noses as he mentioned before, and the fact that physically the men appeared to be larger than the average Lao. Source said that he departed the area about a half hour after arriving and he never again returned to the crash site area, nor did he hear any more information concerning the dead pilots. He does not know if the remains were subsequently buried or not.

6. (U) Besides the rear loading ramp which source described, he also mentioned that the plane had a high tail and two propellers. He did not know the original color of the aircraft because it was mostly burnt, and does not recall any numbers or letters which may have been painted on the aircraft.

7. (U) Location: Source stated that he recalls the distance and direction from the road (Route 46) to have been about "three kilometers" east of the road, and about mid-way between the road and the Nam Beng River. He also said the site is a few kilometers away from Ban Bonglaw, which is not shown on reference maps, but which Source stated is located a few kilometers north of Ban Navang (QC 5324). Additionally, Source stated that Ban Fen was not far to the north of the crash site. Based on this description, it appears that Source's estimates of distance are overstated. However, given the relative position of the villages mentioned above and the fact that he was between the road and the river, we believe the approximate area of the crash site described by Source is in the area where the Nam Beng river turns south away from Route 46, winds its way around to the east and

~~CONFIDENTIAL~~
CLASSIFIED BY DIRECTOR FOR OPERATIONS

UNCLASSIFIED

~~UNCLASSIFIED~~

then back to the north to a point once again adjacent to Route 46. The course the river follows forms a broad area between it and Route 46, across which Source may have travelled a significant distance which he recalls to be "about three kilometers." Based on this description, Interviewer's best estimate of the approximate location described by Source is UTM QC 555260.

8. (U) Comment: Source came forward in response to JCRC's loudspeaker call-out.

JAMES D. SPURGEON III
Lt Col, USAF
Chief, Liaison Division

~~UNCLASSIFIED~~
C. [REDACTED] [REDACTED]
D. [REDACTED] [REDACTED] UADR

UNCLASSIFIED

1791

**JOINT CASUALTY
RESOLUTION CENTER**

**CASUALTY DATA DIVISION
ANALYSIS & STUDIES**

REFUGEE REPORT PRELIMINARY EVALUATION

REFUGEE REPORT NUMBER & DATE: T89-367, 21 November 1990

ANALYST: SSG M. Singrey

CROSS REFERENCE(S): None

CATEGORY DATA: Crash Site/Firsthand Account

FINDINGS: Initial analysis of the information provided by this source reveals no correlation to data in JCRC files. This is not a final evaluation.

CORRELATE DATA: None

BACKGROUND COMMENTS: The information provided by the source of this report does not correlate with the only known aircraft loss within 30 kilometers of grid coordinates QC555260. That incident involved a single engine aircraft and both crewmen were captured and subsequently released. However, because the source's information may relate to an unknown loss, last known to be approximately 37 miles south of this area, a copy of this report will be filed in REFNO 1791.



RAYMOND J. SPOCK
Chief, Casualty Data Division

**THIS EVALUATION IS UNCLASSIFIED WHEN SEPARATED FROM BASIC
REPORT**

DISPOSITION: JCRC-LNO
DIA/PW-MIA

JCRC FILE(S): REFNO 1791

4 Planes Believed By Red Chinese in Laos

VIENTIANE, Laos (AP) — Red Chinese anti-aircraft guns are believed to have hit four U.S. planes searching for three Americans missing in northwestern Laos, an Air America spokesman said Wednesday.

In the most recent incident last Saturday, James Rhyne, chief pilot of Air America in Laos, was wounded seriously by an 85mm shell that struck his small Volpar plane.

Rhyne was dropping leaflets offering rewards to Laotian villagers for return of the three Americans, missing since their C123 transport plane vanished Dec. 27.

The Chinese are building a road in territory in the northwest held by the pro-Communist Pathet Lao, and heavily defend it with anti-aircraft guns.

The spokesman said none of the four planes hit was shot down, adding: "We are almost sure Chinese anti-aircraft fire is responsible."

Because of the threat, an air corridor seven miles wide on each side of the road was declared off limits to U.S. pilots.

Rhyne's plane was hit 12 miles from the road, and the corridor therefore has been widened to 24 miles, the spokesman reported.

CHINA Post Taipei
5 April 1973

Lindstrom:

200 U.S. POWs are being held in Laos, Cambodia, Red China

Manchester, New Hampshire, April 4 (AP) The minister who headed the Remember the Pueblo Committee says he has learned that at least 200 Americans are being held as prisoners of war in Laos, Cambodia and Red China, the Manchester Union Leader said Tuesday in a copyrighted article.

When asked for comment on the report, a State Department spokesman said he has noted it. A Pentagon spokesman had no immediate comment.

The Rev. Paul Lindstrom said in the article for Wednesday editions that his information came from intelligence reports gathered by military personnel, Central Intelligence Agency agents, intelligence agents of the South Vietnamese government and U.S. State Department employees.

Although there have been other reports of Americans still being held prisoner in Southeast Asia, Lindstrom was the first to provide such specifics as the names of some men he said were being held and map coordinates of what he said were actual POW

camps.

The newspaper also quoted Lindstrom as accusing President Nixon and his top foreign affairs adviser, Henry Kissinger, of "lying" to the American public on the POW issue.

Both Nixon and Kissinger are lying when they state there are no POWs being held in Cambodia," the Union Leader quoted Lindstrom as saying. "They know the Pathet Lao are still holding both American military men and civilians in two Cambodian prison camps."

Lindstrom said that as of last Friday the 121 Americans he claimed were prisoner in Laos were held in six POW camps. He said the camps had these U.S. air force map coordinates:

"WJ-7368, Laos reference Tan Hai; VH-0754, Laos reference Ban Pat; VH-1853, Laos reference Seng Su; VII-0158, a group of buildings called French Villas; VH-4977, a cave near House Talet, and WJ-9989."

The air force maps were not immediately available to pin-

point the locations cited by the coordinates.

Lindstrom also was quoted as saying that members of the Royal Laotian Army and military personnel from South Korea and South Vietnam were being held in the Laotian camps.

Among other American prisoners, Lindstrom claims are still held in Indochina are 64 airmen he said were transferred into Red Chinese prisons from Laos "between October of 1971 and January of 1972." The Union Leader quoted Lindstrom as saying these men were being held in prison camps in "Yunnan Province of Red China, just over the Laotian border."

Lindstrom also said he had learned from an intelligence source "very close" to the situation that four persons allegedly shot down over Laos on an Air America flight on Dec. 27, 1971 were being held prisoner in Red China.

He identified those four as Edward Isenback, George Ritter and Roy Townley, all Americans, and Thao Khan Phany a Laotian.

Lindstrom said he had learned those four men were held prisoner in Laos until mid-1972 and then transferred to Hanoi before being sent to a Red Chinese prison.

An Air America plane carrying three Americans and a Laotian disappeared over Laos in that date, but the four men were not publicly identified at the time.

Lindstrom also said he had learned that 16 American military personnel, 12 South Koreans, 12 members of the Royal Laotian Army, 23 South Vietnamese and two journalists are POWs at two camps in Cambodia.

He said air force maps give the coordinates for those camps as 122044-N and 1052732-E and 124045-N and 1061000-E.

Lindstrom also was quoted by the Union Leader as saying that he also had information that there are another 79 American airmen either held by Hanoi or in Red Chinese prisons. Lindstrom said these 79 men were sent to Hanoi in August of 1972 by the Pathet Lao.

REFNO 1791

JACI
SAR LOG

26 DEC 71

2/4K NAIL 30 - LAST KNOWN POS. XD 3255 9850. NAIL 28 WAS ~~AT~~
WITHIN 75 OF LOC 100/90/89. WHEN HE RECEIVED ROUNDS, IT
Blew HIM UPSIDE DOWN. NO DAMAGE. LAST CONTACT
WITH NAIL 30? WAS NAIL 16 P.M. 0714Z. POSS. WRECKAGE
SITING XD 120960. K-21 DEBRIEF.

3/4K K-22 REPORTED A SMOKE SIGHTING @ LOC. 118/83/89
K-22 HAS SOMEONE CHECKING IT OUT.

1/4K NAIL 30 - 515/6 RTB ETA CH89 @ 0953Z.

0/4K NAIL 30 - NEW LOC FOR BEST LOCATION NAIL 30. XD 32299863

5/4K NAIL 30 - 515/6 RTB AT CH89 @ 0954Z

6/4K NAIL 30 - NAIL 33 RTB AT. ETA 1025Z.

0/4K MSGT LINCK OFF DUTY. NAIL 30 I.P.

1PT MAJOR PIATT ON DUTY - CAPT TODD OFF NAIL 30 I.P.

1TD CAPT TODD ON DUTY - MAJ PIATT OFF DUTY NAIL 30(A)

1/4J SSGT. DAWSON ON DUTY - NAIL 30 I.P.

7/4J LOG CLOSED FOR 26 DEC 71

27 DEC 71

4/4J LOG OPENED FOR 27 DEC 71.

5/4J NAIL 30 - NAIL 50 ON SIR. IN SEARCH AREA.

6/4J NAIL 30 - NAILS 23, 12, 33, 37, & 21, 5Y 1/2, JG 5660 ON
STATION, "NOV" ORBIT.

7/4J WX FROM 079 TO 0110: NE 1/8 COVERAGE @ 2,000 FT AGL
SW 1/8 COVERAGE @ 2,000 FT. AGL, VLS UNLIMITED.

10/4J WX UPDATE 1/8 @ 205,000 FT.

14/4J NAIL 30 - FROM QUEEN: REPORTED MIC CLICKS IN SEARCH
AREA. KING 21 IS CHECKING NOW.

17/4J NAIL 30 - ANSWERS TO QUESTIONS ASKED WERE IN ERROR.

22/4J NAIL 30 - OVERHEARD CONVERSATION FROM K-24 TO K-21:
"POSSIBLE COMPROMISE OF QUESTIONS, NAIL 30 MIGHT HAVE A
PICTURE OF HIS WIFE, WITH HER NAME, IN HIS WALLET."

27/4J NAIL 30 - FROM JOKER "CLEARED TO RETURN HELICOPTERS
AND A-1E UNTILL STATION TIME 0730Z" (VIA K-24)

34/4J MSGT. LINCK ON DUTY - SSGT DAWSON OFF DUTY. NAIL 30 I.P.

343 NAIL 30 - NAIL 33 RTB AT. HAS MINOR MAINT, PROB.

420/4J NAIL 30 - STRONG BUZZER HEARD BUT NOT IN RIGHT AREA.

750/4K C-123 ~~8888~~ 45293 REPORTED DOWN IN VICINITY 2569A.

7-050 LOC PB 9274. O.S.C. IS 7/1. ACFT IN AREA

7EN PBV, 95X, 59F WORKING THIS SAR. K-22 DIVERTED.

0123/6293- DEP UDDRN FOR 2569. LAST KNOWN POS.

27 DEC 71

27/0801/K C-123 - LAST CONTACT WAS BY 543 @ 0150Z APPROX.
BETWEEN L-23 AND L562A. (K-21)

0804/K C-123 - AA. MR PALMER ADVISED LAST CONT #6293 WAS
OVERHEAD L562A. FUEL OUT TIME. 0400Z. 4 POB,
CARGO HARD RICE. K-21 DIVERTED TO CH108 AREA
TO COMBAT THIS INCIDENT. AA, FIXED WING ACFT IN
AREA 59F/PORTER, 71C/BEECH, 42Z/^{VTB}VTB, 95X/PORTER,
AD HELOS 35F, 96W, H62. JR + VICTOR BRIEFED,
JR IS LUNCH K-27 TO COVER ORBIT.

0812/K C-123 - 95X SEARCHING NORTH OF QB 0796. 42Z IN
AREA OF PB9274.

0817/K C-123 - REG LNRS CREW TAFT ON ALEKT. C189 READY
FOR LUNCH IF REQUIRED.

0820/K C-123 - 95X B/1030Z 71C B/1045Z

0824/K ~~C-123~~²³⁶ - L-08 @ 0619Z TO 20A ETA 0650Z OVERDUE
AND HAS NOT LANDED @ 20A. PASSED TO K-21 TO CHECK

0826/K ~~C-123~~²⁸⁶ - CRICKET ADVISES 286 IS AT L553 OK

0829/K C-123 IS NOT ON GROUND @ L567A. PER CUSTOMER
FOR THAT AREA.

0837/K C-123 - JG 32/30 LNRS JG'S + CREWS BEING READIED
FOR POSS. LUNCH.

0839/K ~~C-123~~ - NAIL 30 - K-21 TURNED ACT. ON N-30 OVER TO
HILSBORO FOR NAIL SEARCH.

0842/K C-123 - AA. CONSIDERS WHOLE AREA HOSTILE MOSTLY
SMALL ARMS. ALSO HEAVY AAA. RADAR CONTROLLED @ LOC
QC 2501. UP TO 100 M.M. (PASSED TO K-22).

0846/K C-123 - ~~QC 5629~~ QC 5629 HAS RADAR CONTROLLED 30/51/65
M.M.

0856/K C-123/NAIL 30 - K-27 BROKE CANNOT COVER ORBIT.

0900/K C-123 - COL HAMILTON JR. INDICATES WX AND INTELL
GOOD.

0900/K C-123 - HOB0 46/47 BINGO/0945Z. REQ 2SYS BE LUNCH.

0901/K C-123 - 57 1/2 DIR LUNCH ATT. WX 5/8-6/8 COVER. POSS.
GUSTY WINDS IN AREA. CEILING APP. 4000

0910/K C-123 - 57 1/2 ABBN 0910Z.

0912/K DET-4 DOWN ATT. ENG. VIBRATION. NO ETC.

281 IS NORBS G' FLAP CABLES. JR/M5

0915/K C-123 - K-21 REQ A PAVE NAIL TO WORK WITH JG'S IN
THIS AREA. TPT 23 TASS WORKING ON IT.

C-123 CREW SURVIVAL EQUIP. IS SURVIVAL VEST + ASR100
RADIOS.

27 DEC 71

- 27/1103/X 42Z ON THE GROUND AT 1049Z //IL
- 27/1115/SK DEBRIEFED JIM RYAN, A/A. FEELING IS THAT A/A C-123 WAS HIT BY GROUND FIRE. FUTURE PLANS WILL BE PARTIAL NIGHT COMM COVER AND 1ST LIGHT ^{SEARCH} EFFORT WILL ALL INVOLVE A/A & USAF ACFT PLUS KING AMIC.
- 27/1130/SK ALL SAR FORCES RTB'd DUE DARKNESS. BRIEFED SARCO/23TASS/40TH. RELEASED 5G32/30 + PAVE NAIR THAT WE HAD COMMITTED TO C-123 SEARCH.
- 27/1145/SO AA C-123/ MA RYHNG - 71C WILL BE AIRBORNE FOR A FEW HOURS FOR NIGHT COMM SEARCH. 3 AIRCRAFT WILL BE AVAILABLE IN AM. VOLPAR VTD-57Z PORTED 65F, & A C123. NAMES OF CREW NOT RELEASABLE.
- 27/1150/SO AA C123/ MA STOCK - AREA SEARCHED BY 42Z (QC 0300, QC 3835) (QB 5996 - QC 6520) PHOTO RECCE AT - (QC 6520 6000) (QC 2000 4535) SOME PIECES OF METAL WERE OBSERVED.
- 27/1219/SO ~~HO~~ PEDRO DOWN FROM ALT AT ETC 1130 165Z COVER.
- 1230/X C-123-71C SEARCHED BOTH SIDES OF ROAD QL 9060 IDNM EITHER SIDE. NEG RESULTS. DID STATE HE REC. WORD FROM GND SOURCE (THAI ARMY) THAT HE HEARD A LARGE ACFT FLYING NORTH OF HIS POS. QC 0396. NOTE: C-123 HAD LOAD OF EXPLOSIVES (HARD RICE). ALSO PHOTOS WILL BE PROCESSED TONIGHT AND READY BY 1P MORNING.
- 1400/SO MAS PRATT ON DUTY MAS SCRIVANO & MSgt LINC OFF DUTY C-123 - NAIL 30 - FALCON 75-66 1P
- 1930/PT JOKER PASSED THAT A STRIKE LIFE HAD BEEN OBSERVED AT POSITION UIC 380815. Requested our Evaluation. ADVISED IS UNKN. NOT IN AREA TO BE A FACTOR FOR CURRENT MISSIONS IN PUG.
- 2000/PT Teopre advised that Sanders 876 will be available for C-123 Search on 28th. ETD 2100Z.
- 2155/LT. C-123 893 8/5/6 ABN. ACT.
- 2230/PT JOKER DIRECTED THAT K-21 PULL NORMAL & SPECIAL ORBIT RATHER THAN WORK NORTH ON C-123 SEARCH. (MAS-STEVEN).

~~09 Dec~~

2135/PJ C-123- SYS/6 briefed that NO KING AIRCRAFT ASSIGNED
AREAS A-2,3,4,5 Primary will coordinate with A.A. OIC
& will attempt ops normal repts through CRICKET/KING.

2255/PJ JR/Tpc advised that several Nail AL will check out 'STROBE
LIGHT' SIGHTING in 1930Z entry above.

2305/PJ SYS repts Wx North + West of VICTORY SOLID ~~TOPS~~ 75-8000 FT
000
28 DEC 71

0000/SK ATCL SWANK ON/WING 12 ATT. OFF.

0005/SK OPS MGR, A/A, VICTOR BRIEFED THAT KING
COVER WOULD NOT BE AVAIL FOR THE C-123
SEARCH, AND REQUESTED THAT THEY RELAY OPS/NOTES
OF INVOLVED ACT BY HF.

0020/SK IFE CHERRY ANCHOR⁴⁴ RES 320/010/073 FIVE IN LKA

0026/SK CA 44 TERMINATED EMG, WILL PROCEED TO MSN.

0030/KF SSgt Finley ON DUTY

0039/KF Sy 1/2 Bingo AT 0530Z

0053/KF Advised by Brigham Falcon 50 Comm Failure
RTB 70

0055/KF Falcon 50 Comm problem resolved will proceed
on fragged MSN

0122/KF K-21 Advises AWOL 02 IFE 050/114/93
Notified Fishall

0133/KF AWOL 02 Down Safely

0243/KF Circuit #KSAB To Queen out mcc/JT

0405/KF K-21 Advises THAT AASSS has hydraulic
Failure North west of L-23 Will Recover
AT TANGO. 4 SOB ETA 0455

0505/KF AASSS Down Safely AT 70

0547/KF SSgt Finley off Duty / SSgt Dawson ON DUTY

0618/AD BRIGHAM! EMERGENCY, FALCON 52, LEFT GENERATOR OUT
2500 14,000 LBS FUEL, 9 HARRIS 52 + MISSILES/AK.

0635/AD KING 22 REPORTS AIR AMERICA C-54'S HIT BY GROUND
FIRE, SHATTERED WINDSHIELD HYDRAULIC OUT. 20 MILES
EAST OF C9A. 4 SOB, 1,000 GAL. FUEL JB/WG

0640/AD N/A C545 - CHECK L C2 A RTIS L-08 1710 IN ROUTE
ESCAPT IS 520Z NOTIFIED VICTOR & JR/WG

0645/AD FALCON 52 DOWN SAFELY, ETA 70 @ 0634 BRIG/AM

0647/AD V/F C545 - NO CONTROL PROBLEMS.

0650/AD ALL C545 - 57% HAS 1500 3700 FUEL.

28 Dec 71

1300/50

BRIEFING FROM MR RHYNE AA-

A) VOLPAR 286 COORDINATE SEARCH FOR C123

HE HAS 2 HF, 2 VHF, NO ADF

2. HELID - PEA VHF ONLY

3. CAR1804 - 389 TO BE USED LATER.

B) NAV AIDS AVAILABLE - ADF ONLY OR BEACON

L-23 SAYABOUY - QB 8630 "SB" 365 - QUESTIONABLE

L-25 BAN HOUEI SAI - PC 5141 "RK" 340 - 400 WATTS

L-54 LUANG PRABANG TH 0302 "LP" 379

L-69 - BAN KIENG LOM / PB 9274 BEACON 1630 ?

LS-118A NAM LIEU PC 6575 "NL" 293 100 WATT BEACON

C) INTELLIGENCE:

1) VOLPAR PILOT WILL LAND AT LS 69 FOR MOST

CURRENT LOCAL SITUATION BRIEFING IN A.M.

2. 1 AIRCRAFT SEARCHING TODAY TOOK HIT AT

QB 0392 - SMALL ARMS - SUDDEN ALT.

3. GUN POSITION ON ROAD AT QC 4012

IDENTIFIED AS 85 MM.

4. STAY CLEAR OF ROAD

D) SEARCH AREA - FREQ 119.1

SOUTH OF ROAD & N. & S OF RIVER

MINIMUM SEARCH RANGE FROM ROAD 5 MILES.

ROUGH SEARCH AREA FOR TOMORROW. A

LINE FROM QB 3090 NE TO PC 0050

STAY 5 MILES S OF ROAD - S TO RB 0070

THEN W TO QB 4070. NO HEAVY AA IN

THIS AREA BUT SMALL ARMS POSSIBLE.

BRIEF SANDY 5/6 AT 0600G

1435/50

JA/MS - MOVE UP ORBIT TIMES 30 MINUTES

PASS TO TP & 40[±] PASSED TO MAX ANDERSON TP HE WILL TELL 40[±]

KRACKED NEW TIME Sd BD RONO RZUC 2330Z

1500/50

JA/MS - PROUD DEEP - INGRESS 1ST WAVE 29/2400Z

SYS & JOLLYS ON ORBIT AT PAKSANE 1824N

103 40E (L-35) TIME 2330Z

AFTER EGRESS OF WAVE ONE MOVE S TO NOV 0807

POSSIBILITY GO TO GROUND ALERT-

GAL LAVELLE - MOVE SY & JOLLY TOWARD

QUAN LANG W.G. 0102 AT 29/2400Z - AS DIRECTED

SECURE
VOICE

29 DEC 71

0900/AD FROM TEEPEE: NOVAKS REQ TO DROP A EYE HIT ON LOCATION OF STROBE LIGHT SIGHTING, USING A NAIL A/C. TALKED TO JOKER/WG. AND REQ USING A SANDY, SINCE THEY ARE MORE FAMILIAR AND BETTER EQUIPPED. PASSER BACK TO TEEPEE/MAJ. THOLSKY THAT A SANDY CAN BE USED. (5/6)

0931/AD BY 3/4 RELEASED TO STRIKE RTB, JC 32/61 RELEASED TO RTB JR/WG

1045/AD SY 5/6 SAID THERE ARE TOO MANY PEOPLE IN DROP AREA. DO NOT WISH TO DROP KIT FOR FEAR OF HITTING SOMEONE. SAT UP CONFERENCE WITH TEEPEE, TENANT AND JOKER IN AIRCRAFT TO REACH A SOLUTION. SY REQ. POSSIBILITY OF GOING IN WITH A HELICOPTER, SINCE THESE PEOPLE "APPEAR" TO BE FRIENDLY.

1053/AD SY 5/6 REPORT SPOTTING A YELLOW FLAME WITH WHITE SMOKE ABOUT 20 FT FROM AN ARMY CAMP. ALSO RECEIVING A CALL FROM JR/CO. KODLOFF, WITH A FINAL DECISION ON WHAT TO DO.

1100/AD JOKER/RF ADVISED THAT SINCE THE DROP AREA IS A SETTLED AREA (HOUSES, ETC.) TO WAIT, BRING THE KIT HOME, AND TAKE ANOTHER LOOK AT THE AREA IN THE MORNING, POSSIBLY SET UP A "SPECIAL MISSION."

1154/AD LTJWANK, SSGT DAWSON OFF DUTY/MAJ. SERIVANO ON DUTY.

1237/50 TIME FROM JR/GEN SET DF READ ^{C.C.C.O} KD SC(Z)

[THE DAY FOUR I THINK]

1245/50 TP/Col Bowden - ⁵¹⁵ Dionci Drop Kit - BESIDE THE BRIDGE WAS A FRIENDLY ARMY UNIT 50-75 MEN S OF THE BRIDGE ABOUT 500 FT WAS A TOWN INTO TO 7000 POPULATION. TOWN + SHADE AREA ROAD RUNNING N-S - ONE ROAD RUNNING E-SW, PARALLEL TO RIVER. TOWN RD TO WEST WAS 200 METERS LONG 50 METERS FROM THE RIVER. HOUSES NEAR RIVER BANK LOT OF PEOPLE ACTIVITY - GARDENS ETC NOT AN EYE PLACE

1255/50 AA 243 - MR RYHANE - NOY RESULTS IN SEARCH TODAY - 1 CAT SHOT AT BUT NOT HIT.

2 AIRCRAFT WILL SEARCH TOMORROW - PEA HELI 66Z - TOWN OFFER - WILL BE IN LATE AM - 9:10

29 DEC 71

2200/50 JR/MS. SECURE VOICE COORDINATE # 6804 0001/
PROUD DEPT TOO FAR NORTH - SHOULD BE
1710N 105 15E - PASSED TO K-21 0047/
SET CA READ HZEK (N) SWBSN (E)
2320/50 JR/EN. HAVE K-23 TURNED AROUND ASAP 0503/
2345/50 LTCOL SWANK ON, HAS SCRAMS OFF W.I.P.
2350/50 MSGT LINCK ON DUTY. W.I.P.
2400/50 LOG CLOSED OLD 2 DAY. 0505

30 DEC 71

30/0001/50 LOG OPEN NEW 2 DAY, LTCOL SWANK, MSGT LINCK ON DUTY. 0525/
W.I.P.
0200/50 NAIL 38 - IFE 110/33/89. RTB CH89 WITH 0533/
ESC. BY ANOTHER NAIL.
0204/50 NAIL 38 - LOST LEFT CANOPY AND BROKE OTHER ONE. 0533/
TP ADVISED.
0228/50 NAIL 38 HANDLED SAFE AT 89 AT 0221Z. 054/
0324/50 SY 3/4 RTB 89, IFE SUMIP LITE. SY 1/2 055/
WILL STAY ON ORBIT TILL 0400Z.
0425/50 POSSIBLE SIGHTING OF HA-123 BY LUMY AT 061/
POS QK 4367 RPT VIA CRICKET/SCREEN.
CONFIRMED VIA HAI OPS, VICTOR.
0545/50 SSgt Finley on Duty / MSGT Linck off 0611/
0608/50 Advised by Line MR that Queen Line 062/
will be inoperative No ETRO
0637/50 SY 3/4 requests to make a strike prior 062/
to RTB. Approved by JR/R
0820/50 JR directs to return to normal SAR 062/
posture as of 31 DEC
0918/50 K-22 ADVISES OF - N-44 ROUGH ENGINE 062/
328/951 89 RTB
0927/50 K-22 ADVISES HE HAS VISUAL ON N-44 06/
AND WILL ESCORT TO 89
0950/50 K-22 REQUEST ITEM 14. APPROVED JR/oy 063/
1053/50 MR RYAN A. A. ADVISES THAT THEY WILL 063/
brief ABOUT 9 AM. THEY WILL HAVE ONE
VTB # 710 FOR COMM PLATFORM, AND ONE
helo PGM 063/
1200/50 SSgt Finley OFF DUTY 065/
1210/50 LTC SWANK OFF / MAJ PRATT ON 06:
23 23/50 LTC SWANK ON / MAJ PRATT OFF

31 DEC 71

- 31/0713/SO CH-14/L-26 PHASE A- HELD 5% FOR FAVININ. QNLIS
- 31/0724/SO JR/RF BRING 40th LNRS CREWS TO TIGHT ALERT 4/BT
- 0724/SO CH-14/L-25- NAIL 07 - AIRBORNE 0725 END- 5:5 HRS.
- 1 SET HOOBS BACK UP AT CH 93 TP/- QNLIS
- 0750/K 59F REPORTS A WRECK OF A SMALL GREEN HELO (BELL TYPE) @ QB6104. K-22 CHECKING IT OUT.
- 0751/K BELL HELO- SITE IS LS268. AA IS CHECKING ON ANY BELL HELOS THAT WOULD BE WORKING THAT AREA.
- 0753/K LAO HELO REPORTED DOWN IN TG 939198 AREA.
- 0755/K AIA REPORTS THEY HAVE NO HELOS MISSING. THERE IS A PORTER 59F IN AREA CHECKING IT. A.A. ADVISES PFH, 13F AND H86 WORKING IN AREA THAT COULD BE WORKING.
- 0807S/K VICTOR BRIEFED ON HELO WRECK ^{SIGHTING} ~~57726~~ @ LOC 5 LS268.
- 0804/K VICTOR ADVISES AA HAS NO HELOS MISSING. CAS HAS BELL HELO GOLD COLOR. WILL CHECK ON IT.
- 0806/F SSGT FINLEY ON / MSgt LINCK OFF
- 0811/F K-22 ADVISES WRECKAGE TAIL # 7590 OR 7580 POSSIBLY 2-3 DAY OLD. POS QB 5005 HUCY Model 204 OR 205 RAVEN S2 AND 59F IN AREA
- 0818/F Sg 9 HAS FLT CONTROL PROBLEMS PROCEEDING TO FUEL BURN OFF AREA
- 0827/K MR HANNON^{JLD} DET 3 603rd AIR OFFICER ADVISES THAT THAI GOVERNMENT HAS A UH1D LOST ON NOV 30 AT QB6104 PROBABLY SAME WRECKAGE
- 0833/F 59F ADVISES THAT QB6104 IS LS268 AND THAT WRECKAGE IS 5 WEST
- 0842/K Tail # 7580 CONFIRMED, THAI MARKINGS, AT POS QB 5005
- 0844/F A.A. ADVISES TO CEASE EFFORT ON THIS AIRCRAFT DUE TO THAI ORIGIN
- 1010/F MR RYAN A.A. HAD NO LUCK AGAIN TODAY ON THEIR SAR. AND ARE ON STAND DOWN FOR THIS MSN "SUSPEND" - B-3-050
- 1120/F MAJ PRATT ON / LC SWANK & SSGT FINLEY OFF

JOINT TASK FORCE - FULL ACCOUNTING

BIOGRAPHIC/SITE REPORT AS OF 11 JANUARY 1994

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

REFNO: 1995-0-01 (ACCNO #) Status: (M) MISSING
 Name: YOUNG, CHI-YUEN Date Status assigned: 3. Dec 1974

Nationality	TW	:Race	MONGOLOID	:Blood Chit	⊥
Service	THIRD COUNTRY	:Sex	MALE	:Blood type	# #
Grade	⊥	:Hair	BROWN	:Complexion	TAN
SSAN	⊥	:Eyes	BROWN	:Weapon	⊥
Serial No	⊥	:Height	65 in / 1.65 mtrs	:Weapon No	⊥
Birth date		:Weight	138 lb / 62.5 kg	:Duty pos	CO-PILOT
Home State	⊥	:Religion	#	:PW Camp	⊥

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

INCIDENT LOCATION (0)

Site Type: CRASH SITE
 UTM: 47QRC120880
 Lat/Long: 204002N / 1015941E
 Country: LAOS
 Military Region: 1
 Mission Province: OUDOMXAI
 (formerly): LUANGPHABANG
 Mission District: XAI
 Mission Date: 21 Dec 1971
 Mission Category: 3
 Local Analysis: Near populated area.

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

Survivability: (4) Probably in the aircraft at the time of the crash

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

Vehicle Type: C47	Serial: #
Crash Type: Aircraft accident	Engine Type: #
Call Sign: #	1 Serial: #
Year: #	2 Serial: #

===== 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.

*Note letter
 from brother,
 aircraft carrying
 cigarettes*

REF: 1995

=== CIRCUMSTANCES OF LOSS ===

19 December 1975

(U) ON 21 DECEMBER 1971 CHI YUEN YOUNG WAS THE CO-PILOT ABOARD A LAOS AIRLINE CD-3, (XW-TFC), ON A FLIGHT BETWEEN VIENTIANE AND HOUET SAY, LAOS. THE LAST CALL FROM THE AIRCRAFT WAS AT ABOUT 1100 HOURS, WHEN THE CREW REPORTED THAT THEIR RADIO RECEIVER WAS INOPERATIVE AND THE AIRCRAFT WAS NEARLY OUT OF FUEL. THE LAST KNOWN CONTACT PLACES THE AIRCRAFT IN THE VICINITY OF GRID COORDINATES RC 120 880. UNIDENTIFIED RECORDS INDICATE THAT THE AIRCRAFT CRASHED AND THE BODIES OF THE CREW WERE NOT RECOVERED. MUANG XAI AIRFIELD (VIC GC SH873898) LISTED AS PROBABLE INTERMEDIATE MISSION DESTINATION. (REF 1 & 5)

(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. MR YOUNG IS CURRENTLY CARRIED IN THE STATUS OF MISSING.

=== SUBSEQUENT INFORMATION ===

22 May 1984

(U) SOURCE PROVIDED HEARSAY INFORMATION ABOUT A TOMB CONTAINING THE REMAINS OF TWO AMERICANS WHO HAD BEEN KILLED WHEN THEIR "CARIBOU" TYPE AIRCRAFT WAS SHOT DOWN DURING 1970 IN THE MUANG SAI AREA. ONE OF THE ALLEGED AMERICANS COULD POSSIBLY CORRELATE TO MR. YOUNG. (REF 2)

20 January 1987

(U) SOURCE PROVIDED HEARSAY INFORMATION CONCERNING THE 1970 CRASH OF A JET AIRCRAFT IN OUDOMXAI PROVINCE LAOS AND SUBSEQUENT CAPTURE OF THE ONLY SURVIVOR. THIS INFORMATION PROBABLY CORRELATES TO REFNO 1995. (REF 3)

21 March 1988

(U) SOURCE PROVIDED HEARSAY INFORMATION CONCERNING A "DAKOTA" AIRCRAFT CRASH SITE IN LUANGPHRABANG PROVINCE LAOS. THIS INFORMATION POSSIBLY CORRELATES TO REFNO 1995. (REF 4)

21 October 1992

(U) SOURCE CORRECTLY PROVIDED THE GENERAL AIRCRAFT TYPE, NUMBER OF CREWMEMBERS INVOLVED, GENERAL TIME OF DAY AND YEAR OF THE LOSS INCIDENT ASSOCIATED WITH REFNO 1995. SOURCE DESCRIBED THE CRASH OF A PROPELLER-DRIVEN AIRCRAFT IN THE VICINITY OF GC QC6536, IN OUDOMXAI (FORMERLY LUANG PRABANG) PROVINCE, APPROXIMATELY 70 KILOMETERS FROM THE AIRCREW'S LAST REPORTED POSITION. JTF-FA FILES INDICATE THAT REFNO 1995

SE: 1995

WAS THE ONLY AIRCRAFT LOSS INCIDENT TO HAVE OCCURRED IN LUANG PRABANG PROVINCE DURING 1971. THE INFORMATION PROVIDED BY THE SOURCE CORRELATES WELL WITH REFNO 1995. (REF 6)

=== REFERENCES ===

19 December 1975

REFERENCES: <1> LTR PKT (U), COL E. J. VAUGHN, LNO-VTN, 3 DEC 74. <2> REFCON (U), T84-007. <3> REFCON (C), T86-330. <4> REFCON (U) T87-419, 29 OCT 87. <5> AMEMBASSY MSG, DTG 070941Z OCT 74. <6> JCRC LNO BKK TH, T91-357, 060332Z NOV 92; USDAO BKK TH, IIR 6 024 0488 92/SDR FOLLOW-UP, 191007Z AUG 92.

TELEGRAM

FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

INCOMING

AMERICAN EMBASSY, VIENTIANE

LIMITED OFFICIAL USE

POL 27-7

TOR 090755L OCT 74

ACT: POL/RWT(2) INFO: AMB-DCM-POL/DA-USAID-ECON-USIS-DAO(4)-CHRON

R 082317Z OCT 74
FM SECSTATE WASHDC
TO AMEMBASSY VIENTIANE 4117
BT
LIMITED OFFICIAL USE STATE 221960

E.O. 11652:N/A

TAGS: MOPS, LA

SUBJECT: POW/MIA - LAOS

REF: VIENTIANE 7630

1. DEPT/DIA HAVE NO PREVIOUS RECORD OF CHI-YUEN YOUNG INCIDENT.

2. DEPTOFF (D/PW) TELEPHONED MR. (NOT MISS) MING YOUNG IN CALIFORNIA. HE CONFIRMED REFTEL INFORMATION, ADDING THAT WHEN HE VISITED VIENTIANE FOLLOWING INCIDENT HE ALSO SPOKE WITH THE MANAGER OF THE LAO AIRLINE BY WHOM HIS BROTHER WAS EMPLOYED, MR. CHU-SAM HSIA, WHO MR. YOUNG THINKS IS NOW A FINANCIAL OFFICIAL IN VIENTIANE. MR. HSIA TOLD HIM HIS BROTHER'S PLANE MADE A FORCED LANDING IN NORTHERN LAOS, THAT THE OTHER TWO PERSONS IN THE PLANE WERE KILLED, BUT THAT HIS BROTHER SURVIVED WITH A FOOT INJURY AND WAS TAKEN TO A "COMMUNIST HOSPITAL."

ROUTING
RWT ✓
RPM ✓
MNG ✓
STJ ✓
EJV/h/copy
File Vaughn

3. MR. YOUNG SAYS HIS BROTHER HAS ROC CITIZENSHIP AND HAD OBTAINED AN IMMIGRANT VISA TO THE US IN 1971 WHEN HE INSTEAD WENT TO LAOS. CHI-YUEN YOUNG'S WIFE AND YOUNGER CHILD ARE IN US ON IMMIGRANT VISAS AND PRESENTLY RESIDE IN LOS ANGELES AREA. HE IS DESCRIBED AS ABOUT 5 FT. 5 INCHES TALL, WEIGHT 130 LB. FAMILY WILL PROVIDE DENTAL RECORDS AND PHOTO WHICH WE WILL FORWARD.

4. SUGGEST MISSION CONTACT MR. HSIA TO CHECK INFO REPORTED BY MR. YOUNG. KISSINGER

1995

GC

LIMITED OFFICIAL USE

M S S REPORT

PER INFORMATION FROM MR. BOUN LEUANG, THERE IS NO ONE NAMED CHU SAM HSIA, AS MANAGER OF LAO AIR LINE, EXCEPT THAO SAM SAYASENG. THE MAN WAS PREVIOUSLY KNOWN AS CHI THO SAM, A CHINESE BORN IN CANTON ON JUNE 12, 1914. HE HAS ACQUIRED LAO CITIZENSHIP, PER CITIZENSHIP PAPER NO. 115 DATED 7/4/1969. HE POSSESSES ID CARD NO. 075855, DATED 1/5/69. FOLLOWING IS INFORMATION CONCERNING HIS FAMILY:

FATHER: CHIA SANG SUNG (DECEASED)

MOTHER: NANG KIM SEE (DECEASED)

WIFE: NANG OHN.

CHILDREN: 1) THAO KHAMPHOU
2) THAO KHAM TOUI
3) NANG BOUNKHAM
4) NANG BOUNTHANOM

HE IS PRESENTLY LIVING IN THE DISTRICT OF WAT INPENG, ON SETTHATHIRAJ ROAD, AND OPERATES A SHOP CALLED SAMSOUANE SHOP, DEALING IN SPARE PARTS FOR AUSTRIN CARS.

PREVIOUSLY HE HELD A PASSPORT NO. 020-662.

1995

UNITED STATES GOVERNMENT

Memorandum

TO : The file

DATE: November 12, 1974

FROM : Colonel Vaughn

SUBJECT: Chi-Yuen Young - MIA

1. Chi-Yuen Young is a citizen of Taiwan (Republic of China); however, his brother Ming Young, who has been inquiring about him, is an American citizen.
2. Ming Young in correspondence dated Oct 24, 1974 referred me to two persons in Vientiane. Pei-Ling Tseng and Chu Sam Hsia who might be able to provide additional details concerning the status of Chi-Yuen Young.
3. I called on Pei-Ling Tseng, General Manager of 555 Societe State and his Secretary General Yok Mao Wu along with Mr. Larry Daks who translated the Mandarin-English conversation. Pei-Ling Tseng knows nothing more about the Chi-Yuen Young incident than that which was related to Ming Young in January 1972. Yok Mao Wu has knowledge of the whereabouts of Chu-Sam Hsia and will arrange a meeting.

1995

Flower Drum Trading Co.

1021 NO. MACLAY AVE.
SAN FERNANDO, CALIF. 91340, U.S.A.

Rec'd Oct 24
1974

Edward J. Vaughn
Colonel JCRC
American Embassy
Vientiane, Laos

Dear Colonel Ed:

Your letter dated Oct. 4 has been duly received. In Oct 9 early morning I received a long distance phone call from Mr. Frank Sieverts, Department of State Washington D.C. in regard to my younger brother Chi - Yuen Young. On Oct. 11 I mailed Mr. F. Sieverts a letter enclosed with two documents and six photographs of C. Y. Young. I trust that Mr. Sieverts has sent forward them to AmEmbassy, Laos accordingly.

A man named Pei - Ling Tseng (鄭培齡) who involved the missing air plane DC-3 XW-TFC which loaded with his British made cigarettes '555'. His address is Societe State 63 Rue Pang Kham, Vientiane, Laos. He is Chinese, speaks Chow Chu dialect and some Mandarin, but not English. In case (潮州話) Colonel like to talk to him, an interpreter is needed. I had visited and talked to him on Jan '72 when I was in Vientiane. There is another man called Chu - Sam Hsia who was treasurer of Laos Airline. I am inquiring his address in Vientiane from my friend. Furthermore, there is another official document issued by S. Laos government in regard to the missing air plane and C.Y. Young. I will send them immediately to Colonel soon as I have them.

Flower Drum Trading Co.

1021 NO. MACLAY AVE.
SAN FERNANDO, CALIF. 91340, U.S.A.

C.Y.Young's wife Margarete and son David in L.A. are
anxious to know her husband and his father.

May I take this opportunity to thank
Colonel for your effort to find out the status of my brother
C.Y. Young.

Sincerely yours,


Ming Young

Flower Drum Trading Co.

1021 NO. MACLAY AVE.
SAN FERNANDO, CALIF. 91340, U.S.A.

Rec'd 9/10/74

~~Ant~~
OCN
Col Vaughn

Sept. 2nd '74

Zenger checking records
7/13/9/74 -> Records indicate
aircraft crashed, bodies not
recovered, aircraft/crew not
~~recovered~~ Covered by insurance.

American Embassy,
Vientian, Laos.

Mr. Ambassador :

The News in the U.S.A. announced that there will be
POW exchange between the U.S.A. and the Northern Laos. But there is
only one man who was forced landed in N. Laos during 1973.

I am disappointed that my younger brother Chi-Yuen (楊志元)
Young's name was not mentioned. ROC Citizens

I am an American citizen. My younger brother C. Y.
Young was co-pilot of Laos Airline since 1971 in Vientian, Laos.
The accident occurred on Dec. 21st 1971. (The Laos Airline airplane
DC-3 XW-TFC) The flight mission was between Vientian and MongSai(?).
The last calling was from the plane about 11:00 A.M. (on the morning)
at 20° 115' 30 saying that their receiver could not receive anything
from the ground station and the fuel was near empty. The Plane was
eventually missing inside the Northern part of Laos.

I flew over to Vientian from Los Angeles on 29th Dec.
'71 to look for my younger brother. During 10 days visiting Vientian,
I contacted Mr. S. Richard Rand , The Consul of American Embassy
and Mr. Werner Blatter of International Red Cross Committee, Vientian;
I was told to wait for the good news to come. The inside information
from Mr. C.S. Hsia, manager of Laos Airline was that the other two
pilots were died but my younger brother C.Y. Young was fortunately
with minor injury on one left foot after forced landing in N.

5"
30 lbs.

HU SAM

Flower Drum Trading Co.

1021 NO. MACLAY AVE.
SAN FERNANDO, CALIF. 91340, U.S.A.

Laos. His wife Margaret and one son David are staying with me
in Los Angeles.

Mr. Ambassador, please do whatever you can to free from
the N. Laos a beloved husband, beloved father and beloved younger
brother. You know how heartily thankful to you from all of us.
We are looking forward to hear from you,

Sincerely yours,

Ming Young

Ming Young

Home Address:

1734 N. Frederic St.,
Burbank, Calif., 91505
U.S.A.

Tel. (213) 849-5683

*He is still at this
address as of January '94*

94-4L ANALYST WORKSHEET

REFNO: 1985

RANK & NAME(s): MR. DRIVER, CLARENCE N
POSITION: -01 FIRST OFFICER VEHICLE/#: C123K/#55-4524
MR. ACKLEY, JAMES H
STATUS: INVESTIGATE -02 PILOT CALL SIGN: AIRA 524
PROVINCE: OUDOMXAI DATE/TIME: 7 MAR 73/1530L
DISTRICT: PAKBENG, XIANGHON & (WRECKAGE FOUND) UTM: 47QB251978
HONGSA (RECORD) 47QB230980
(REPORT OF CRASH SITE) 47QB255835
GEO: 195201N1010748E
UNIT: CIVILIANS, AIR AMERICA, MAPS: 5248-IV/III,
VIENTIANE, LAOS NE 47-4, E-47-11

J225 ANALYST: MR. BILL FORSYTH

ORDNANCE ONBOARD: NONE

OTHER IDENTIFICATION FEATURES: AIRCRAFT WAS CARRYING 20 EMPTY PALLETS.

BASIC CIRCUMSTANCES:

- AFTER DELIVERING A LOAD OF RICE, THE AIRCRAFT WITH A CREW CONSISTING OF THE TWO AMERICANS, PLUS TWO KICKERS (LAO N. KENEKED AND THAI C. CHUDCHAI), DEPARTED LUANG PRABANG AT 1511L.
- SHORTLY BEFORE THE AIRCRAFT WAS TO GIVE ITS MIDWAY CHECKIN CALL, SEVERAL OTHER AIRCRAFT IN THE AREA HEARD THE PILOT CALL ON THE RADIO "I CAN'T GET OUT". THE CREW DID NOT MAKE ITS MIDWAY CALL.
- ON 14 MARCH, A WEEK AFTER THE INCIDENT, SEARCH AIRCRAFT FOUND WRECKAGE AT QB251978 (SOME REPORTING AND THE RECORD LOCATION LISTS QB2398). AN AIR AMERICA HUGHES 500 HELICOPTER GOT IN CLOSE ENOUGH TO IDENTIFY A POSSIBLE VERTICAL STABILIZER WITH A FOUR PAINTED ON IT AND POSSIBLY PORTIONS OF A FIVE AND TWO, 524 WAS PAINTED ON THE AIRCRAFT'S TAIL. THE AIRCRAFT APPEARED TO HAVE BURNED AND THERE WERE NO SLIDE MARKS. A REVIEW OF PREVIOUSLY FLOWN 11 MARCH IMAGERY REPORTED THE WRECKAGE WAS LOCATED IN A SLASH AND BURN AREA, BUT A POSITIVE ID OF TYPE WAS NOT POSSIBLE DUE TO THE EXTENT OF THE DESTRUCTION.
- NO GROUND INVESTIGATION WAS MADE DUE TO THE PROXIMITY OF THE CHINA ROAD AND HOSTILE FORCES.

DOCUMENTATION COMMENTS:

- A 14 MARCH MESSAGE REPORTED THAT PATHET LAO FORCES SAW THE SHOOT DOWN, SAYING THE AIRCRAFT WAS HIT BY 10 BURSTS OF AAA, ATTEMPTED TO TURN AROUND TO THE EAST AND CRASHED. THEY REPORTED SEEING THREE CHARRED BODIES IN THE WRECKAGE.

- 1985 CONTINUED

- REPORT T89-407 RELATES A VISIT TO A CRASH SITE ON THE SLOPES OF PHOU PHADENG (QB238825), WHICH IS 16 KILOMETERS SOUTH OF THE POSSIBLE 1985 CRASH SITE. THE SOURCE REPORTED THE AIRCRAFT WAS A MASS OF MELTED METAL, WITH JUST TWO PROPELLER DISTINGUISHABLE, WHICH ALSO DOES NOT CORRELATE TO THE CRASH SITE FOUND IN 1973. THIS MIGHT BE THE CRASH SITE OF 1791. (NOTE: THIS REPORT WAS NOT INCLUDED IN THE 1791 PACKAGE DUE TO THE LARGE NUMBER OF AREAS ALREADY SCHEDULED FOR INVESTIGATION ON THAT CASE AND THE PROXIMITY OF THIS LOCATION TO THE 1985 CASE)

- REPORT T87-149 TELLS OF THE CRASH OF AN AIRPLANE ABOUT A DAYS WALK FROM MUANG PAKBENG IN WHICH THE TWO PILOTS ALLEGEDLY PARACHUTED FROM THE AIRCRAFT AND WERE LATER KILLED BY BANDITS. THIS AREA DOES NOT CORRELATE TO THE 1985 CASE, BUT COULD BE "POSSIBLY" BE TIED TO THE CRASH SITE REPORTED IN T89-407.

- REPORT T90-340 SAYS THE SOURCE WITNESSED THE SHOOT DOWN OF AN AIRCRAFT FROM BAN PHADENG IN THE LATE AFTERNOON ON AN UNRECALLED DATE. THE SOURCE'S DESCRIPTION AND THE TIME OF DAY GENERALLY FITS THIS CASE; HOWEVER, HE SAID THE WRECKAGE WAS ONLY A FEW METERS OFF THE CHINA ROAD, WHILE THE CRASH SITE FOUND IN 1973 IS NOT NEAR A ROAD. HE DID SAY IT WAS A FEW KILOMETERS SOUTH OF THE MEKONG AND NEAR THE HOUAY PASAT (POSSIBLY HOUAY SAT) STREAM, WHICH FITS THE LOCATION OF THE IDENTIFIED CRASH SITE.

- REPORT T91-039 RELATES THAT A LAO VISITED A CRASH SITE NEAR PAKBENG AND RECOVERED REMAINS AND AN IDENTIFICATION CARD IN AN ATTEMPT TO GAIN A REWARD. ALTHOUGH AN EXACT LOCATION AND THE NAME ON THE ID CARD ARE NOT KNOWN, THIS PROBABLY CORRELATES TO THIS CASE.

- T84-012 REPORTS MR. KHAMPHANE NORASING, WHO WOULD NOW BE ABOUT 70, OF MUANG PAKBENG ALLEGEDLY HAD WRECKAGE OF A C123 AT HIS HOME AND REPORTEDLY BURIED THE BODIES OF TWO CREWMEMBERS IN HIS GARDEN.

PREVIOUS INVESTIGATIONS:

- NONE.

J225 RECOMMENDATIONS:

- AT MUANG PAKBENG (QC238007), PAKBENG DISTRICT, ATTEMPT TO LOCATE MR. KHAMPHANE NORASING OR HIS FAMILY AND INVESTIGATE THE REPORT OF HIS BURYING TWO PILOTS. ALSO, INVESTIGATE REPORTS OF OTHER INDIVIDUALS POSSIBLY RECOVERING REMAINS FROM THE CRASH SITE.

- SEARCH THE TWO REPORTED LOCATIONS WHERE WRECKAGE WAS SIGHTED IN XIANGHON DISTRICT. IN ADDITION TO THE RESIDENTS OF MUANG PAKBENG, THE VILLAGERS OF BAN HOUAYSAT (QB241944) MAY ALSO HAVE INFORMATION CONCERNING THE CRASH SITE. OF THE TWO SITES, QB251978 IS THE MOST LIKELY LOCATION, BUT IF THE WRECKAGE IS NOT CONFIRMED AT THIS LOCATION, THE RECORD COORDINATES MUST ALSO BE CHECKED.

- INVESTIGATE THE REPORT (T89-409) OF A CRASH SITE ON PHOU PHADENG (QB238825) AT BAN PHADENG (QB255834), WHICH MAY BE IN EITHER XIANGHON OR HONGSA DISTRICT. ALTHOUGH THE CRASH SITE OF 1985 IS PROBABLY BE LOCATED AT THE ABOVE LOCATIONS, THIS REPORT MUST BE INVESTIGATE FOR A POTENTIAL LINK TO THE 1791 INCIDENT. IF NO WITNESSES ARE FOUND AT THE VILLAGE, A GROUND/AERIAL SEARCH IS NOT REQUIRED.

COMMENTS:



COMPLETED

JOINT CASUALTY RESOLUTION CENTER

LIAISON OFFICE
AMERICAN EMBASSY
APO SAN FRANCISCO 96346-0001

From: JCRC-LNO
To: Commander, JCRC

JCRC RPT T89-407
20 December 1989

Subj: AIRCRAFT CRASH SITE IN UDOMXAI PROVINCE, LOAS (U)

1. administrative data:

Date of information: 1971/1972
Interview data: Source was interviewed on 19 Sep 89 by
W.R. Gadoury, CMSGT, USAF.
Map Ref:
Other: Hmong interpreter: Ka Toua Thao; Source entered
Thailand in 1978, transferred from Ban Vinai to Chiang Kham in Dec
1986.

2. (U) Summary: Source reports locating a possible "Caribou"
crash site in Udomxai Province in the vicinity of UTM QBB3090.
No remains or personal effects were seen.

3. Information: Source reports that in 1971 or 1972 while
he was serving with a local militia unit in Udomxai Province, he
found an aircraft crash site in the forest southeast of Muang Pak
Beng (UTM QB2402). He stated that about three months prior to
finding the crash site he heard about an aircraft which was shot
down by Vietnamese forces who were operating in the area. He
believes that the aircraft he found was the same one he heard
about. Source stated that the site was mostly a mass of melted
metal, with the only recognizable features being the two
propellers, one on either side of where the fuselage had been.
Source guessed that it might have been a "Caribou" aircraft, but
couldn't be sure. Source and others in his group examined the
site briefly. They noticed nothing of value, did not see human
remains nor did they see personal effects or anything else which
might indicate that the crew died in the crash. Source visited
the site only once, and never heard what happened to the crew.

4. (U) Location: Source reports that the aircraft crashed on
the slope of Phou Pha Deng (not shown on ref map). He explained
that this mountain is in rugged, forested terrain located about
one third of the way (a three hour walk) from Muang Pak Beng
Muang Hongsa (UTMQB4581). Although we are unable to locate Phou
Pha Deng on the map, based on Source's general description, we

estimate the crash site location to be in the general vicinity of UTM QB3090. Source stated that the closest village to this site is Ban Phou Pha Deng (also not shown on map ref).

5. (U) Comment: Source came forward to report this information in response to JCRC's loudspeaker call-out at Chiang Khan Refugee Camp.

for Summit E Bell

JAMES D. SPURGEON III
Lt Col, USAF
Chief, Liaison Division

CLASSIFIED
TELEGRAM

INDICATE:
 COLLECT
 CHARGE TO

CN: 1983

AMEMBASSY VIENTIANE

14 MAR 73
244632

DISTRIBUTION

AMB
DCM
POL
POL II
POL/REL
AREA
AIRA
USIS/D
USAID/D
AID/CASB
CR&ON

RECEIVED:

R.O. 11652: GDS
TAGS: CDES, MOPS, LA

SUBJECT: PROBABLE U.S. CASUALTY REPORT - SUPPLEMENTARY

ACTION: SECSTATE WASHDC IMMEDIATE
USIA WASHDC IMMEDIATE

INFO: AMEMBASSY BANGKOK
DEPCHEJUSMAGTHAI
COMUSMAGTHAI
COMUSSAG NKP
7/13 AF

CDR JCRC NKP

DATE:	APR 24 1974
CTL NO:	SCRC-062874
REC NO:	
Authority NO:	01 CF 01
Authority NO:	01 OF 03

VIENTIANE 1883

LEADS

DEPT FOR SEC, N/W AND McCLOSKEY S/ERS AND PASS ALL IN

USIA PASS INT AND IBS

REF: VIENTIANE 1867 (141009Z MAR 73)

1. FURTHER TO INFO REPORTED REPTED ABOUT LOCATION OF
AIR AMERICA C-123 CRASH SITE IN NORTHWEST LAOS, FOLLOWING
FIELD REPORT WAS RECEIVED TODAY:

PREPARED BY: [redacted] DRAFTING DATE: 3/14/73 EXT: 7174 APPROVED BY: AMB G. G. [redacted]

(If it is a... substance)
(If it is a... substance)

(4032 MIS-Y) 1975-0-02
(4051 MIS-Y) 1975-0-02

CLASSIFIED

~~CONFIDENTIAL~~
CLASSIFIED

2. IRREGULAR TROOPS RECEIVED MESSAGE FROM TEAM BASED IN HONG SA THAT ONE OF THEIR SOURCES, IN BAN THANOUN (QB 605 938), WAS TOLD BY SEVERAL PATHET LAO (PL) WHO WERE OPERATING RESUPPLY BOAT FROM PAKBENG (QC 2401) TO BAN THANOUN THAT THEY KNEW OF LARGE PLANE THAT WAS SHOT DOWN NEAR PAKBENG. PL TOLD SOURCE THAT PLANE WAS HIT BY TEN BURSTS OF ABOUT TEN ROUNDS EACH OF ANTI-AIRCRAFT FIRE WHILE IT WAS FLYING TO NORTHWEST. THEY SAID THE PLANE THEN CRASHED IN VICINITY OF RAI MAI (QB 2398). THEY SAID THEY LOOKED AT THE CRASH SITE AND SAW THREE BURNED BODIES, ONE OF THEM LARGE AND APPEARING TO BE A WESTERNER AND THE OTHER TWO SMALLER. THEY SAID ALL BODIES WERE BURNED BEYOND RECOGNITION. TEAM LEADER SAID HE WAS TOLD AIRCRAFT WAS ON GENERAL HEADING FROM QB 4797 TO QC 2502 WHERE IT RECEIVED AAA FIRE. AIRCRAFT TRIED TO TURN BACK TO THE EAST AROUND QC 2201 AND CRASHED IN AREA NOTED ABOVE. THERE WAS NO MENTION OF AIRCRAFT ALTITUDE AT TIME IT WAS HIT. SOURCE TRANSMITTED INFO TO HONG SA BY COURIER.

ABOVE

3. WE ARE ENDEAVORING ASCERTAIN VALIDITY OF REPORT. ARRANGEMENTS ARE BEING MADE FOR COURIER TO GET TO CRASH SITE, LOCATED IN HOSTILE AREA, TO CONFIRM FOREGOING INFO.

4. WE DO NOT INTEND TO MAKE ANY ANNOUNCEMENT

DATE: APR 24 1974
REF ID: A628
CY NO: 01 CF 01
026

~~CONFIDENTIAL~~
UNCLASSIFIED

CLASSIFIED

~~SECRET~~
~~SECRET~~

OTHER THAN THAT DETAILED REFTEL, AT THIS TIME WHEN FACTS
ARE STILL UNCERTAIN. HOWEVER, SHOULD FOREGOING INFO LEAK,
WE PLAN TO SAY WE HAVE RECEIVED SUCH A REPORT BUT ITS
SUBSTANCE REMAINS UNCONFIRMED.

CONFIDENTIAL

for GODLEY
med

~~SECRET~~

UNCLASSIFIED

DATE:	APR 24 1974
CTL NO:	SCRC-0628
REC NO:	
CY NO:	01 OF 01
PG NO:	03 OF 03

~~SECRET~~

CLASSIFIED

REFNO 1985

R 060246Z JUL 90 PSN 815217P24

FM JCRC LIAISON BANGKOK TH

TO CDR JCRC BARBERS PT HI

INFO JCS WASHDC//OCJCS-PW-MIA/J5//
USCINCPAC HONOLULU HI//J3//
WHITEHOUSE WASHDC//NSC//
AMEMBASSY VIENTIANE

SECDEF WASHDC//OASD-ISA/PW-MIA//
DIA WASHINGTON DC//PW-MIA//
SECSTATE WASHDC//EAP-VLC//
AMCONSUL CHIANG MAI

SUBJ: JCRC RPT T90-340; AIRCRAFT CRASH SITE NEAR
THE "CHINA ROAD" IN UDOMXAI PROVINCE, LAOS

1. SOURCE/ADMINISTRATIVE DATA:

2. SUMMARY: SOURCE STATED THAT HE WITNESSED AN
AIRCRAFT SHOOT-DOWN ALONG THE "CHINA ROAD" IN
UDOMXAI PROVINCE, LAOS. A MONTH LATER, WHILE
WALKING ALONG THE ROAD, HE SAW THE BURNED WRECKAGE
OF AN AIRCRAFT (UNLOC) WHICH HE BELIEVED TO BE THE
SAME ONE HE SAW SHOT DOWN. HE DID NOT SEE OR HEAR
ANYTHING ABOUT THE FATE OF THE AIRCRAFT'S CREW.

3. INFORMATION: SOURCE STATED THAT IN AN

DLVR:CDR JCRC BARBERS PT HI(3)...ACT

815217/0486/187
CSN:RXBP0128

1 OF 4 M1 0184

187/02:51Z 060246Z JUL 90
JCRC LIAISON BANGKOK TH

RTD:000-000/COPIES:0005

4
45

UNRECALLED YEAR "DURING THE WAR" HE WAS AT HIS HOME
T BAN PHA DENG VILLAGE, ATOP PHA DENG MOUNTAIN
RC0417) LATE ONE AFTERNOON IN THE DRY SEASON WHEN
HE HEARD THE SOUND OF ANTI-AIRCRAFT ARTILLERY FIRE.
FROM HIS MOUNTAIN TOP VANTAGE POINT HE SAW AN
AIRPLANE HIT BY THE GROUND FIRE, CATCH FIRE AND
'FALL JUST LIKE WHEN YOU SHOOT A BIRD." HE
ESTIMATED THE DISTANCE/DIRECTION FROM HIS VILLAGE TO
WHERE THE AIRPLANE CRASHED TO BE ABOUT 15 - 20
KILOMETERS TO THE WEST.

4. (U) SOURCE STATED THAT ABOUT A MONTH AFTER
SEEING THE SHOOT-DOWN, HE WAS WALKING ALONG THE
"CHINA ROAD" (RT 46) WHEN HE SAW THE WRECKAGE OF AN
AIRCRAFT JUST A FEW METERS OFF OF THE SIDE OF THE
ROAD. HE THOUGHT IT WAS PROBABLY THE SAME AIRCRAFT
HE SAW SHOT DOWN A MONTH EARLIER. SOURCE HAD SEEN
SOME OF THE SOLDIERS FROM THE CHINESE ROAD
CONSTRUCTION UNITS ALONG THE ROAD, BUT WHEN HE
PASSED BY THE AIRCRAFT THERE WAS NO ONE IN SIGHT.
SOURCE CROSSED THE ROAD TO TAKE A CLOSER LOOK. HE
RECALLS THAT THE EXTERIOR OF THE AIRCRAFT WAS
PAINTED WHITE, ALTHOUGH IT HAD BEEN ALMOST
COMPLETELY BURNED. HE NOTICED THAT BOTH WINGS WERE
BADLY DAMAGED AND THE TAIL HAD BROKEN OFF AND WAS
LYING ABOUT 50 METERS FROM THE FUSELAGE. SOURCE
SAID THAT HE DID NOT LOOK INSIDE THE AIRCRAFT. NOT
WANTING TO BE CAUGHT, HE ONLY LOOKED AT THE WRECKAGE
VERY BRIEFLY AND THEN CONTINUED ON HIS WAY. WHEN
PRESSED FOR A FULLER DESCRIPTION OF THE SITE, HE
CLAIMED INABILITY TO REMEMBER CLEARLY BECAUSE IT WAS
"SO LONG AGO." HE SAID HE DID NOT SEE ANY REMAINS
IN OR AROUND THE AIRCRAFT, AND DID NOT NOTICE
ANYTHING RESEMBLING A POSSIBLE GRAVE SITE NEARBY.
HE SAID HE DID NOT TALK TO ANY OF THE CHINESE
SOLDIERS SO HE DOES NOT KNOW IF ANYONE DIED IN THE
CRASH.

5. WHEN ASKED TO DESCRIBE THE CRASH SITE
LOCATION, SOURCE SAID THE SITE WAS ABOUT A TWO HOUR
WALK, POSSIBLY SIX TO SEVEN KILOMETERS SOUTH OF THE
MEKONG RIVER AT PAKBENG (QC2401). HE STATED THAT HE
KNEW OF NO VILLAGES IN THE IMMEDIATE VICINITY OF THE
CRASH SITE, AND THAT HOUAY PASAT STREAM IS THE
CLOSEST STREAM TO THE SITE. HE ADDED THAT HOUAY
PASAT IS SITUATED BETWEEN THE MEKONG AND NAMNGUM
RIVERS. BASED ON THIS DESCRIPTION, INTERVIEWER

ESTIMATED THE AREA SOURCE DESCRIBED TO BE IN THE
VICINITY OF UTM COORDINATE QB2291. WHEN INTERVIEWER
POINTED OUT TO SOURCE THAT HE EARLIER HAD STATED
THAT HE SAW THE AIRCRAFT ALONG THE CHINA ROAD, AND
THAT THE ROAD DID NOT EXTEND SOUTH OF THE PAKBENG OR
BT

815217/0486/187
CSN:RXBP0128

3 OF

4

M1 0184

187/02:51Z

060246Z JUL 90

JCRC LIAISON BANGKOK TH

SUBJ: JCRC RPT T90-340; AIRCRAFT CRASH SITE NEAR THE "CHINA ROAD" IN UDOMXAI PROVINCE, LAOS (U) THE MEKONG RIVER, SOURCE BECAME CONFUSED, AND EVENTUALLY ADMITTED THAT HE MIGHT HAVE BEEN MISTAKEN. BUT HE REAFFIRMED THAT HE HAD SEEN THE CRASH SITE ALONG THE CHINA ROAD, BUT FURTHER ATTEMPTS BY SOURCE TO RECALL EXACTLY WHERE HE SAW THE AIRCRAFT WERE FRUITLESS.

6. COMMENT: CONSIDERING THE INCONSISTENCIES IN SOURCE'S RECOLLECTION OF THE SITE LOCATION AND THE FACT THAT HE GROSSLY UNDERESTIMATED THE DISTANCE BETWEEN PHA DENG MOUNTAIN AND THE CHINA ROAD, INTERVIEWER CONCLUDED THAT SOURCE WAS PROBABLY RELATING HEARSAY AS A FIRSTHAND SIGHTING. SOURCE WAS REFERRED TO JCRC INTERVIEWER BY THE BAN TONGSAI VILLAGE CHIEF. BAN TONGSAI IS ONE OF SEVERAL HMONG VILLAGES THAT INTERVIEWER VISITED IN CHIANG RAI PROVINCE IN AN ATTEMPT TO CONTACT HMONG WHO FORMERLY LIVED IN LAOS WHO HAVE INFORMATION ABOUT MISSING AMERICANS.

BT

DLVR:CDR JCRC BARBERS PT HI(3)...ACT

RTD:000-000/COPIES:0003

815220/0487/187
CSN:RXBP0129

4 OF 4

MI 0185

187/02:51Z

060246Z JUL 90

JCRC LIAISON BANGKOK TH



JOINT CASUALTY RESOLUTION CENTER
LIAISON OFFICE
AMERICAN EMBASSY
APO SAN FRANCISCO 96346

From: JCRC-LNO
To: Commander, JCRC

JCRC RPT T91-039
6 February 1991

Subj: Hearsay of Remains Found at Aircraft Crash Site in Udomxai Province, Laos (U)

1. Administrative Data:

Date of information: Nov 90

Interview data: Source was interviewed at his home on 19 Jan 91 by W.R. Gadoury, GS-11

i. Map Ref: JOG Sheets NE 47-4, NE 47-12

2. (U) Summary: Source reports contact with a relative in Laos who heard about a reward for the return of American remains. The relative returned to an aircraft crash site he had known about since his army days during the Vietnam war, located the site and allegedly recovered some of the crew's remains. The relative visited Source twice in 1990. The second time he had in his possession an identification card of one of the crew members involved in the crash. Source made copies of the card before his relative returned to Laos, but gave them away to "interested friends." He could not recall the name he had seen on the card.

3. Information: On 15 Jul 90, JCRC received a letter from Mr. P , a Hmong handicraft store owner in Pak Chom town (UTM RV0594), Loei Province, Thailand. Mr. P stated in his letter that he had a relative who had information concerning an aircraft crash site in Laos, and wanted to know if the U.S. Government would pay rewards for remains which were found at the site. A JCRC rep subsequently visited Mr. P who was unable to provide specific details, but did provide Source's name and address. In Sep 90, JCRC rep was unsuccessful in locating Source, but on 19 Jan 91, JCRC rep found Source at his home in Chiang Rai Province. Source told JCRC interviewer that in early 1990, and again in November 1990 Lao Mai Faa, came to visit him. Lao Mai Faa told Source he had

JCRC RPT T91-039
PAGE TWO

heard about a reward offered by the families of missing Americans for the return of American remains. He decided to return to Pak Beng (QC2401), Udomxai Province, Laos, where an American aircraft had crashed during the war. Lao Mai told Source that he located the crash site and found some remains of the crew. He said the remains included at least one person, and maybe two, but he wasn't sure. Source said he did not know what type of aircraft was involved because he had not asked Lao Mai any detailed questions. He said he recalled only that Lao Mai said that the aircraft had burned, but some wreckage still remained.

4. Source said that Lao Mai did not bring the remains with him when he visited, but he did have with him an identification card which Lao Mai said he found in the wreckage. When JCRC interviewer asked if Source knew the name on the card, Source said that Lao Mai had taken the card back to Laos with him, but he had made three photocopies of the card at a shop in Chiang Khong town (PC4741) and left them with Source. JCRC interviewer asked to see the copies. Source said he gave two of the copies to "friends in town" who expressed an interest in the crash site. He went into the adjoining bedroom and began searching for the third photocopy. After going through a number of boxes, pants pockets and searching under his mattress, Source came back into the sitting room and admitted that he must have given his last copy away, as well. JCRC interviewer asked why Source's friends expressed such an interest in the crash site. Source responded that there are "many people" up and down the border who are interested in missing Americans because of reward offers they've heard about, and because of the interest generated by JCRC's visits to villages in the area.

5. Asked when or if Lao Mai Faa might return to visit Source again, Source thought he might stop by again in a few months. He said Lao Mai currently lives in a village located about three hours walk east of Ban Houai Xai (PC4843), Bokeo Province, Laos. Source agreed to ask Lao Mai to draw a sketch map and answer a list of questions which JCRC rep left with him. JCRC interviewer also asked to have Lao Mai call the JCRC-LNO

JCRC RPT T91-039
PAGE THREE

office if he would not be in Thailand long enough for JCRC rep to schedule a meeting with him at Source's house.


JAMES D. SPURGEON III
Lt Col, USAF
Chief, Liaison Office

cy to:
DIA/PW-MIA



JOINT CASUALTY RESOLUTION CENTER
LIAISON OFFICE
AMERICAN EMBASSY
APO SAN FRANCISCO 96346

REFERENCE: T84-012
2 February 1984

FROM: JCRC-LNB

SUBJ: Refugee Report, Hearsay of C-123 Crash Near "Pak Baeng", Laos.

TO: COMMANDER, JCRC
Barbers Point, HI 96862

Information: On release from seminar (time unknown), Source traveled from Phongsaly Province back to Vientiane. He traveled through a part of Luang Prabang Province that is now part of Oudomsai Province, Ban Pak Baeng, Tasseng Pak Baeng, Muang Pak Baeng. (Perhaps Muang Pakbeng, QC2401; but from description, more likely Muang Beng, QC 8555). At this location, under the house of a Mr. Khamphane Norasing (about 60 YOA), was the wreckage of a C-123. Allegedly Mr. Khamphane Norasing said the aircraft had been shot down around 1968-70, and he had taken many pieces of the wreckage to make spoons, plates, etc. Mr. Khamphane also allegedly told Source that he had buried the bodies of the 2 pilots near his garden at the back of his house, but Source did not see the graves.

Comments: This is a hearsay story told to a JVA caseworker (who took the information provided above) in late 1982. The man who related the story (a Mr. Somphone Somvilai) was being resettled to Australia, and claimed to have been told the above information by _____ when he and _____ worked together. We have checked numerous sources in an attempt to locate and interview _____ He is not registered in any of the Lao refugee camps, or in the files of the UNHCR. Thus, we report the hearsay information provided above, acknowledging that we may never be able to track down any further details.

PAUL D. MATHER
Lt Col, USAF
JCRC Liaison Officer

PDM/mbr

1985

AIR AMERICA, INC.
INVESTIGATION OF MISSING AIRCRAFT
C-123K, 55-4524 NEAR BAN HONG SA (LS-62) LAOS
7 MARCH 1973

A. SYNOPSIS

On 7 March 1973, Air America, Inc. operated Fairchild Hiller C-123K, 55-4524, crewed by Pilot in Command (PIC) James H. Ackley, First Officer (F/O) Clarence N. Driver and Air Freight Dispatchers (AFDs) C. Chudchai and N. Kenekeo disappeared while on a cargo flight from Luang Prabang (L-54), Laos to Ban Houei Sai (L-25), Laos. No reliable information has been received since concerning either aircrew or aircraft and it must be presumed both are lost.

B. INVESTIGATION

1.1 History of Flight:

On 7 March 1973 C-123K, 55-4524 and flight crew, Captain Ackley F/O Driver, and AFDs Chudchai and Kenekeo, landed at 1448¹ at Luang Prabang (L-54), Laos after a flight from Ban Houei Sai (L-25), Laos with a rice cargo. The aircraft was unloaded in front of the customer operations building at the north end of the runway at L-54. Following the unloading, fifteen empty pallets, 4' x 8', and twenty-five empty cargo pallets, 4' x 4', were loaded into the aircraft for a return trip to L-25. During the loading and unloading operations the Company Security Inspection Service (SIS) personnel at L-54 observed the complete operation and later reported that no personnel other than the normal cargo handling crew were around the aircraft.

1/ All times herein, unless otherwise noted, will be local times.

The aircraft was observed by the Company Senior Radio Operator (SRO) to depart L-54 to the south at 1508. At 1511, the aircrew of 55-4524 gave their departure radio report to the Company radio station on frequency 119.1 MHz. It consisted of: Departed L-54, Estimate L-25 at 0905Z (1605L). No further radio transmissions were heard at the Company's radio facilities.

An Arizona Helicopter, Inc. Bell 206B, piloted by Captain Jack Knotts (a former Company employee), was flying in the Phou Khon (LS-42), Laos area at 4,000 feet, when, by his estimate, between 1500 and 1530 he heard Captain Ackley's voice on frequency 119.1 say: " I can't get out". The strength of the transmission was such that it blocked out all other transmissions. Both Captain Knotts and his passenger heard the transmission. Additionally, an H-34 near Ban Kiang Lom (LS-69), Laos heard the identical transmission, but weaker in strength. Captain H. Hines flying a Company PC-6C at 8,500 feet, about half way to Lampang (T-03) from LS-69, heard only the last two words "Get out". All were unable to pinpoint the time closer than between 1515 and 1530 but all agree it was Captain Ackley's voice.

One other radio transmission was made by the crew of 524 during this period. An unidentified aircraft requested the weather at L-54 from the crew of 524. The weather was relayed to this unknown aircraft and the weather description ended with a "No Sweat". This conversation was also monitored and reported by Captain Knotts. However, he is unable to remember if it was before or after the take-off time of C-123K, 55-4524. Normal company procedures would have the aircrew of 524 making a position report or status report at 1541, thirty minutes after their departure message was received. This position

report was not received by the Company radio stations and it is presumed that it was not made. No further voice transmissions from aircraft 524 have been reported.

At 1614 L-25 advised the Vientiane Operations Manager that 524 was overdue. A communications search was initiated, followed by checks of most of the possible landing sites in and about the area. Several aircraft searched the L-54 area until about 1800 on this date.

The following day a full Search and Rescue (SAR) effort began. This effort was unsuccessful.

1.2 On the Scene:

Not applicable. C-123K, 55-4524 has not been positively located.

1.3 Damage to Aircraft:

Undetermined. C-123K, 55-4524 has not yet been located but is presumed to be destroyed.

1.4 Airfield Information:

To date, it appears no airfield is a factor in this mishap. However the navigation facilities at several of the airfields merit discussion. Ban Kiang Lom (LS-69) is the site of a non-directional Radio Beacon (NDB). This NDB in the past has been reported weak. At times a false beacon has been reported in the area. On the day following the first reports of the missing C-123K, this false beacon was reported by several of the SAR aircraft to be in operation.

A beacon flight check was conducted by SCM/L, G. K. Boese, (Supervisor Communications Maintenance) in the afternoon of 12 March 1973 (See attached Report).

Mr. Boese reported that the bogus beacon could produce an error of 60° to 90° in an ADF receiver if it had not been tuned exactly to the frequency of the Xiang Lom NDB transmitter.

1.5 Search and Rescue:

The Search and Rescue (SAR) effort was conducted out of the Vientiane station and consisted largely of Air America, Inc. aircraft controlled by ACP/L. A detailed log is available at AAM, Inc. VTE if required. For various reasons, the USAF was unable to participate. Several of Continental Air Services, Inc. (CASI) aircraft were utilized late in the search effort.

The SAR effort on the first day was limited in scope due to the lateness of the hour and the limited visibility from the approaching weather front. On the second day, the SAR was discontinued at midday due to poor weather conditions. On the third day, with clearing weather, the SAR made its maximum effort.

Due to the extreme hostility of the area, several AAM, Inc. aircraft received battle damage while on the SAR. In view of the proximity of Route 46, the SAR was also rather constricted in nature. This SAR however was as thorough as the terrain and the hostile elements would permit.

During this period, the weather cleared completely and, on 11 March 1973, a reconnaissance aircraft was able to take some photographs of the general area but turned up nothing of value. The search, utilizing 6 - 8 Company and CASI aircraft, continued through the 13 March 1973.

Since the crew did have one survival kit which did include

conducted in the early phases of the SAR but to no avail. All aircraft continued to monitor Guard but no transmissions were received.

Many slash burns were located in the search area and, as each had to be checked out, the visual search was slowed. The jungle canopy in this area is very deep. In several areas the depth of the jungle canopy exceeds 100 feet, which would make it possible to "lose" an aircraft in a valley or gully. The decision to call off a full scale search was made late on 13 March 1973. Only a PC-6C and H-500 were assigned to search on the following day.

During this period of time, word was received of a possible wreckage sighting at a position near Pak Beng. Pak Beng is the present southern end of Route 46 and the site of many large caliber hostile weapons. Some of these weapons have been reported to be radar controlled. Both aircraft on the morning of the 14th proceeded to this area and were able to locate possible aircraft wreckage at a position of QB251978. The PIC of the Porter, Captain Britzius, when debriefed on tape later, was unable to identify the aircraft by type or by number and reported he was flying at approximately 8,000' MSL (6,000' AGL). The wreckage appeared to him to be new and in a small clearing. It appeared to have arrived in the clearing (see photograph) after the clearing had been made. The pilots of the H-500, when debriefed on tape, had flown lower over the scene but were unable to identify any component of the aircraft as being C-123 origin. However, they did identify one piece of wreckage as a possible vertical stabilizer with a definite numeral four painted on it and believed they saw traces of what could have

... (52) is the number painted on the

tail of this missing aircraft) Both crews reported the wreckage appeared to have burned and that there were no slide marks into the clearing.

After confirming that wreckage did exist in this area, the SAR was called off. To date, a close investigation of this site has not been made.

1.6 Intelligence:

On C16 (16 March 1973), Flight Information Center (FIC) Udorn put in their nightly recap the following message:

CUSTOMER HERE REQUEST THAT YOU PASS THE FOLLOWING MESSAGE
TO ALL CONCERNED PERSONNEL AT VTE:

"PHOTO INTERPRETERS HAVE IDENTIFIED PROBABLE AIRCRAFT WRECKAGE AT 47QQB 2510 9780 ON 11 MARCH. PROB. WRECKAGE IS APPROX. 200M NE OF REF COORDS., AND 3100M SSE OF PAK BENG, AND IS LOCATED IN A SLASH AND BURN CLEARING. POSITIVE ID OF ACFT. TYPE IS IMPOSSIBLE DUE TO THE EXTENT OF DESTRUCTION."

COPIES OF THE PHOTOS SHOULD ARRIVE HERE IN ABOUT SIX DAYS.

1.7 Aircraft Information:

a) General:

C-123K, 55-4524, operated by Air America, Inc. had a total airframe time of 13,666 + 04 as of 2 March 1973. The flying time accrued by aircraft 524 from 3 - 7 March 1973 is unknown. (See SAFE 4 for detailed time/parts breakdowns. A phase I inspection was completed on 25 February 1973).

b) Records Review:

A review of available maintenance records was conducted and

nothing of value was found.

1.8 Meteorological Information:

The weather during the probable time of the mishap along the standard flight path from L-54 to L-25 was listed by VTE WX as: Visibility 4 miles with ground fog and haze, winds calm at L-54. In the L-25 area there was visibility of 2 - 3 miles, clouds broken from 2,000 - 3,000 feet and overcast skies at 6,000 feet with thundershowers in the vicinity. Winds were from the west at approximately 6 to 8 KTS.

There appeared to be enough thunderstorm activity moving east from LS-69 towards L-23 that 524 may well have changed its normal flight path to skirt the storm front. This, of course, is pure speculation.

1.9 Navigational Aids:

Two (2) navigational aids should have been available for use by C-123K aircraft going toward LS-69 on 7 March 1973. The first is a non-directional radio beacon (NDB) at L-23 (Sayaboury), Laos. The other NDB is at site LS-69 and is normally available on pilot's call only. This beacon will give an erroneous indication if not tuned exactly to 195 MHz. (See attached memo from SCM/L)

1.10 Weight and Balance Information (Estimated):

Exact Weight and Balance information is not available for aircraft 524 on the date of its disappearance. This information is normally carried aboard the aircraft.

It is known that no fuel was taken on board after the flight

from L-25 to L-54. The cargo (bagged rice) was off-loaded and the empty pallets were placed back on board the aircraft.

Pallet weight was:

25 ea. 4' x 4' @ 27.5 lbs. = 687.5 lbs.

15 ea. 4' x 8' @ 55.0 lbs. = 825.0 lbs.

Total: 1,512.5 lbs.

It is reported that the only cargo aboard aircraft 524 at the time of its departure was the empty pallets. Aircraft weight would not have been a factor in this mishap. The Center of Gravity (CG) also was probably not a factor assuming the cargo was tied down with the cabin.

1.11 Crew History

a) Pilot in Command:

Captain James Howard Ackley first joined Air America on 3 September 1964 and, at the time of joining, had accumulated a total of 5,700 flight hours as a pilot during twenty-one years of military service. The majority of that time was in multi-engine propeller aircraft.

Since joining Air America, Inc. Captain Ackley has participated in the C-47, C-46, C-123K, Beech Ten-Two, Piper Apache, Dornier and Volpar-Beech programs. Since 9 March 1969 he has been a PIC in the C-123K Program at Vientiane.

Captain Ackley holds a U.S. FAA ATR No. 99493-41, dated 25 October 1967 with type ratings SEL, MEL, in the DC-3 and Convair 240,340, 440. He also holds a CCAA license No. 20279, Senior Commercial for the C-47. Captain-Ackley's

last proficiency and line checks were given on 11 and 25 February 1973 respectively.

b) First Officer:

First Officer Clarence Nesbit Driver was first employed by Air America, Inc. on 15 May 1966 and, at the time of his hire, had accumulated approximately 6,000 flight hours during 23 years of flying. Much of his experience was in multi-engine propeller aircraft.

Since joining Air America, Inc. First Officer Driver has participated in the DC-3, C-123B, Porter PC-6 and Volpar-Beech programs in the Saigon, Udorn, and Vientiane facilities. Since 1969 First Officer Driver has been in the C-123K program at Vientiane.

First Officer Driver holds a U.S. FAA ATR No. 477924, dated 27 July 1965 with type ratings SEL, MEL in the Martin 404/202.

C. ANALYSIS AND CONCLUSIONS:

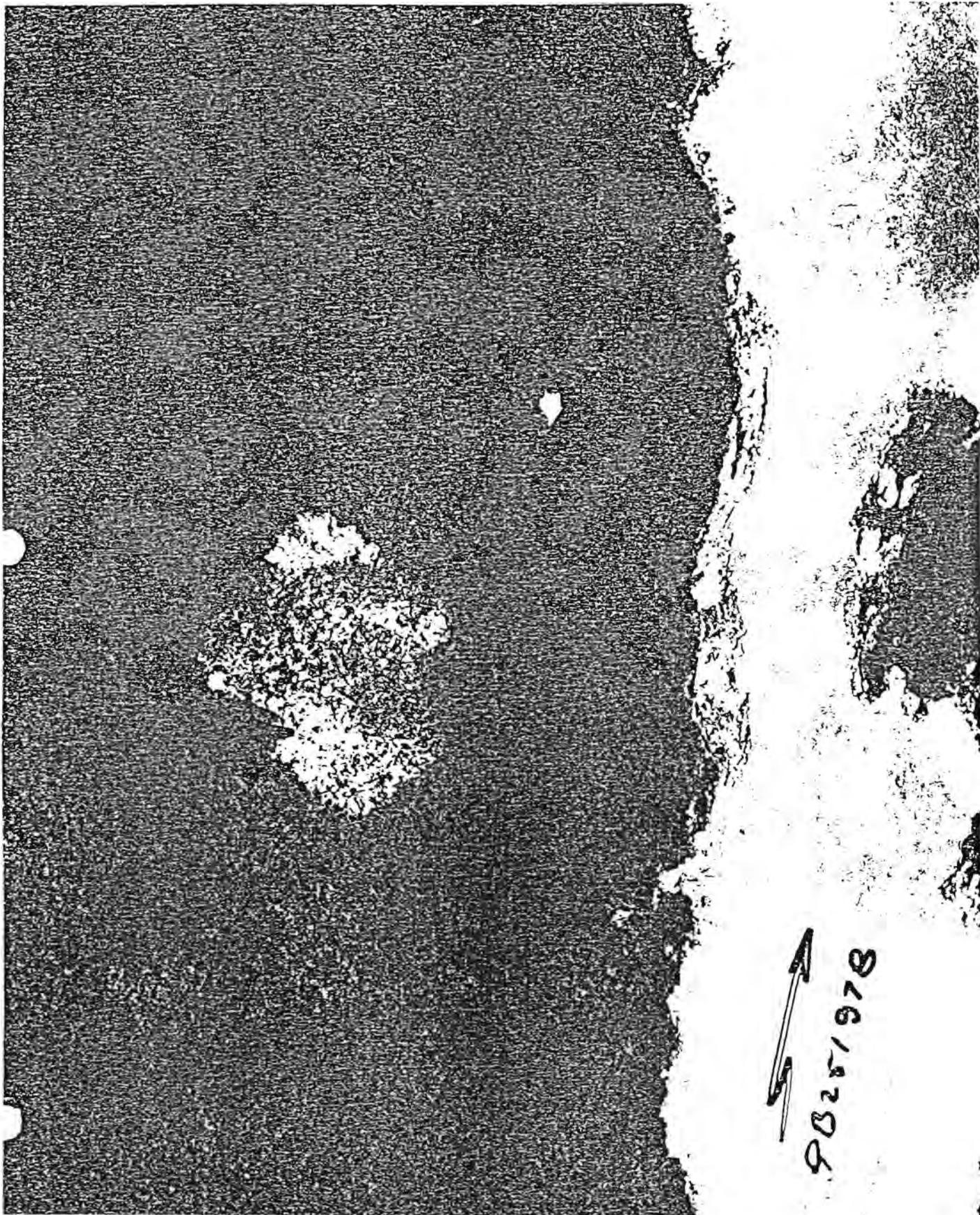
2.1 Analysis

On 7 March 1973, Air America, Inc. operated C-123K, 55-4524, disappeared while on a routine flight from Luang Prabang (L-54), Laos to Ban Houei Sai (L-25), Laos. Although several tentative conclusions concerning the fate of the four aircrewmen and aircraft have been made, no positive proof of the aircraft's present whereabouts exists. In view of time elapsed since 7 March 1973 and the fact that no word from any source has been heard regarding the aircrew, the aircraft must now be presumed lost and the aircrew's fate remains unknown.

In view of the weather in the general area at the time, clouds, thunderstorms and reported unusual winds, the aircraft may well have strayed or deliberately diverted off course to avoid unusually severe turbulence. While diverting from the normal flight path, the aircraft may either have encountered previously unreported hostile ground fire or descended into a cloud covered mountain. The only clear fact is that the PIC, Captain Ackley, an unusually precise pilot, failed to make his 30 minute situation radio report after his L-54 departure. Certain semi-confirmed reports were received of a garbled radio transmission, possibly from an aircraft going down, occurring some 10 - 20 minutes prior to the scheduled time for the PIC's status report.

The SAR, while extensive, only turned up a possible new wreckage siting on 14 March 1973 at coordinates QB251978 (See picture). A closer, positive identification was not possible due to the hostility of the area.

An aircraft malfunction was not felt likely. Had something of a mechanical nature occurred, the aircrew logically would have made a "Mayday" type of radio report. An immediate bailout is possible but unlikely. Again, survival radios were available, and some request for help should have been received. In short, a malfunction is always possible but is not likely in this case. The mechanical "explosion in flight" type of malfunction, while remotely possible, is too rare an occurrence to warrant further consideration. If indeed an explosion occurred, it is far more likely to have resulted from heavy caliber gunfire.



81615205
←

RC

RC Global Telegram

Global Telegram

TC

723602 DXI HR

RCA 00577 1159

RECEIVED THE FOLLOWING MESSAGES TO BE RELAYED TO CAPT TOOF
CAPT RENCHO QUOTE

XTFA

.TPEJFFA 160250

TO : MAPD LAX-PASS TO CINCPACAF
SUBJ : TLX 723602 HAWAII
REF : PACAF PROCUREMENT CENTER - HAWAII
PASS TO CAPT. JONATHAN A. TOOF OR
CAPT. VINCENT T. RENCHO
CINCPACAF/LGPS ROOM 309

TEXT : FOLLOWING RECEIVED FROM VIENTIANE:
+DEBRIEF OF PILOTS OF N366F AND N354X INDICATES WRECKAGE
CONFINED TO 400 FOOT AREA AT QB239S AND DESTROYED BY IMPACT
AND FIRE. NO APPARENT SURVIVORS AND NO PARACHUTES SIGHTED IN
AREA. FURTHER ACTION PENDING INFORMATION ON SITE SECURITY
FROM CUSTOMERS. WILL ADVISE WHEN FURTHER INFORMATION
BECOMES AVAILABLE.
AIRASIA/DMFS TAIPEI 073 160220Z

END TEXT

DMFS TPE 073 160220Z

FOI

YYTEA

REFNO 1985-0-01

AIR AMERICA

INC.

APO 96237

Ref. Nr. VPNTD-L73-2359

21 November 1973

Headquarters JCRC
APO 96310

ACC NO.

0451

0452

Attn: CWO Clow

Dear Sir:

In accordance with your telephone request of 19 November, personal information concerning missing Air America crew members is forwarded herewith.

The attached data pertains to:

Captain J. H. Ackley
and
First Officer C. N. Driver

Both of the above were crew members of C-123K, 55-4524, which disappeared on 7 March 1973 while on a cargo flight in Laos. The exact location of the crash site has not been confirmed; however, wreckage was sighted at coordinates QB 2398 and tentative identification was made by an airborne observer based on the reading of the figure "4" on a portion of what appeared to be an aircraft's tail at that wreckage site. No photograph of the crash site is available and there has been no ground party into the site to provide positive identification.

Sincerely,

AIR AMERICA, INC.



E. J. Abadie, Jr.

Vice President
Northern Thailand Division

Atch.
a/s

01 MAR 73

0001 WN LOG OPENED - Sgt Diehl on duty - NIP
0005 SN TSGT SNOWDEN, ON DUTY.
0040 JH MAJ WALTON OFF / MAJ SMITH ON
0242 JH
0342 JH INVERT CALLED WITH AN IFE ON TINY 06, AN
A-6. OUT OF NAM PHONG. HE HAS HYD. PRESSURE
FAILURE; 2 SOBS; NEGATIVE ORDNANCE AND
PRESENT POSITION IS 70 MILES WEST OF CA.
61. BC/MAJ SVELTLO
0309 JH TINY 06 LANDED SAFELY ATT-FM BLC
0515 JH TSGT BRADY ON DUTY / TSGT SNOWDEN OFF NIP
0535 JH RECEIVED REQUEST FROM MORAT 44 FOR PERMISSION
TO SCRAMBLE K-27 FOR EMERG MEDEVAC. GAVE PERMISSION
BUT ADVISED THEM TO CK FOR FASTER ACFT CLAIMS THAN
STATION. MEDIVAC IS RUPTURED APPENDIX FROM KURT TO 2-TAPB
BC/NX
0600 JH KING 27 ALERTED FOR MEDIVAC.
0639 JH AFTER ENGINES RUNNING DELAY FOR THE PATIENT
KING 27 DEPARTED KRT ATT. ETA UTP 0720Z
0719 JH KING 27 LANDED UTP ATT - PATIENTS CONDITION UNCHANGED
1015 JH FM BLC - FM 7/13 (MAG FARRINGTON) PASSED THAT AN
A/A C-123 524524 IS OVERDUE ON A FLIGHT
FROM LS 24 TO LS 25 - ETA 1604G (0904Z)
1055 JH BRISHAN/ER SAID ABOVE A/A NEVER CHECKED IN WITH
THEM TO HIS KNOWLEDGE.
1057 JH CALL FROM VICTOR WHO CAN LOCATE AT BUT POSSIBLY WENT
TO THAILAND BUT DON'T KNOW WHERE.
1110 JH TALKED TO MR OCHA A/A (UDORN) LAST KNOWN POS
T.O. LS 54 @ 1504G (0809Z) A/A C-130 CHECKING
TANGC SITES 514, 504 AND 16.
1310 JH TSGT BRADY OFF DUTY,
1500 JH MR LANDER (VICTOR) STATES THAT A/A WILL
CONDUCT THE SEARCH FOR C-123/524 ON THEIR
OWN. WE ARE NOT AUTHORIZED TO ENTER LAOS
FOR SAR OPS. BLC (4COL LASSMAN) NX 23TAS 4col
1145 JH LATE ENTRY. CAPT HUNGER REELER ON DUTY / MAJ SMITH OFF
2330 JH From Invert/AP. IFE on Baron 10, presently 155/25/89 RTB. 16 SOB
650 gal., #1 eng shut down for BACKFIRE. NL BC/Col TOUY.
2338 JH From Invert Baron 10 down safe ATT. BC/TY
2359 JH LOG CLOSED

P 0915 B1 KLONG 975 ATT IS 155/70/125 ETA U-TAPAO AT 0940Z
 PASSED TO U-TAPAO & B/C/COL MINER
 -NIP 0951 IL KLONG 975 DOWN SAFE AT 0947Z / KING
 1055 By TSGT BRADY OFF DUTY - NIP -
 1145 Lt L/COL JACOBS OFF DUTY / MAJ SMITH ON DUTY
 12359 Lt LOG CLOSED

14 MAR 73

0001 Lt LOG OPENED
 0002 (SN) TSGT SNOWDEN ON DUTY.
 DIT, 0021 Lt FM B/C (Sgt JUNKELMAN) VERIFIED KING ORBIT
 SAME AS YESTERDAY I.E. .142/100-160/125
 56th NX (CAPT HOEK) VIA AKAC 275
 0040 HD MAJ SMITH OFF DUTY / LTCOL DILLOW ON DUTY NIP
 0130 HD K21 RTB CH 125 DUE TO HYD BOOST PUMPAC LEAK. ETA 0200.
 56TH NOTIFIED TO SCRAMBLE K-27 TO REPLACE. SEIN CAP HOLT
 B/C/SO/TC MINER
 0148 HD K-21 SUSPECTS WGT BRIGGS IS DECLARING IFE. REQ TOW
 VEH UPON LDG. 56 & BC NOTIFIED.
 E 0209 HD K-21 LAND
 0213 HD K-27 T OFF EST MSN READY @ 0220. BC/Miner
SDO
 154/4 0515 B1 TSGT BRADY ON DUTY / TSGT SNOWDEN OFF DUTY
 0520 B1 FROM VICTOR FOUND C-123 THAT WAS MISSING SINCE 7 FEB
 R/A 524 AT QB2398. No known survivors ATT BC/COL MINER
 1025 HD CARRIED WITH BC SDO. KING WILL NOT BE NEEDED AFTER
 NORMAL FRAG TIME. BC/Miner
 1145 Lt Lt Dillow off duty - Lt Jacobs on duty
 2345 BP MSG BURNAP ON DUTY NIP
 2359 BP LOG CLOSED

15 MAR 73

1420
 0001 BP LOG OPEN NIP
 0003 BP FM BC (RT) KING ORBIT SAME AS 14 MAR 73 142/100-160/
 125 KING NX (ABJ)
 0045 UN MAJ WALTON DUTY - LTCOL JACOBS OFF DUTY
 0530 SN MSGT BURNAP OFF DUTY - TSGT SNOWDEN ON DUTY.
 0735 (SN) IFE FM BRIGHAM: HOFFER 02 UPON F-4D, LOW OIL PRESS #1
 ENG. 2 SOB'S 8, POOL'S - 12 = MKB'S Pos ATT 120/120/93. 128 93 04/04
 0757 (SN) HOFFER 02 (IFE) LANDED SAFELY ATT. BC/BC
 0945 (SN) TSGT SNOWDEN, SGT LINDERTZ OFF DUTY. ANIP
 1030 UN SANDY'S REQUEST RELEASE. COL. TOBEY/BC SAYS NO. ATT.



JOINT CASUALTY RESOLUTION CENTER

LIAISON OFFICE
AMERICAN EMBASSY
APO SAN FRANCISCO 96346

REFERENCE: T84-007
20 January 1984

FROM: JCRC-LNB

SUBJ: Refugee Report, Alleged Grave with U.S. Remains at Luangphrabang.

TO: COMMANDER, JCRC
Barbers Point, HI 96862

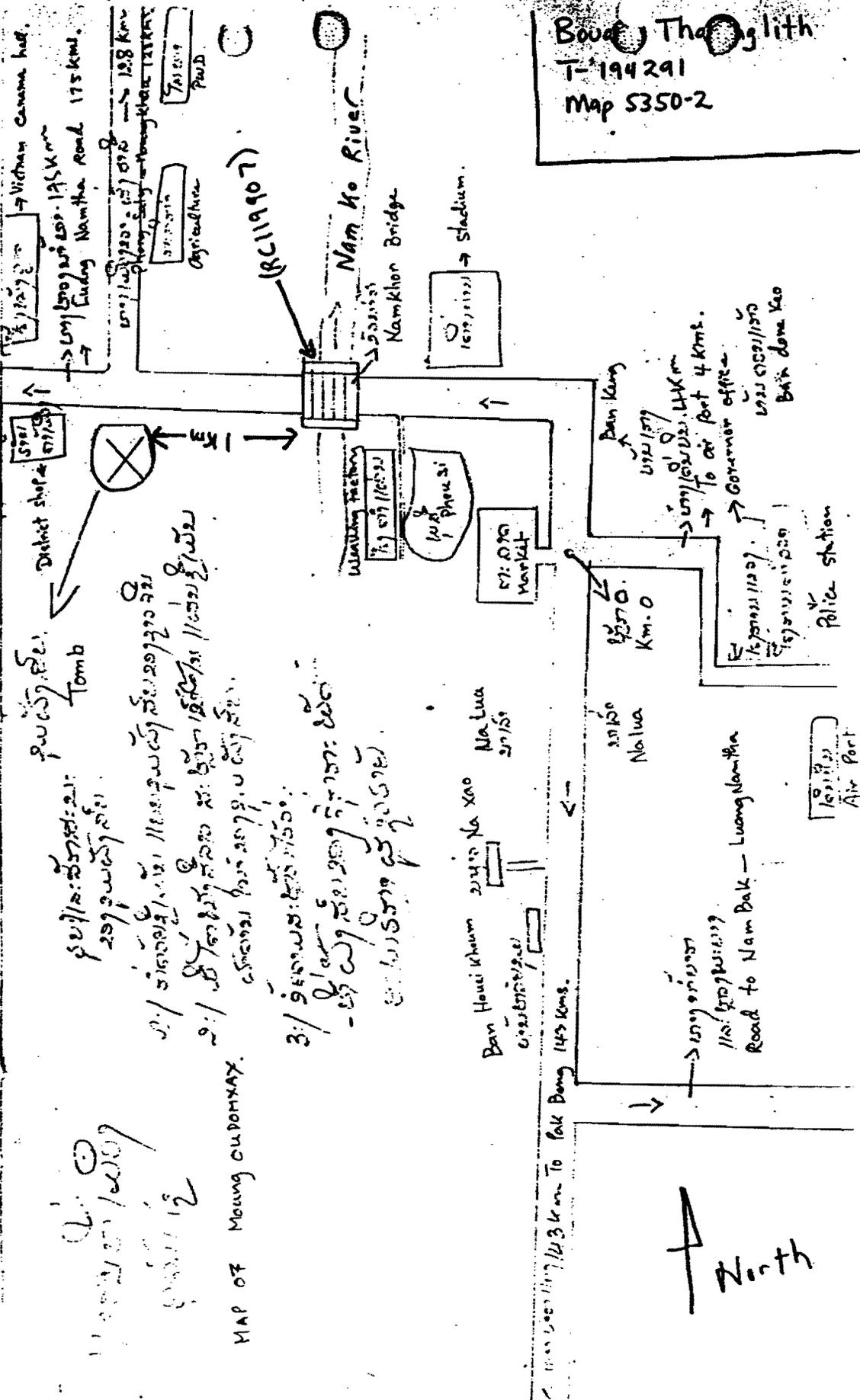
Source: Boualy Thanonglith; DPOB 10 Dec 43, Luang Namtha. A former Sgt, RLA, Source is presently located at bldg 2I28, Phanat Nikhom Refugee Camp, Thailand. ID #T-194291, date of info 1983, date of interview 11 Jan 84. Source arrived Thailand 15 Sept 80. Map used: sheet 5350-2, series L7014.

Source stated that he had heard about a tomb containing the remains of two Americans who had been killed when their aircraft was shot down sometime during 1970. Source claimed that he heard the information from two members of the Lao resistance whom he had gone to meet on several occasions. Source claimed that the two men whom he identified as In (LNU) and Mai Taa (LNU) had begun working for him in 1980 at his POB of Luang Namtha prior to his escape to Thailand. Source stated that In and Mai Taa who were vendors selling used and scrap items at Nam Tha and Udom Sai used their jobs as vendors to collect information on PAVN and PL forces which they passed to him. Source heard (common rumor among refugees in the camp) that In had been killed in Laos during November 1983. Source stated that he last heard about the grave alleged to contain the remains from Mai Taa whom he met when Source re-entered Laos for the last time on 25 April 1983. Source stated that Mai Taa had heard from Hmong hilltribesmen in the Udom Sai area that they had found the remains in the wreckage of a downed U.S. "Caribou" type aircraft. Source also heard from Mai Taa that a Chinese crew working on a road project during 1977-78 had built a cement tomb over the grave which was located next to National Route 4 approx one kilometer from the Nam Ko Bridge (vic RC119907). Source stated that many villagers of Udom Sai (formerly called Muang Sai (RC120905)) knew about the tomb. Source recalled that he had first reported the location of the tomb to Mr. Robert Brown of Soldier of Fortune magazine during June 1981 when inside Laos with Mr. Brown. Source stated that at that time Mr. Brown had asked him to wait for further instructions regarding the tomb but that he had not since heard from Mr. Brown. Source stated that he had recently come into possession of personal effects which had been found by members of the Lao resistance forces near the Lao/Vietnam border which had come from a crashsite of a U.S. aircraft which was shot down during operation "Lam Son". Source was not able to provide further details concerning the crashsite at the Lao/Viet border but stated that he would contact an intermediary of the Lao resistance (whom Source declined to identify) in order to gain additional information on the crashsite. Source provided the interviewer with a small compass with nylon neck string (marking on reverse side indicates "pm-147 0.4 mc Dec. 1969 37-10913-02") and a "garrote" type sixteen inch survival saw with nylon finger loops (marking indicates "FRASS SURG. N.Y.C.") (both items will be forwarded with report). Hand drawn memory sketch provided by Source is attached.

Paul D. Mather
PAUL D. MATHER

Lt Col, USAF
JCRC Liaison Officer

Atch: as



Boudy Thonglith
T-194291
Map S350-2

Vichan Camera hub.
195 km to Vichan
Luang Namtha road 175 km.
128 km
Agriculture
Phou Phousi

(RCL191907)
Nam Khe River
Namkhor Bridge
Stadium

Ban Keng
14 km
to air port 4 km.
Governor office
Ban dome Yao
Police station

District shop
Tomb
1/ 2/ 3/ 4/ 5/ 6/ 7/ 8/ 9/ 10/ 11/ 12/ 13/ 14/ 15/ 16/ 17/ 18/ 19/ 20/ 21/ 22/ 23/ 24/ 25/ 26/ 27/ 28/ 29/ 30/ 31/ 32/ 33/ 34/ 35/ 36/ 37/ 38/ 39/ 40/ 41/ 42/ 43/ 44/ 45/ 46/ 47/ 48/ 49/ 50/ 51/ 52/ 53/ 54/ 55/ 56/ 57/ 58/ 59/ 60/ 61/ 62/ 63/ 64/ 65/ 66/ 67/ 68/ 69/ 70/ 71/ 72/ 73/ 74/ 75/ 76/ 77/ 78/ 79/ 80/ 81/ 82/ 83/ 84/ 85/ 86/ 87/ 88/ 89/ 90/ 91/ 92/ 93/ 94/ 95/ 96/ 97/ 98/ 99/ 100/ 101/ 102/ 103/ 104/ 105/ 106/ 107/ 108/ 109/ 110/ 111/ 112/ 113/ 114/ 115/ 116/ 117/ 118/ 119/ 120/ 121/ 122/ 123/ 124/ 125/ 126/ 127/ 128/ 129/ 130/ 131/ 132/ 133/ 134/ 135/ 136/ 137/ 138/ 139/ 140/ 141/ 142/ 143/ 144/ 145/ 146/ 147/ 148/ 149/ 150/ 151/ 152/ 153/ 154/ 155/ 156/ 157/ 158/ 159/ 160/ 161/ 162/ 163/ 164/ 165/ 166/ 167/ 168/ 169/ 170/ 171/ 172/ 173/ 174/ 175/ 176/ 177/ 178/ 179/ 180/ 181/ 182/ 183/ 184/ 185/ 186/ 187/ 188/ 189/ 190/ 191/ 192/ 193/ 194/ 195/ 196/ 197/ 198/ 199/ 200/ 201/ 202/ 203/ 204/ 205/ 206/ 207/ 208/ 209/ 210/ 211/ 212/ 213/ 214/ 215/ 216/ 217/ 218/ 219/ 220/ 221/ 222/ 223/ 224/ 225/ 226/ 227/ 228/ 229/ 230/ 231/ 232/ 233/ 234/ 235/ 236/ 237/ 238/ 239/ 240/ 241/ 242/ 243/ 244/ 245/ 246/ 247/ 248/ 249/ 250/ 251/ 252/ 253/ 254/ 255/ 256/ 257/ 258/ 259/ 260/ 261/ 262/ 263/ 264/ 265/ 266/ 267/ 268/ 269/ 270/ 271/ 272/ 273/ 274/ 275/ 276/ 277/ 278/ 279/ 280/ 281/ 282/ 283/ 284/ 285/ 286/ 287/ 288/ 289/ 290/ 291/ 292/ 293/ 294/ 295/ 296/ 297/ 298/ 299/ 300/ 301/ 302/ 303/ 304/ 305/ 306/ 307/ 308/ 309/ 310/ 311/ 312/ 313/ 314/ 315/ 316/ 317/ 318/ 319/ 320/ 321/ 322/ 323/ 324/ 325/ 326/ 327/ 328/ 329/ 330/ 331/ 332/ 333/ 334/ 335/ 336/ 337/ 338/ 339/ 340/ 341/ 342/ 343/ 344/ 345/ 346/ 347/ 348/ 349/ 350/ 351/ 352/ 353/ 354/ 355/ 356/ 357/ 358/ 359/ 360/ 361/ 362/ 363/ 364/ 365/ 366/ 367/ 368/ 369/ 370/ 371/ 372/ 373/ 374/ 375/ 376/ 377/ 378/ 379/ 380/ 381/ 382/ 383/ 384/ 385/ 386/ 387/ 388/ 389/ 390/ 391/ 392/ 393/ 394/ 395/ 396/ 397/ 398/ 399/ 400/ 401/ 402/ 403/ 404/ 405/ 406/ 407/ 408/ 409/ 410/ 411/ 412/ 413/ 414/ 415/ 416/ 417/ 418/ 419/ 420/ 421/ 422/ 423/ 424/ 425/ 426/ 427/ 428/ 429/ 430/ 431/ 432/ 433/ 434/ 435/ 436/ 437/ 438/ 439/ 440/ 441/ 442/ 443/ 444/ 445/ 446/ 447/ 448/ 449/ 450/ 451/ 452/ 453/ 454/ 455/ 456/ 457/ 458/ 459/ 460/ 461/ 462/ 463/ 464/ 465/ 466/ 467/ 468/ 469/ 470/ 471/ 472/ 473/ 474/ 475/ 476/ 477/ 478/ 479/ 480/ 481/ 482/ 483/ 484/ 485/ 486/ 487/ 488/ 489/ 490/ 491/ 492/ 493/ 494/ 495/ 496/ 497/ 498/ 499/ 500/ 501/ 502/ 503/ 504/ 505/ 506/ 507/ 508/ 509/ 510/ 511/ 512/ 513/ 514/ 515/ 516/ 517/ 518/ 519/ 520/ 521/ 522/ 523/ 524/ 525/ 526/ 527/ 528/ 529/ 530/ 531/ 532/ 533/ 534/ 535/ 536/ 537/ 538/ 539/ 540/ 541/ 542/ 543/ 544/ 545/ 546/ 547/ 548/ 549/ 550/ 551/ 552/ 553/ 554/ 555/ 556/ 557/ 558/ 559/ 560/ 561/ 562/ 563/ 564/ 565/ 566/ 567/ 568/ 569/ 570/ 571/ 572/ 573/ 574/ 575/ 576/ 577/ 578/ 579/ 580/ 581/ 582/ 583/ 584/ 585/ 586/ 587/ 588/ 589/ 590/ 591/ 592/ 593/ 594/ 595/ 596/ 597/ 598/ 599/ 600/ 601/ 602/ 603/ 604/ 605/ 606/ 607/ 608/ 609/ 610/ 611/ 612/ 613/ 614/ 615/ 616/ 617/ 618/ 619/ 620/ 621/ 622/ 623/ 624/ 625/ 626/ 627/ 628/ 629/ 630/ 631/ 632/ 633/ 634/ 635/ 636/ 637/ 638/ 639/ 640/ 641/ 642/ 643/ 644/ 645/ 646/ 647/ 648/ 649/ 650/ 651/ 652/ 653/ 654/ 655/ 656/ 657/ 658/ 659/ 660/ 661/ 662/ 663/ 664/ 665/ 666/ 667/ 668/ 669/ 670/ 671/ 672/ 673/ 674/ 675/ 676/ 677/ 678/ 679/ 680/ 681/ 682/ 683/ 684/ 685/ 686/ 687/ 688/ 689/ 690/ 691/ 692/ 693/ 694/ 695/ 696/ 697/ 698/ 699/ 700/ 701/ 702/ 703/ 704/ 705/ 706/ 707/ 708/ 709/ 710/ 711/ 712/ 713/ 714/ 715/ 716/ 717/ 718/ 719/ 720/ 721/ 722/ 723/ 724/ 725/ 726/ 727/ 728/ 729/ 730/ 731/ 732/ 733/ 734/ 735/ 736/ 737/ 738/ 739/ 740/ 741/ 742/ 743/ 744/ 745/ 746/ 747/ 748/ 749/ 750/ 751/ 752/ 753/ 754/ 755/ 756/ 757/ 758/ 759/ 760/ 761/ 762/ 763/ 764/ 765/ 766/ 767/ 768/ 769/ 770/ 771/ 772/ 773/ 774/ 775/ 776/ 777/ 778/ 779/ 780/ 781/ 782/ 783/ 784/ 785/ 786/ 787/ 788/ 789/ 790/ 791/ 792/ 793/ 794/ 795/ 796/ 797/ 798/ 799/ 800/ 801/ 802/ 803/ 804/ 805/ 806/ 807/ 808/ 809/ 810/ 811/ 812/ 813/ 814/ 815/ 816/ 817/ 818/ 819/ 820/ 821/ 822/ 823/ 824/ 825/ 826/ 827/ 828/ 829/ 830/ 831/ 832/ 833/ 834/ 835/ 836/ 837/ 838/ 839/ 840/ 841/ 842/ 843/ 844/ 845/ 846/ 847/ 848/ 849/ 850/ 851/ 852/ 853/ 854/ 855/ 856/ 857/ 858/ 859/ 860/ 861/ 862/ 863/ 864/ 865/ 866/ 867/ 868/ 869/ 870/ 871/ 872/ 873/ 874/ 875/ 876/ 877/ 878/ 879/ 880/ 881/ 882/ 883/ 884/ 885/ 886/ 887/ 888/ 889/ 890/ 891/ 892/ 893/ 894/ 895/ 896/ 897/ 898/ 899/ 900/ 901/ 902/ 903/ 904/ 905/ 906/ 907/ 908/ 909/ 910/ 911/ 912/ 913/ 914/ 915/ 916/ 917/ 918/ 919/ 920/ 921/ 922/ 923/ 924/ 925/ 926/ 927/ 928/ 929/ 930/ 931/ 932/ 933/ 934/ 935/ 936/ 937/ 938/ 939/ 940/ 941/ 942/ 943/ 944/ 945/ 946/ 947/ 948/ 949/ 950/ 951/ 952/ 953/ 954/ 955/ 956/ 957/ 958/ 959/ 960/ 961/ 962/ 963/ 964/ 965/ 966/ 967/ 968/ 969/ 970/ 971/ 972/ 973/ 974/ 975/ 976/ 977/ 978/ 979/ 980/ 981/ 982/ 983/ 984/ 985/ 986/ 987/ 988/ 989/ 990/ 991/ 992/ 993/ 994/ 995/ 996/ 997/ 998/ 999/ 1000

MAP OF MOUNG OUDOMXAY.

143 km To Pak Dong

North

1927B

194219

194230 G

~~SECRET~~
~~CONFIDENTIAL~~
~~RESTRICTED~~

Mrs. STAVE GAVENAS
US. Embassy, Rangoon
J.V.A. Support Section
95. Wipada Road.
10500 Bangkok.
THAILAND

Mrs. William B. Stubbbs
1st Secretary US. Embassy
Refugee Programs Sec-
Director
95. Wipada Road.
10500 Bangkok, Thailand

Original
in hands of [unclear]

Joint Voluntary Agency

U.S. INDOCHINESE REFUGEE RESETTLEMENT PROGRAM (THAILAND)

DATE : 8 AUGUST 1983

TO : P. MATHER, JCRC, US EMB/DAO

THRU : *for* W. STUBBS, US EMB/REF *all*

FROM : R. HEARN, LAO SECTION *RMS*

SUBJ : MIA REPORT

THE ATTACHED MAP OF THE PROVINCIAL CAPITAL TOWN OF OUDOMXAI (RC 1191) SHOWS A SPOT, MARKED WITH A RED "X" WHERE 2 U.S. NATIONALS (U.S. AIRMEN?) ARE REPORTEDLY ENTOMBED.

DETAILS PROVIDED BY LAO REFUGEE BOUALY THANONGLITH, T-194291, IN PHANAT NIKHOM, AND HE SAID SOMEONE ELSE GAVE HIM THE INFO.

THE CONCRETE TOMB/MONUMENT WAS BUILT BY A CHINESE ROAD CONSTRUCTION TEAM IN 1977-1978. INSCRIPTION (IN LAO) TRANSLATES "THIS IS THE TOMB OF THE WICKED AMERICAN IMPERIALISTS", AND LOCAL PEOPLE UNDERSTAND THAT THE REMAINS OF 2 AMERICANS ARE WITHIN.

THE AREA IS WELL-KEPT, AND THERE ARE PINE TREES PLANTED ON THE FRONT SIDE OF THE MONUMENT, WHICH FACES THE ROAD TO MUANG KHOA AND MUANG PHONGSALI.

FOR YOUR INFORMATION.

RMH/RV

CC: D. GRACE, JVAR
T. DARU, US EMB/REF

#7

ROUTINE

R 060332Z NOV 91 PSV 070313P914 NOV -5 P8:13

FM JCRC LIAISON BANGKOK TH

TO CDR JCRC BARBERS PT HI

INFO JCS WASHDC//JCJCS-PW-MIA/J5//
USCINCPAC HONOLULU HI//J3//
NSC WASHDC
AMEMBASSY VIENTIANE



51

CO	
..	
XO	
..	

SECDEF WASHDC//OASD-ISA/PW-MIA//
DIA WASHINGTON DC//PW-MIA//
SECSTATE WASHDC//EAP-VLC//
AMCONSUL CHIANG MAI

BT BANGKOK TH 54338

0475 NOV 91
SUBJ: JCRC RPT T91-357; WITNESS REPORTS SHOOTDOWN AND
CAPTURE OF TWO PILOTS IN JUDOMXAI PROVINCE, LAOS, IN
1971

1.

DATE OF INFORMATION: 1971
INTERVIEWED AT BAY PHA TANG VILLAGE ON 11 OCT
91 BY H.G. COLE, MSPT, USAF.
MAP REF: JOG SHEET NF47-16; 50 SERIES SHEET
5349-3

2. SUMMARY: SOURCE REPORTED SEEING A LARGE
WHITE AIRPLANE SHOT DOWN, AND TWO PILOTS CAPTURED BY
VIETNAMESE SOLDIERS IN JUDOMXAI PROVINCE, LAOS, IN
1971.

3. INFORMATION: SOURCE TOLD JCRC REP THAT 20
YEARS AGO (1971), HE SAW A LARGE WHITE AIRPLANE WITH

DLVR:CDR JCRC BARBERS PT HI(2)...ACT

RTD:000-000/COPIES:0002 3

070313/3941/31) 1 OF 2 MI 0191 310/05:357 060332Z NOV 91
CSN:RXBP0150 JCRC LIAISON BANGKOK TH

"THREE ENGINES" SHOT DOWN AT 1000 A.M. ON A CLEAR DAY IN THE VICINITY OF KILOMETER MARKER 77 ON THE ROAD FROM MUANG XAI (RC12910) TO MUANG HOUA (QC5829), OUDOMXAI PROVINCE, LAOS. SOURCE SAID THAT TWO MEN PARACHUTED FROM THE BURNING AIRPLANE, THAT ONE PILOT LANDED IN A TREE, AND THE OTHER PILOT LANDED IN A RICE FIELD. SOURCE STATED THAT BOTH PILOTS DID NOT APPEAR TO BE INJURED BUT WERE QUICKLY CAPTURED BY VIETNAMESE SOLDIERS ON THE ROAD AND LOADED ON TO A LARGE BLUE MILITARY TRUCK WITH SIX WHEELS. THE TRUCK THEN HEADED NORTH ON THE ROAD AND SOURCE BELIEVES THE PILOTS WERE TAKEN TO CHINA. AT APPROXIMATELY 1100 A.M. SOURCE ARRIVED AT THE CRASH SITE LOCATED ON THE WEST SIDE OF MAE NAM BENG RIVER AND DISCOVERED THE BODY OF THE THIRD PILOT WHICH WAS BADLY BURNED. SOURCE REMOVED THE CORPSE AND BURIED IT ABOUT A KILOMETER AWAY FROM THE SMOLDERING WRECKAGE. SOURCE SAID THAT FOUR OR FIVE DAYS AFTER THE CRASH THE VIETNAMESE SOLDIERS RETURNED, SEARCHED THROUGH THE WRECKAGE, AND TOOK SOME OF THE AIRPLANE WRECKAGE AWAY.

4. SOURCE SAID THE AIRCRAFT WAS "A TARGET SPOTTER" (FAC). HE STATED THAT HE WAS ON PHOU PHEAD MOUNTAIN (UNLOCATED) WHEN HE OBSERVED THE BURNING AIRCRAFT AND THE TWO WHITE PARACHUTES DESCENDING. HE ESTIMATED THAT THE TWO PILOTS LANDED SIX KILOMETERS FROM HIS POSITION AND THAT THE AIRCRAFT CRASHED ABOUT "TWO TO THREE MAH" (I.E., 4-6 METERS) FROM HIS LOCATION. SOURCE ADDED THAT NO TIA SAE LAO (70 YOA) CURRENTLY LIVING IN BAN PHIA KAO, OUDOMXAI PROVINCE, COULD LEAD A SURVEY TEAM TO THE GRAVE SITE.

5. (U) COMMENTS: THE ROAD THAT SOURCE WAS REFERRING TO IS PROBABLY ROUTE TWO (AKA 46). KILOMETER MARKER 77 AND THE RICE FIELD ARE POSSIBLY LOCATED IN THE VICINITY OF UTM COORDINATES QC6536, AND THE CRASH/GRAVE SITE POSSIBLY LOCATED IN VICINITY OF QC6237. SOURCE LIVES IN BAN PHA TANG VILLAGE WHICH IS A DESIGNATED RESTRICTED AREA AND IS LOCATED ONE KILOMETER FROM THE THAI-LAO BORDER. THE SENTRY AT ENTRY CHECKPOINT INSTRUCTED JCRC REP TO EXIT THE AREA AT 1800. A COPY OF THIS REPORT WAS PASSED TO STONY BEACH.
BT

070313/3941/310
CSN:RXBP0150

2 OF 2

MI 0191

310/05:35Z

060332Z NOV 91

JCRC LIAISON BANGKOK TH

- 1791 CONTINUED

- (4) IN THE SAME PROVINCE AND DISTRICT, SIX KILOMETERS NNE OF THE RECORD LOCATION, INVESTIGATE THE REPORT IN THE SAR LOG OF WRECKAGE BEING SIGHTED BY "LOM" IN THE VICINITY QB4467; BAN NAMSIP (QB417641) IS 3 KILOMETERS SOUTH OF THE AREA.

- (5) INVESTIGATE IN XAIGNABOULI PROVINCE, XAIGNABOULI DISTRICT, THE REPORT (T88-344) OF A DAKOTA (C-47) CRASH SITE IN A STREAM BED A FEW KILOMETERS SOUTH OF THE JUNCTION OF THE NAM HOUANG AND NAM SAN IN THE VICINITY OF QB490280, THERE ARE NO VILLAGES IN THE AREA AND AN AERIAL SEARCH SHOULD BE MADE TO LOCATE ANY VILLAGES IN THE AREA. NO GROUND SEARCH OF THESE COORDINATES IS REQUIRED.

- (6) INVESTIGATE THE REFUGEE REPORT OF A TOMB NEAR MUANG XAI (RC119907), ALONG WITH THE IIR AND SOLDIER OF FORTUNE REPORTS OF THE AIRCRAFT CRASHING AT MUANG XAI AIRFIELD (RC120890) AND THE CREW BEING TAKEN PRISONER; MUANG XAI (RC121904), OUDOMAXIA PROVINCE, XAI DISTRICT, IS JUST NORTH OF THE AIRFIELD.

- (7) INVESTIGATE THE REPORT (T91-357) OF AN ALLEGED CRASH SITE, GRAVE, AND THE CAPTURE OF TWO INDIVIDUALS IN THE VICINITY OF BAN PHIA KHAO (UNLOCATED, BUT POSSIBLY IN THE VICINITY OF QC6536), BENG DISTRICT, OUDOMAXIA PROVINCE. AT MUANG BENG (QC755460) CHECK WITH DISTRICT OFFICIALS TO LEARN THE LOCATION OF KILOMETER MARKER 76/77 ON HIGHWAY 2 AND/OR THE LOCATION OF THE VILLAGE. IF THE VILLAGE IS FOUND, ATTEMPT TO LOCATE A MR. NO CHIA XE LAO WHO MAY HAVE KNOWLEDGE OF THE INCIDENT.

COMMENTS:

- A COMPLEX CASE. A CRASH SITE IS ALMOST A CERTAINTY AT THE FIRST LOCATION, AND IS EITHER 1791 OR 1995, BUT IS MOST LIKELY 1995. THE OTHER LOCATION ARE VERY IFFY, OUR BEST HOPE IS THAT PROVINCIAL AND DISTRICT OFFICIALS MAY HAVE INFORMATION ON THE LOCATION OF THE CRASH SITE. IF THE CRASH SITE OF CASE 1995 IS FOUND, A DETAILED REPORT SHOULD BE ISSUED, IT WILL PROBABLY BE THE CALL OF CJTFFA AND THE STATE DEPARTMENT AS TO WHETHER WE EXCAVATE THE SITE.

94-4L ANALYST WORKSHEET

REFNO: 1791

RANK & NAME(S): MR. WEISSENBACK, EDWARD J
POSITION: -01 FREIGHT HANDLER VEHICLE/#: C123K/57-6293
MR. TOWNLEY, ROY F
STATUS: INVESTIGATE -02 1ST OFFICER CALL SIGN: NONE
MR. RITTER, GEORGE L
PROVINCE/DISTRICT: -03 PILOT DATE/TIME: 27 DEC 71/A.M.
OUDOMAXIA/HUM (1/2) (OFF THE SCOPE CASE)
XAINABOULI/XAINABOULI (3/4/5)
OUDOMAXIA/XAI (6)
OUDOMAXIA/BENG (7) (REPORT OF CRASH SITE) UTM: 47QQC514228 (1)
(SOUTHERN END OF CHINA ROAD) 47QQB490280 (2)
(RECORD LOCATION) 47QQB410610 (3)
(SAR LOG WRECKAGE SIGHTING) 47QQB430670 (4)
(REPORT OF CRASH SITE) 47QQB490280 (5)
(REPORT OF TOMB & IIR REPORTING) 47QRC120890 (6)
(REPORT OF CRASH SITE AND CAPTURE) 47QQC620370 (7)

GEO: 200515N1012416E

UNIT: CIVILIANS, AIR AMERICA, UDORN RTAFB, TH
MAPS: 5249-II, NF 47-16,
E-47-143 (1)
5248-IV/I, NE 47-4,
E-47-11 (2)
5248-II, NE 47-4,
E-47-23 (3/4)
5247-II/I, NE 47-4,
E-47-35 (5)
5350-II, NF 47-16,
F-47-120 (6)
5349-III, NF 47-16,
F47-144 (7)

J225 ANALYST: MR. BILL FORSYTH

ORDNANCE ONBOARD: UNKNOWN (POSSIBLY EXPLOSIVES)

OTHER IDENTIFICATION FEATURES: AIRCRAFT WAS SILVER COLOR

BASIC CIRCUMSTANCES:

- THE AIR AMERICA (AIRA) AIRCRAFT, WITH ITS THREE AMERICAN CREWMEMBERS AND A MED KICKER (KAMPHANH SAYSONGKHAM), DEPART UDORN AB THAILAND AT 0730L, ENROUTE TO LIMA SITE (LS) 69 ALPHA (AKA LS 274), XIENG LOM (PB9274), IN NORTHWESTERN LAOS. THE AIRCRAFT WAS ALLEGEDLY CARRYING SUPPLIES FOR U.S. AID FOR INTERNATIONAL DEVELOPMENT (USAID).
- THE AIRCRAFT DID NOT ARRIVE AT ITS DESTINATION, THE LAST REPORT FROM UDORN RADAR PUT THE AIRCRAFT NORTHEAST OF LS 23, SAYABOURY (UG3993, NOW XAINABOULI). A SAR SUMMARY JOPREP JIFFY REPORT LISTS THE LAST KNOWN POSITION AS 1941N10120E (OVER LS 62, BAN HONG SA (QB4581)), AT 0951L. THE NAVIGATIONAL BEACONS AT BOTH LS 23 AND LS 62 WERE OUT OF ORDER.
- THE INTENDED ROUTE WAS REPORTEDLY UDORN - SAYABOURY (LS 23) - HONG SA (LS 62) - XIENG LOM (LS 69A). THE WINDS WERE BLOWING STRONGLY FROM THE SOUTHWEST AND ANOTHER AIRA C123 FLYING THE SAME ROUTE WAS BLOWN TO NEAR PAKBENG (QC233018) ON THE CHINA ROAD (THEN ROUTE 46, NOW LAO HIGHWAY 2), A KNOWN AAA THREAT AREA. AN AIRA VOLPAR AIRCRAFT PARTICIPATING IN THE SEARCH WAS REPORTEDLY HIT BY 57MM AAA BETWEEN PAKBENG AND MUANG HOUN (QC5729).

1791 CONTINUED

DOCUMENTATION COMMENTS:

- JACK SAR LOG ENTRY (27/1230ZDEC71) SAYS AIRCRAFT HAD A LOAD OF EXPLOSIVES ("HARD RICE"). A THAI ARMY SOURCE ON THE GROUND REPORTEDLY HEARD A LARGE AIRCRAFT FLY OVER HIS POSITION AT QC0396, WHICH IS WELL NORTH OF THE SEARCH AREA. SAR FORCES (JACK 31/0842ZDEC71) FOUND THE WRECKAGE OF A THAI UH1D TAIL #7580, AT QB5005, THE AIRCRAFT REPORTEDLY CRASHED ON 30 NOV 71, THE CRASH SITE IS NOT LISTED IN ALL LOSS. THERE ARE NO SIGNIFICANT ENTRIES IN THE JOKER SAR LOG.

- ON 30 DECEMBER 1971 (JOPREP JIFFY 301210ZDEC71), POSSIBLE WRECKAGE WAS REPORTEDLY SIGHTED BY INDIGENOUS PERSONNEL NEAR QB4161, THIS APPEARS TO BE THE SOURCE OF THE RECORD COORDINATES FOR THE CASE; HOWEVER, THERE IS NO MENTION OF THIS LOCATION IN THE SAR LOG; HOWEVER, A LOCATION SIX KILOMETERS NORTH IS GIVEN, SEE THE NEXT ENTRY.

- JACK SAR LOG HAS ENTRY (300425ZDEC71) OF A POSSIBLE SIGHTING OF AA-123 (1791) BY LOM AT POSITION QB4367. THE MEANING OF LOM IS NOT KNOWN.

- REFUGEE REPORT T89-367 REPORTED AN AIRCRAFT CRASH SITE IN THE VICINITY OF QC555260. THE AIRCRAFT REPORTEDLY WAS SHOT DOWN BY AAA ALONG THE CHINA ROAD IN 1971 OR 1972, AT ABOUT 0900L AND CRASHED A FEW KILOMETERS FROM BAN BONGLAW, ABOUT TWO TO THREE KILOMETERS EAST OF THE ROAD, MID-WAY BETWEEN THE ROAD AND NAM BENG RIVER. THE SOURCE REPORTEDLY SAW TWO BURNED CORPSES IN THE COCKPIT AND REPORTED THE AIRCRAFT WAS CARRYING A LARGE NUMBER OF THAI CIGARETTES. IN A SUBSEQUENT FOLLOW-UP REPORT (T89-367A) THE SOURCE POINTED TO QC540256 AS THE LOCATION OF THE CRASH SITE AND ALSO SAID IT WAS SOUTH OF BAN BONGLAW (POSSIBLY BAN BOUAMLAD (QC5032165). THE DESCRIPTION OF THE AIRCRAFT APPEARS TO FIT A CARIBOU; HOWEVER, DUE TO THE REPORTING OF THE CIGARETTES, THIS MAY BE THE CRASH SITE OF REFNO 1995, A LAO AIRLINES DC-3 (#XW-TFC), WHICH DISAPPEARED ON 21 DEC 71. THAT AIRCRAFT WAS REPORTEDLY CARRYING A LOAD OF BRITISH MADE "555" CIGARETTES. ALTHOUGH MR. YOUNG (REFNO 1995) WAS A THIRD COUNTRY NATIONAL (TAIWANESE), HIS WIFE, CHILD AND BROTHER RESIDE IN CALIFORNIA AND ARE PROBABLY U.S. CITIZENS, THIS MAY QUALIFY THE CRASH SITE FOR RECOVERY IF IT IS FOUND. REFNO 0087 IS ALSO IN THIS AREA, THIS IS A RESOLVED CASE (RETURNED AT HOME COMING) OF A PORTER WHICH LANDED ON THE STOL RUNWAY AT BOUAMLAD AND THE CREW WAS CAPTURED. EXCEPT FOR SOME BULLET HOLES, THE AIRCRAFT WAS INTACT ON THE RUNWAY.

- A CLASSIFIED STONY BEACH REPORT (6 024 0488 92) AND JCRC REFUGEE REPORT T91-357 FOUND IN THE REFNO 1995 FOLDER DESCRIBES AN INCIDENT WHICH ALLEGEDLY OCCURRED IN 1971, AT ABOUT 1000L, AND INVOLVED THE SHOOT DOWN OF AN AIRCRAFT NEAR MUANG BENG, OUDOMXAI PROVINCE, IN WHICH TWO OF THE CREWMEMBERS PARACHUTED AND WERE CAPTURED BY "VIETNAMESE", WHILE A THIRD CREWMEMBER WAS KILLED IN THE CRASH AND BURIED. THIS INCIDENT ALLEGEDLY OCCURRED NEAR BAN PHIA KAO, WHICH IS NOT SHOWN ON AVAILABLE CHARTS BUT IS REPORTEDLY NEAR MUANG BENG AND EAST OF KILOMETER MARKER 76 OR 77 ON HIGHWAY 2, WHICH THE JCRC INTERVIEWER THOUGHT MIGHT BE IN THE VICINITY OF QC6536, WITH THE CRASH SITE AND GRAVE POSSIBLY BEING IN THE VICINITY OF QC6237. ALTHOUGH THIS REPORT WAS CORRELATED TO CASE 1995, THE INDIVIDUAL DESCRIBED THE TWO CAPTURED INDIVIDUALS AS FOREIGNERS AND IT IS UNLIKELY THE LAO AIRLINES DC-3 WOULD NOT HAVE BEEN CARRYING PARACHUTES.

- 1791 CONTINUED

- REFUGEE REPORT T88-344 REPORTED ON THE CRASH SITE OF A DAKOTA (C47) TYPE AIRCRAFT IN A STREAM BED NEAR QB4828. AT THE TIME THE STREAM WAS REPORTEDLY RUNNING HIGH AND THE AIRCRAFT WAS ALMOST COMPLETELY SUBMERGED.

- IIR 2 237 0095 72 IN AUGUST 1972 REPORTED THE CRASH OF AN AIRCRAFT WITH TAIL NUMBER 293 AT MUANG SAI (XAI) AIRFIELD (RC123893) IN DECEMBER 1971, WITH THE THREE AMERICAN AND ONE LAO CREWMEMBERS BEING CAPTURED AND TAKEN TO A DETENTION FACILITY IN THE VICINITY OF UG425730. THE PRISONER WERE ALLEGEDLY TAKEN TO NORTH VIETNAM IN JUNE 1972. ALTHOUGH THE TAIL NUMBER, DATE AND NUMBER OF INDIVIDUALS INVOLVED CORRELATE TO THE CASE, THE STORY IS PROBABLY A FABRICATION AND THE REPORTING OFFICIALS HAD NO FAITH IN THE SOURCE. AT THE TIME OF THE INCIDENT AIRA HAD PUT OUT A FLYER OFFERING 2 KILOS OF GOLD FOR THE RETURN OF THE CREW. THE FLYER PROVIDED THE DATE OF THE INCIDENT, TAIL NUMBER AND THE INDIVIDUALS INVOLVED. IIR 2 237 0116 72 IS FROM THE SAME SOURCE. SOLDIER OF FORTUNES, RETIRED COL EARL HOPPER AND FRED ZABATOSKI (PROBABLY A RETIRED ARMY E-8 WHO SPELLS LIKE AN ARMY E-8), PUT TOGETHER A SIMILAR STORY OF THE CRASH AT MUANG SAI AND THE CREW BEING TAKEN PRISONER, THEIR INFORMATION IS PROBABLY FROM THE SAME SOURCES.

- A MORE CREDIBLE MUANG XAI STORY WAS FOUND IN THE REFNO 1995 FOLDER (T84-007) WHICH DESCRIBES THE TOMB OF TWO AMERICANS NEAR MUANG SAI, ONE KILOMETER FROM THE NAM KO BRIDGE, IN THE VICINITY OF RC110905.

- IN FLYERS FROM THE NOK, THEY SAY A PATHET LAO RADIO TRANSMISSION WAS INTERCEPTED AND STATED THAT IN LATE DECEMBER 1971 AN AMERICAN PLANE WAS SHOT DOWN AND ALL OF THE AMERICANS WERE CAPTURED, BUT THERE IS NO SUPPORT OF THIS IN THE REFNO FOLDER.

- IN 1985 JACK BAILEY REPORTED HE HAD FOUR SETS OF REMAINS FROM THE CRASH SITE AND TOWNLEY HAD REPORTEDLY SURVIVED THE INCIDENT AND HAD DIED IN A HOSPITAL SOMEWHERE NEAR MUANG SAI.

PREVIOUS INVESTIGATIONS:

- NONE.

J225 RECOMMENDATIONS:

- OFFICIALS IN HONGSA, HUN, BENG, AND XAI DISTRICTS OF OUDOMAXIA PROVINCE AND XAIGNABOULI DISTRICT OF XAIGNABOULI PROVINCE, SHOULD BE CONTACTED FOR INFORMATION ON THE POSSIBLE LOCATION OF THE CRASH SITE. THERE ARE VERY FEW CRASH SITES IN THIS AREA.

- (1) INVESTIGATE THE REFUGEE REPORT (T89-367) OF A CARGO AIRCRAFT CRASH IN THE VICINITY OF QC514228; INTERVIEW AT BAN BOUAMLAD (QC504228), BAN FEN (QC547267), BAN KIOUGNAP (BAN KIEOGNA) (QC605163), AND BAN NAVANG (QC185199), BAN NAMKHO (QC821241), OUDOMAXIA PROVINCE, HUM DISTRICT.

- (2) INTERVIEW IN THE VICINITY OF THE SOUTHERN TERMINUS OF OLD ROUTE 46 (LAO HIGHWAY 2) AT BAN PAKBENG (QC239007), BAN MOKPHANG (QC312083) AND BAN NAMKO (QC386119), OUDOMAXIA PROVINCE, HUM DISTRICT.

- (3) IN XAIGNABOULI PROVINCE, XAIGNABOULI DISTRICT, INVESTIGATE THE LOCATION OF RECORD QB4161 (SAME LOCATION WRECKAGE REPORTED BY INDIGENOUS PERSONNEL IN JOREP JIFFY REPORT); BAN POP HO (QB412602) IS LOCATED 800 METERS SOUTH OF THIS LOCATION. IF THE CRASH SITE HAS NOT BEEN FOUND, A SECOND SEARCH OF THE LOCATION OF RECORD IS REQUIRED.

- 1791 CONTINUED

- (4) IN THE SAME PROVINCE AND DISTRICT, SIX KILOMETERS NNE OF THE RECORD LOCATION, INVESTIGATE THE REPORT IN THE SAR LOG OF WRECKAGE BEING SIGHTED BY "LOM" IN THE VICINITY QB4467; BAN NAMSIP (QB417641) IS 3 KILOMETERS SOUTH OF THE AREA.

- (5) INVESTIGATE IN XAIGNABOULI PROVINCE, XAIGNABOULI DISTRICT, THE REPORT (T88-344) OF A DAKOTA (C-47) CRASH SITE IN A STREAM BED A FEW KILOMETERS SOUTH OF THE JUNCTION OF THE NAM HOUANG AND NAM SAN IN THE VICINITY OF QB490280, THERE ARE NO VILLAGES IN THE AREA AND AN AERIAL SEARCH SHOULD BE MADE TO LOCATE ANY VILLAGES IN THE AREA. NO GROUND SEARCH OF THESE COORDINATES IS REQUIRED.

- (6) INVESTIGATE THE REFUGEE REPORT OF A TOMB NEAR MUANG XAI (RC119907), ALONG WITH THE IIR AND SOLDIER OF FORTUNE REPORTS OF THE AIRCRAFT CRASHING AT MUANG XAI AIRFIELD (RC120890) AND THE CREW BEING TAKEN PRISONER; MUANG XAI (RC121904), OUDOMAXIA PROVINCE, XAI DISTRICT, IS JUST NORTH OF THE AIRFIELD.

- (7) INVESTIGATE THE REPORT (T91-357) OF AN ALLEGED CRASH SITE, GRAVE, AND THE CAPTURE OF TWO INDIVIDUALS IN THE VICINITY OF BAN PHIA KHAO (UNLOCATED, BUT POSSIBLY IN THE VICINITY OF QC6536), BENG DISTRICT, OUDOMAXIA PROVINCE. AT MUANG BENG (QC755460) CHECK WITH DISTRICT OFFICIALS TO LEARN THE LOCATION OF KILOMETER MARKER 76/77 ON HIGHWAY 2 AND/OR THE LOCATION OF THE VILLAGE. IF THE VILLAGE IS FOUND, ATTEMPT TO LOCATE A MR. NO CHIA XE LAO WHO MAY HAVE KNOWLEDGE OF THE INCIDENT.

COMMENTS:

- A COMPLEX CASE. A CRASH SITE IS ALMOST A CERTAINTY AT THE FIRST LOCATION, AND IS EITHER 1791 OR 1995, BUT IS MOST LIKELY 1995. THE OTHER LOCATION ARE VERY IFFY, OUR BEST HOPE IS THAT PROVINCIAL AND DISTRICT OFFICIALS MAY HAVE INFORMATION ON THE LOCATION OF THE CRASH SITE. IF THE CRASH SITE OF CASE 1995 IS FOUND, A DETAILED REPORT SHOULD BE ISSUED, IT WILL PROBABLY BE THE CALL OF CJTFFA AND THE STATE DEPARTMENT AS TO WHETHER WE EXCAVATE THE SITE.

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

TYPE MSG

BOOK MULTI SINGLE

NO

PRECEDENCE

ACTION IMMEDIATE

INFO IMMEDIATE

DTG 27/1140Z DEC 71

FROM: 0L-B, 3ARRGP UDORN RTAFB THAILAND

SPECIAL INSTRUCTIONS

TO: CSAF/AFKOTZB

CINCPACAF/DOH

HQ ARRS SCOTT AFB IL/COMMAND POST

INFO CINCPAC/CC

7/13AF UDORN RTAFB THAILAND/DOM (MESSENGER)

41ARWG/CONTROL CENTER/DOC HICKAM AFB HI

FT RITCHIE MD/AFEOC

HQ USAF ALTERNATE MAXWELL AFB AL

MAC/MAOCCP

MACV/SAIGON RVN

7AF TSN AB RVN/CC/DO/DOO/IN/DOCT/IE

3ARRGP TSN AB RVN/JRCC

0L-A, 3ARRGP SON TRA AB RVN

40ARRS NAKHON PHANOM RTAFB THAILAND

56SOW NAKHON PHANOM RTAFB THAILAND/DOO

39ARRS CAM RANH BAY AB RVN

AIRA VIENTIANE, LAOS

JOSEPH JIFFY/0L-B, 3ARRGP/RESCUE 086/270750Z DECEMBER 1971

UNCLASSIFIED

Regraded of GDS-80 by VNI Spellman

Classified by Classification Guide to SEA Ops SUB TO GDS OF EXEC OR 11652 AJ, UNICLY DOWNGRADED AT 2 YR INTERVAL

4 Jan 74
31 Dec 80

Handwritten signature

DATE	TIME
27	
MONTH	YEAR
DEC	1971
PAGE NO.	NO. OF PAGES
1	1

D R A F T E R	TYPED NAME AND TITLE	PHONE	SIGNATURE
	DECLASSIFIED ON 31 dec 80	2206	
	PETER J. SCRIVANO, MAJOR, USAF RCC DUTY OFFICER		TYPED (or stamped) NAME AND TITLE HAROLD W. [REDACTED] RCC DUTY OFFICER

SECURITY CLASSIFICATION [REDACTED] REGRADING [REDACTED]

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

TYPE MSG

BOOK

MULTI

SINGLE

UNCLASSIFIED

PRIORITY

ACTION

INFO IMMEDIATE

DTG

SPECIAL INSTRUCTIONS

- FROM: XXXXX *CK*
1. RESCUE OPENING REPORT - 27 DECEMBER 1971(U)
 - TO: *CK*
 - XXX
 2. MISSION NUMBER - B-3-050 - 27 DECEMBER 1971
 3. SITUATION: MISSING NON-USAF AIRCRAFT
 4. DESCRIPTION OF SAR OBJECTIVE:
 - (1) C-123K/6293/SILVER/293
 - (2) FLIGHT PLAN - TACTICAL
 - (3) PILOT - NOT RELEASABLE
 - (4) POB - 4
 - (5) WEATHER IN AREA - FIVE EIGHTS TO SIX EIGHTS COVERAGE WITH CEILING 4000FT.
 - (6) SURVIVAL EQUIPMENT - ONE SURVIVAL VEST, STANDARD ITEMS - NO STROBE LIGHT.
 - (7) LAST KNOWN POSITION - 1941N 10120E *QB 446 781*
 5. ACTIONS TAKEN:
 - (1) CONTROLLING AGENCY - OL-B, 3ARRGP
 - (2) TIME NOTIFIED - OL-B, 3ARRGP NOTIFIED OF SAR INCIDENT AT 270750Z BY 3ARRGP JRCC OF MISSING AIRCRAFT.
 - (3) FOLLOWING SAR FORCES ALERTED:
 - (A) 39ARRS AT 270751Z

DATE	TIME
MONTH	YEAR
PAGE NO.	NO. OF PAGES
	4

DECLASSIFIED ON 31 dec 86

DRAFTER

TYPED NAME: [REDACTED]

PHONE: 2206

PETER J. SCRIBANO, MAJOR, USAF
RCC DUTY OFFICER

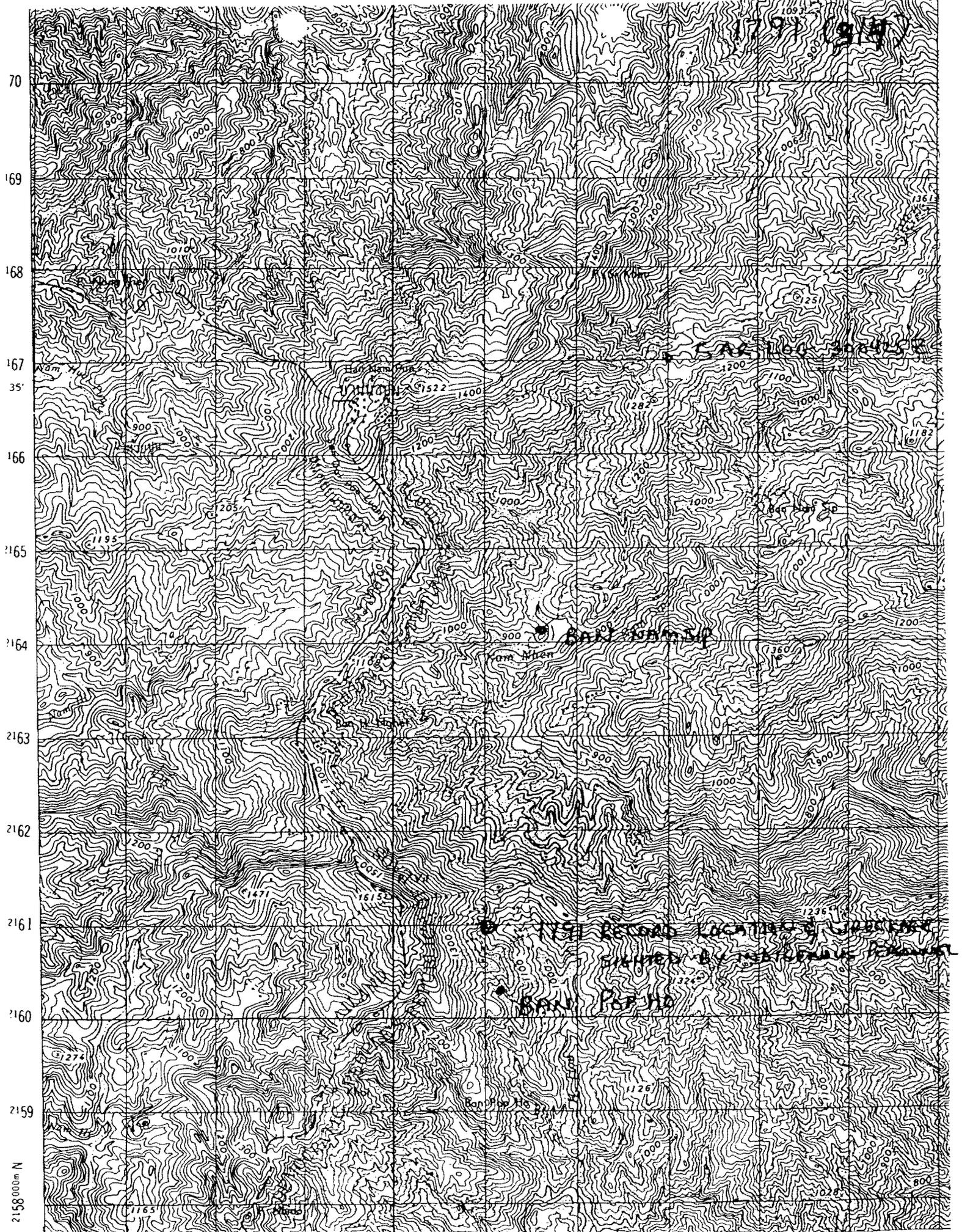
RELEASEE

SIGNATURE: [REDACTED]

TYPED (or stamped) NAME AND TITLE: HAROLD W. PRATER, MAJOR, USAF

SECURITY CLASSIFICATION: ~~SECRET~~ UNCLASSIFIED

REGRADING INSTRUCTIONS: [REDACTED]



PARTIALLY Illegible

DEPARTMENT OF DEFENSE

NATIONAL MILITARY COMMAND CENTER

MESSAGE CENTER

VYZCZMLT549
MULT

38252

ACTION:
DISTR CJCS(01) DJS(03) SJCS(03) J3(12) J5(02)
ASD/ISA(10) ASD/PA(01) ASD/SA(01) SECDEF
CSA
CSAF
CNO
CHC DIA(20) CIA AOC NFP AFGP MCCC
ANMCC
NAIPS(01) FILE(1)
(052)

VTRANSIT/200608Z/200646Z/000138TOR3620643
DE RUMJFS 9402 3620625
FM SSSSS ZZH

O P 200608Z DEC 71
FM AMEMBASSY VIENTIANE

TO RUEHC/SECSTATE WASHDC IMMEDIATE 6164
INFO RUHTDK/AMEMBASSY BANGKOK PRIORITY 8299
RUMJIR/AMEMBASSY SAIGON PRIORITY 7116
RUEHIA/USIA WASHDC PRIORITY 2172
RUEKJCS/SECDEF
RUEKJCS/JCS
RUHHHOA/CINCPAC
RUMSHVA/COMUSMACV
RUMRSA/7AF
RUMCSRA/7/13 AF
RUMOSRA/DEPCHJUSMAGTHAI
RUMCREA/56 SOW NKP
RUMCSRA/56 SOW DET ONE UDORN

SECRET VIENTIANE 9402

SUBJECT: REPORT OF POSSIBLE U.S. CASUALTY

C-123 BAILED TO USAID AND CREWED BY 3 U.S.
AND ONE LAO EMPLOYEES OF AIR AMERICA WAS
REPORTED OVER-DUE AND BELIEVED DOWNED OVER
SOUTHWEST LAOS WHILE ON NORMAL RESUPPLY MISSION
REQUIREMENTS OFFICE MORNING 27 DEC 71. SAR
INITIATED MID-DAY CONTINUED UNTIL NIGHTFALL AND
RESUMED MORNING 28 DEC WITH NEGATIVE RESULTS.

*Last hand file
on 270151Z*

"Audience"

38252

ONE OF SAR AIRCRAFT RECEIVED 57 MM HIT NEAR CHINA ROAD BUT RECOVERED SAFELY WITH NO CASUALTIES.

2. C-123 DEPARTED UDORN AT 0730 HOURS DESTINED FOR XIENG LOH AIRSTRIP (SITE 69A). NORMAL FLIGHTPATH INCLUDES COURSE CHANGES AT SAYABOURY (SITE 23) AND HONG HA (SITE 62), LAST KNOWN POSITION FIXED BY UDORN RADAR EAST AND NORTH OF SAYABOURY, BOTH NON-DIRECTIONAL BEACON NAVIGATION FACILITIES AT SAYABOURY AND HONG SA WERE NOT OPERATIONAL AT TIME OF FLIGHT, WINDS WERE STRONG FROM SOUTHWEST. ANOTHER C-123 FLYING SAME ROUTE AS LOST AIRCRAFT ENCOUNTERED SAME CONDITIONS DESCRIBED ABOVE AND FOUND ITSELF NEAR SOUTHERN TERMINUS OF CHINA ROAD (PAKBENG). THUS SPECULATION PERSISTS THAT AIRCRAFT WAS LOST OR DOWNED VICINITY CHINA ROAD DUE EITHER TO MECHANICAL, NAVIGATIONAL OR HOSTILE CAUSES.

3. AIR AMERICAN VOLPAR PARTICIPATING IN SAR ON 27 DEC RECEIVED ONE 57 MM HIT IN RIGHT WING WHILE FLYING HIGH LEVEL SEARCH PATTERN NORTH OF CHINA ROAD BETWEEN PAKBENG AND HUONG HOUN. AIRCRAFT RECOVERED SAFELY AT UDORN WITHOUT CASUALTIES.

4. NO PRESS RELEASE PLANNED AS LONG AS SAR CONTINUES.

CP-3,
GODLEY
BT
ANNOTES
CAF 332

Summary of Loss

1791-02



ROY FRANCIS TOWNLEY

Civilian
Air America, Inc.

Social Security Number: 525-01-3508

Birthdate: 3 November 1919

Missing in Action

Laos

27 December 1971

On the morning of 27 December 1971, Roy Townley and 2 other Americans were flying a C-123 Cargo Plane (Number 293) in Northern Laos, carrying rice and supplies to the Lao Army. They were last heard from over Hong Sa and were to have landed at Xieng Lom about 11 minutes later. At that time they indicated no trouble. However, the aircraft did not land. Extensive search efforts were made that evening and night with no sign of the aircraft or of the crew. A radio transmission from the Pathet Lao was intercepted and stated that in late December 1971 an American plane was shot down and all of the Americans captured. In August 1973, a Pathet Lao general defected, and was taken a group of photographs of Americans missing in Laos. Out of those pictures, he identified Roy and another crew member as being prisoners he had seen. Collect telegrams and telephone calls with information about Roy Townley will be accepted by his daughter:

Mrs. Bruce (Diane) Nichols
146 Irving Way
Upland, California 91786
(714) 985-9306

Planet # 57-6293 C173K

ບັດຜ່ານດ່າ ພ້ອມເຂົ້າສູ່ເບີກົງ
ໃຊ້ໄດ້ທຸກເວລາ

(ຖືງ) ປະຊາຊົນ ແລະ ທະຫານ ທີ່ອຸປະກອນແຫ່ງປະຣາຊອານາຈັກລາວທຸກຊັດ
ຂໍຊົງໃຫ້ກາຍເປັນຮັບຮັບຢ່າງດີແກ່ຜູ້ຖືບັດນີ້ ແລະ ຊ່ອຍນຳເຫງ
ມາຜູ້ກຽວໄປເປັນດິວທີ່ບໍ່ນ່ວຍ ທາງຍົດທະຫານ ທີ່ອຸປະກອນ
ທີ່ຕັ້ງຢູ່ໃກ້ທີ່ຊຸດນີ້ ດ້ວຍ. ບັດຜ່ານດ່ານນີ້ຮັບປະກັນຄວາມ
ປອດໄພໃນການກັບດິນສູ່ຮູບຮ່າງຂອງທ່ານດີກັນ.



Missing since 27 December 1971

--- ເມື່ອເດືອນແລ້ວນານີ້ ມີພົນໂທບລາຳນຶ່ງຈຶ່ງເປັນຂອງບໍ່ລຽນຕຸ້ມ
ໂດດຕອກວຸດ ມີລັກສະນະຄົກມັບຮູບຮ່າງທີ່ປາກົດຢູ່ທາງດ້ານຫລັງຂອງໂບບີວນີ້
ໂດຍລຳສິ່ງຂອງໂຕປະຊາຊົນໃນບຸນຮີເວນນີ້ ໂດດເກີດທາງສາຍສູນໄປຊຶ່ງອາດ
ຈະຕົວຢ່າງໂກຈາກເຂດທີ່ພວກທ່ານຢູ່ນີ້ໄດ້ ແລະອາດເປັນໄດ້ວ່າພົນກຽມທີ່ປະ
ຈຳ ນລາງຄົນຫລືຫຼັງພົນຊຶ່ງວິດຢູ່ ຫາງບຸນຮີສັດແອຣ໌ອະເນຣີກາຈະຈຳ
ລາງວັນເປັນຫອງຄຳສັກສອງກິໂລທີ່ເຫລືອສາມາດນຳເອົາພົນກຽມທີ່ປະ
ຈຳຢູ່ໃນພົນນັ້ນມັບຄືມໂດງຢ່າງໄພ ນອກຈາກນີ້ ຫາງບຸນຮີສັດຍິນດີຈຳລາງວັນ
ເປັນຫອງຄຳສັກ ໔ ບາດໃຫ້ເຫລືອບອກບອນຢູ່ຂອງບຸນທີ່ດີຫນ້ນ ແລະບັງຈະ
ຈຳລາງວັນເປັນຫອງຄຳສັກ ໔ ບາດໃຫ້ເຫລືອບອກບອນ ແລະບຸນຮີສັດ
ຈຸນຮວລາຳນຶ່ງຂອງບຸນລຳນັ້ນ ຫລືເສື້ອດຳ ຫລືສິ່ງຂອງປະຈຳດິວພົນກຽມປະຈຳ
ບຸນລຳນັ້ນ ຖ້າຫາກວ່າໄດ້ຂ້າວກ່ວຍບຸນລຳດັງກ່າວນີ້ແລ້ວ ຂ້າໃຫ້ທ່ານ
ດິດຖ້າບຸນກຽມບຸນຫລືຕາແສງຢູ່ເນືອງຫຼັງສາ ຫລືຈຸນລິນໂດງດວນເພື່ອຂໍເຂົ້າ
ພົບກັບຜູ້ຕາງໜ້າບຸນຮີສັດແອຣ໌ອະເນຣີກາ---

ບັດຜ່ານດ່ານເພື່ອເຂົ້າສູ່ເບີກົງ
ໃຊ້ໄດ້ທຸກເວລາ

(ຖືງ) ປະຊາຊົນ ແລະ ທະຫານ ທີ່ອຸປະກອນແຫ່ງປະຣາຊອານາຈັກລາວທຸກຊັດ
ຂໍຊົງໃຫ້ກາຍເປັນຮັບຮັບຢ່າງດີແກ່ຜູ້ຖືບັດນີ້ ແລະ ຊ່ອຍນຳເຫງ
ມາຜູ້ກຽວໄປເປັນດິວທີ່ບໍ່ນ່ວຍ ທາງຍົດທະຫານ ທີ່ອຸປະກອນ



GEORGE RITTER

ທ້າວ ຊອກ ລິເຕີ



ROY TOWNLEY

ທ້າວ ຮອງ ຫາວລີ



Khamphanh SAYSONGKHAM

ທ້າວຄຳພັນ ໄຊສົງຄາມ



EDWARD WEISSENBACK

ທ້າວ ເອດວາດ ວາຍເຈັນແບກ

These men are civilian employees of Air America.

ຄົນເຫລົ່ານີ້ ເປັນພນັກງານພົລະເຮືອນ ຂອງ ບໍລິສັດເດີມອາກາດ ອະເມຣິກາ (ແອຣ໌ ອະເມຣິກາ).

They disappeared December 27, 1971.

ພວກເຂົາ ໄດ້ຫາຍສາບສູນໄປ ໃນວັນທີ 27 ທັນວາ 1971

They were working on an unarmed c - 123, number 293.

ພວກເຂົາ ເຮັດການ ຢູ່ໃນເຮືອບິນ ຈີ-123 ຫມາຍເລກ 293 ທີ່ບໍ່ໄດ້ຕິດອາວຸດ.

They may have disappeared near Pak Beng.

ພວກເຂົາ ອາດຫາຍສາບສູນໄປ ໄກ້ກັບ ປາກແບ່ງ

There is a reward of 2 kilos of gold for the safe return of each man or a reward of 62 grams of gold for accurate information concerning the air craft.

ຖ້າຜູ້ໃດມາພວກກ່ຽວຄືນມາໂດຍປອດໄພໄດ້ ຈະໃຫ້ຮາງວັນເປັນຄ່າ 2 ກິໂລ ລາງກິໂລ ຫລືວ່າໄດ້ຂ່າວທີ່ແນ່ນອນ ກ່ຽວກັບເຮືອບິນ ກໍຈະໄດ້ຮາງວັນເປັນຄ່າ 62 ກຣາມ ເຫມືອນກັນ.

If you have information contact the village headman at muong Hongsa or Ban Xienglom or the nearest site where an Air America plane can land.

ຖ້າທ່ານມີຂໍ້ມູນ ຫາກໄດ້ຂ່າວ ກ່ຽວກັບພນັກງານເດີມອາກາດ ຈຶ່ງໃຫ້ຕິດຕໍ່ກັບພໍ່ບ້ານ ເມືອງຫົງສາ ຫລືບ້ານຂຽງ

INTER-OFFICE ROUTING SLIP

REFERENCE NUMBER
OR IDENTIFICATION
OF THE ATTACHED

TO	ACTION
<u>DFG-JCG P/T TPE</u>	For your information
	Initial and pass on
	For your comments
	Please handle
	Take up with me
	For your approval
	For your decision
	Investigate and report
	Bring up to date
	Draft reply
<u>cc: CSY VTE</u>	For your file
	Note and destroy
	Please return to

REMARKS

Appreciate your clipping from the China Post of 5 April regarding the crew of C-123K No. 293. After this story came out, a serious inquiry took place in the U.S. Embassy to see if there was any substance to Lindstrom's allegations regarding the so-called capture of the crew. The results, I am told, were negative and represent the best inputs from all of the intelligence agencies in town.

It appears that there is no end to Lindstrom's mischief, and it has to be classified in my opinion as a form of cruel hoax which raises the hopes of the surviving families while gaining nothing but publicity for Lindstrom. On his last visit to Vientiane, by the way, Lindstrom did not make contact with anyone in the U.S. Embassy to our knowledge but did talk to the Pathet Lao, after which he had a local press conference. I guess someone has to buy his plane tickets and perhaps this is how he finances his efforts.

From mes A. Cunningham, Jr., VP-LD	Date 17 April 1973
---------------------------------------	-----------------------

S
SS

S
S

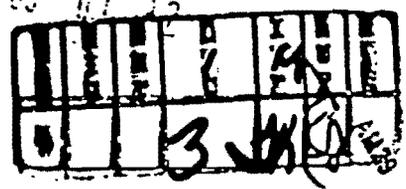
ROUTINE

R 060210Z JUN 85

FM JCRC LIAISON BANGKOK TH

TO DIA WASHINGTON DC//DC-2//

6 JUN 85



INFO CDR JCRC BARBERS PT HI
AFMPC RANDOLPH AFB TX//MPCC//
CDRUSACILHI FT SHAFTER HI
AMCONSUL UDORN
WHITEHOUSE WASHDC//NSC/MR CHILDRESS//

USCINCPAC HONOLULU HI//J2/J3/J36//
SECDEF WASHDC//OASD-ISA/PW-MIA//
SECSTATE WASHDC//EAP/VLC//
AMEMBASSY VIENTIANE

BT

[REDACTED] LIAISON BANGKOK TH 31795

CITE: [REDACTED] NOFORN 3336 JUN 85.
SUBJ: MIA INFORMATION RE: JACOB E. MERCER (U)
REF: A. DIA/DC-2 MSG, DTG 041405Z JUN 85.
B. JCRC BKK MSG, DTG 240537Z MAY 85.

1. (U) JCRC LNO TALKED BY PHONE WITH JACK BAILEY MORNING OF 5 JUNE. LNO PASSED ON TO BAILEY THE FACT THAT THE PHOTO PROVIDED BY BAILEY IS PROBABLY NOT THAT OF MERCER, AND THAT THE HANDWRITING IN THE BAILEY-FURNISHED LETTER WAS DISSIMILAR TO THAT OF MERCER.

*CDD/E
MSP/W*

*1 CY A+S
1 CY REFNO 1879-0*

*1 CY EA FOR
HIGHLIGHTED REFNOs
1791 QM*

SSS 3SS
SSSSSSSS

KEY 47
60/10
FM

~~FILE REF NO 1791-06~~

COMPLETED

ROUTINE

R 221054Z NOV 84

FM JCRC LIAISON BANGKOK TH

TO CDR JCRC BARBERS PT HI

1	2	3	4	5	6	7	8	9	10

INFO USCINCPAC HONOLULU HI//J3/J36/PAJ//
 SECSTATE WASHDC//EAP/VLK// JCS WASHDC//J5/J3//
 DIA WASHINGTON DC//DC-2// CDRUSACILHI FT SHAFTER HI
 AMEMBASSY VIENTIANE HRAFMPC RANDOLPH AFB TX//MPCCB//
 SECDEF WASHDC//OASD-JSA/PA-VIA/OASD-PA//
 WHITEHOUSE WASHDC//NSC/VR CHILDRESS//

BT

[REDACTED] T SECTION 01 OF 02 LIAISON BANGKOK TH 58865

CITE: [REDACTED] T NDFORV 3434 NOV 84.
 SUBJ: DISCUSSIONS WITH AMCIT JACK BAILEY (U)
 REF: JCRC BKK MSG, DTG 191715Z NOV 84.

DATE: 05 Dec 84
 CTL NO: 84-155
 REC NO: [REDACTED]
 CY NO: 01 OF 02
 PG NO: 01 OF 04

1. [REDACTED] BY REF MESSAGE WE REPORTED ON A VISIT TO JCRC LIAISON OFFICE BY MR JACK BAILEY ON 19 NOVEMBER, AT WHICH TIME BAILEY TURNED OVER A SMALL QUANTITY OF FRAGMENTED SKELETAL REMAINS. THIS MESSAGE PROVIDES ADDITIONAL INFORMATION GLEANED FROM BAILEY DURING A RAMBLING MONOLOGUE WHICH PRECEDED HIS TURNOVER OF REMAINS.

2. [REDACTED] BAILEY INDICATED HE HAD BEEN HERE IN THAILAND FOR SOME TIME, BUT HAD REFRAINED FROM CONTACTING US UNTIL HE HAD SOMETHING TO REPORT. HE NOTED THAT HE WAS UNHAPPY WITH HIS PAST DEALINGS WITH THE STATE DEPARTMENT AND WITH DIA, BUT THAT HE STILL FELT HE COULD COMMUNICATE WITH JCRC. THUS HE WANTED TO PASS ALONG HIS INFORMATION THROUGH OUR OFFICE. HE WENT ON TO STATE HE HAD BEEN WORKING WITH A DEDICATED GROUP OF LAO WHO WERE LED BY A FORMER LAO COLONEL (WHOSE NAME HE WOULD NOT REVEAL). HIS GROUP WAS SYSTEMATICALLY INVESTIGATING 40 CRASHSITES MOSTLY IN THE HO CHI MINH TRAIL AREA, AND TALKING TO VILLAGERS AND ANY AVAILABLE FIRSTHAND WITNESSES TO GATHER INFO AND/OR REMAINS AND EFFECTS ON EACH OF THE SITES VISITED. BAILEY CLAIMED TO BE FINANCIALLY SUPPORTING THIS OPERATION HIMSELF BECAUSE OF HIS BELIEF IN THE CAUSE AND BECAUSE OF HIS CERTAINTY THAT THE LAO

DLVR:CDR JCRC BARBERS PT HI(1)...ACT 4

RTO:000-000/COPIES:0001

COMPLETED

CASE NO 1791 ROY F. TOWNLEY

On 27 December 1971, civilian Roy F. Townley was aboard an Air America C-123 flying a supply mission from Udorn, Thailand to Xieng Iom, Sayaboury Province, Laos, when it disappeared. Other personnel aboard the aircraft included Edward J. Weissenback, George L. Ritter and a Lao national, Khamphanh.

The aircraft was scheduled to make a directional change en route over the city of Sayaboury and another over Hong Sa, both in Sayaboury Province. The last known position of the aircraft fixed by Udorn radar was in the vicinity of grid coordinates QB440780 (1941N/10119E), approximately one kilometer Southwest of Hong Sa airfield, northwest of Sayaboury. Both non-directional beacon navigation facilities at Sayaboury and Hong Sa were non-operational at the time of the flight.

Because of strong winds from the southwest along the flight path, the aircraft might have been blown off track, and lost or downed in the area of Pak Beng, QC23340185 (1954N/10108E), in the vicinity of the "China Road."

We have received one report that in 1986 an individual saw aircraft wreckage which he heard was from a "Dakota" aircraft. The wreckage was located in a stream bed in the vicinity of grid coordinates QB4828, approximately 10 kilometers northeast of Ban Nam Lo, and approximately three kilometers south of the fork of the Nam San and Nam Houang rivers in Sayaboury Province, Laos. The general type aircraft with the designation "Dakota", which the source described, could relate to Mr. Townley's aircraft. It would be helpful if local officials of Ban Nam Lo could be questioned concerning this report.

SS
S
SS

S S
SSSS

WITH WHOM HE WAS WORKING WERE DEDICATED AND HONORABLE MEN.

3. THE ACTIVITIES WHICH HE SUPPORTED HAD THUS FAR RESULTED IN THE ACCUMULATION OF INFORMATION ON A NUMBER OF SITES, PLUS RECOVERY OF REMAINS AND OTHER ARTIFACTS FROM SEVERAL SITES. AMONG THOSE MENTIONED BY BAILEY:

- A. AN EC-47 AIRCRAFT WAS SHOT DOWN IN 1973 AND FOUR SURVIVORS WERE CAPTURED AND MARCHED AWAY. BAILEY STATED THAT THE USAF WENT BACK LATER AND BOMBED THE SITE, BUT THAT TWO REMAINS HAVE BEEN RECOVERED FROM THIS SITE.

- B. THERE IS AN EC-130 SITE AND A B-52 SITE, BOTH LOCATED IN THE TCHEPONE AREA, OUT OF WHICH 6 REMAINS HAVE BEEN RECOVERED.

- C. A NAVY AIRCRAFT WAS SHOT DOWN AT "TASSENG KHOUN SE BURAPHA, KHAMMOUANE PROVINCE, ON ROUTE 20". THE PILOT EJECTED, HAD A BROKEN LEG, WAS IMMEDIATELY CAPTURED AND KILLED ON THE SPOT BY VIETNAMESE SOLDIERS AND THE BODY BURIED AT THE SITE. THE PILOT'S RING, A NAVAL ACADEMY RING DATED 1965, WAS TAKEN FROM THE BODY BY A PATHET LAO LIEUTENANT BA, WHOSE SON LATER SOLD THE RING TO AN INTERMEDIARY WHO THEN SOLD IT TO MR TERAPANT IN NAKHON PHANOM, THAILAND. MR TERAPANT PASSED THE RING TO BO GRITZ, WHO EVENTUALLY GAVE THE RING TO DICK CHILDRESS IN WASHINGTON. (NOTE: BAILEY SPECIFICALLY ASKED THAT WE REPORT THE ABOVE TO MR CHILDRESS SO THAT HE WOULD LEARN OF THE ORIGIN OF THE RING HE HAD RECEIVED FROM GRITZ.) THE NAME OF THIS NAVY PILOT IS PETER S. LANCE. BAILEY NOW ASSOCIATES THE TWO PIECES OF LONG BONE MENTIONED IN REF MESSAGE WITH PETER S. LANCE (PER TELECON FROM BAILEY ON 21 NOVEMBER). BAILEY ALSO CLAIMS THAT A SKULL PICTURED IN A PHOTO WHICH HE SHOWED US IS THAT OF PETER S. LANCE. HE FURTHER CLAIMS THAT THE SKULL IS IN THE HANDS OF MR TERAPANT.

- D. BAILEY CLAIMS HIS LAO FRIENDS HAVE BEEN TO THE C-130 SITE VISITED BY ANN GRIFFITHS, AND HE FURTHER STATED THAT HE SHOULD TELL ANN SHE DIDN'T NEED TO RETURN TO THAT SITE AS HIS MEN HAD ALREADY "CLEANED UP THAT ONE".

- E. BAILEY CLAIMS HIS FRIENDS HAVE VISITED THE CRASHSITE OF THE C-123 AIRCRAFT FLOWN BY ROY TOWNLEY (NFI).

- F. BAILEY PROVIDED SEVERAL PAPERS DETAILING OTHER INVESTIGATIONS (INFO IS SKETCHY BUT WE WILL FORWARD PAPERS BY SEPARATE CORRESPONDENCE, WITH COPY AT

-12.7

4. ON THE SUBJECT OF REMAINS, BAILEY STATED THAT HIS CONTACTS HAVE LOCATED 6 REMAINS IN THE WRECKAGE OF A C-123 WHICH HAD A MID-AIR COLLISION WITH A B-57 (PRESUMABLY THE REFNO 1340/1341 INCIDENT), AND 4 REMAINS FROM THE "TOWNLEY" C-123 CRASHSITE (REFNO 1791), TWO AMERICAN AND TWO LAO. HIS SOURCES ALLEGE THAT TOWNLEY HIMSELF SURVIVED THE INCIDENT, BUT LATER DIED IN A HOSPITAL SOMEWHERE NEAR MUANG SAI.



DEFENSE INTELLIGENCE AGENCY
WASHINGTON, D.C. 20301

U-4581/DC-2

3 OCT 1983

Mrs. Roy F. Townley
4509 Downey N.E.
Albuquerque, NM 87109

Dear Mrs. Townley:

This is to follow up and report on the most recent photo comparison analysis based upon the additional photographs you and Janet furnished in June. According to the photo comparison specialists, unidentified photograph No. 109 cannot be identified as your husband. It was the consensus of the specialists who conducted the comparison that identification could not be made because of the lack of detail in unidentified photograph No. 109. Computer imagery enhancement was once again attempted, but could not improve the photo sufficiently for identification purposes.

The analysts point out that a number of general facial features such as hairline, eyebrows, nose, ear and jawbone appear consistent between the unidentified photograph and those of Mr. Townley. Unfortunately, these general facial features may be common to a large number of people and are inadequate to positively identify a specific individual. Unique facial details such as scars, moles, teeth, ear structure, etc., are necessary to confirm the identity of an individual from photographs. The five photographs you and Janet furnished would have provided an adequate number of unique facial details for firm identification had the image of the unidentified PW in photograph No. 109 been more detailed.

Although we are unable to positively identify the photographed PW, be assured that this Agency is totally dedicated to our common goal - the fullest possible accounting for our missing civilians and servicemen.

We have made copies of the photos you provided, thus I am returning your originals. Should you have any questions or if we may be of future assistance, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark R. Richards", is written over a horizontal line.

Enclosure a/s

MARK R. RICHARDS
Colonel, USAF
Chief, PW/MIA Division

FORGOTTEN AMERICANS COMMITTEE OF KANSAS, INC.

(FACK)

2233 South Wichita
Wichita, Kansas 67213
(316) 267-9176

25 June 1974

Mr. Clyde S. Carter
Senior Vice President
Air America, Inc.
1725 "K" St., N.W.
Washington, D.C. 20006

Dear Mr. Carter:

Re: WC-74-1175

In reply to your letter of 19 June 1974 concerning our Accountability List statements on Air America copilot Capt. Roy Townley, I am answering in behalf of Ann Howes, as I am the one who wrote each story and am, therefore, responsible for the accuracy or inaccuracy in each.

As soon as we got your letter, we immediately called his daughter, Diane, as we knew she was not only aware of our information some time ago, but had added the attached to bring us up to date. She explained why she had contacted you in order to determine the "State" reference as opposed to questioning our data. When we explained the details to her, she concurred that you should also be kept informed on what we have.

To start off, the "Freight Handler" is my bluper and has been corrected to copilot for Roy and Freight Handler for Ed. The "known to have been captured alive" came from a friend of Ed but not from Frank Sieverts, in late 1972. The person who gave us the data, gave it confidentially and indicated that it was then new information that the crew, indeed, had been captured but our source could not explain to us on what facts the belief was based on. The information was given us, because we were trusted and because we were the only group at that time working equally for military, civilian, and journalist.

After the 1973 Paris Agreement and June Communique produced nothing in behalf of any of the POWs not released and the MIAs not accounted for, we decided to go public with our feeble efforts to spark an accountability list. We hoped it might move both our government and the in Southeast Asia. By then, we had seen the 1 May 1973 teletype by AP writer Dennis Neeld which said, "Southi (referring to Southi Saenrep) first surfaced with 'information' on U.S. Prisoners last August when he informed the (U.S.) Embassy that the crew of an Air America C123 which went down Dec. 27, 1971, were alive. He gave a description of what he claimed were their injuries." We felt, at the time, that this was perhaps the "new information" our source had referred to in late 1972. When State tried to downgrade this article, we were even more convinced. When Diane informed us of the August 1972 Pathet Lao radio intercept in the JCRC files and the August 1973 statement from the defecting Pathet Lao Major, there was jubilation for all 3 men and their families.

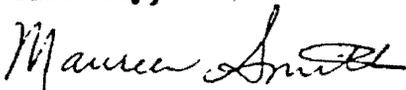
The "and may have been moved by NVA at Muong Nong village on 1-68" is my error for not noting the 1-68 date. In late '71 or early '72, we received then confidential information that Eug DeBruin and some American pilots were thought to have been so moved. When I started putting stories together for the 1-74 Accountability List, this story had been tied to the Air America pilots and I didn't catch the error before the Senate Foreign Relations Hearing. This has been repeated for repeatedly. I am also apologizing to you for such.

I am sorry that I can't give you the name of our source but he is one of the few "friendlies" left and I don't want our flow of information stopped, nor do I want his hide nailed to a wall for helping. I'm sure you can understand our position.

If the above explanation does not answer all of your questions, we will be in Washington from 12 July thru 2 August 1974 and would gladly come to your office to explain the situation further. As a matter of fact, we hope that we can visit with you in any event as we have some new information on the issue we feel you would be very interested in. We will be in D.C. primarily meeting with as many Ambassadors (or their representatives) as possible among the 117 Geneva Convention countries who have delegations in the U.S. The attached bio on Roy is a sample of what we will be leaving each Embassy, with the request that their country forward them to the Southeast Asian leaders who might have information concerning their fate.

If an appointment with you is possible, please reply to our address until 1 July. After that you may reply to the Holiday Inn, 1900 Connecticut Avenue, N.W. (phone 332-9300) where they will hold messages for our arrival. Thank you for calling this matter to our attention, and we look forward to meeting you in Washington.

Sincerely,



Maureen Smith (Miss)
Vice-President

Enclosures: AP Teletype
Copy of Diane's letter
Bio on Roy Townley

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

3

TYPE MSG BOOK NO MULTI SINGLE

PRECEDENCE

ACTION IMMEDIATE

INFO IMMEDIATE

30/1910 Dec 71.

FROM: OL-B, 3ARRGP UDORN RTAFB THAILAND

UNCLASSIFIED

SPECIAL INSTRUCTIONS

FILE 30

TO: CSAF/AFXOTZB
CINCPACAF/DOH

Regraded... by authority of GDS-86 by W. Spellman

HQ AARRS SCOTT AFB IL, /COMMAND POST

INFO CINCPAC/CC

7/13AF UDORN RTAFB THAILAND/DOH (MESSENGER)

41ARRWG/CONTROL CENTER/DOC HICKAM AFB HI

FT RITCHIE MD/AFSOC

HQ USAF ALTERNATE MAXWELL AFB AL

MAC/MAOCCP

MACV/COMMAND CENTER/SAIGON RVN

7AF TSN AB RVN/CC/DO/DOO/IN/DOCT/DP

3ARRGP TSN AB RVN/JRCC

OL-A, 3ARRGP SON TRA AB RVN

40ARRS NAKHON PHANOM RTAFB THAILAND

5690W NAKHON PHANOM RTAFB THAILAND/DOO

39ARRS CAMM RANH BAY AB RVN

AIRA VIENTIANE, LAOS

Classified by Classification Guide for SEA Ops SUB TO GDS OF EXEC OR 11652 AUTOMATICLY DECLASSIFIED AT 2 YR INTERVAL

4 JAN 27 9
31 DEC 80
DECLASSIFIED
Classified by
Thomas H. Ed...
CONFIDENTIAL

DATE	30	TIME	
MONTH	DEC	YEAR	1971
PAGE NO.	1	NO. OF PAGES	2

JOPREP JIFFY/OL-B, 3ARRGP/RESCUE 092/270750Z DECEMBER 1971

1. RESCUE PROGRESS REPORT NUMBER 3- 30 DECEMBER 1971.

DRAFTER	TYPED NAME AND TITLE	PHONE	SIGNATURE
	DECLASSIFIED ON 31 dec 80	2206	[Signature]
	TYPED (or stamped) NAME AND TITLE	COMMANDER	
	RODERICK D. SWANK, LT COL, USAF		

SECURITY CLASSIFICATION UNCLASSIFIED

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

TYPE MSG

BOOK NO

MULTI

SINGLE

PRECEDENCE

ACTION

IMMEDIATE

INFO

IMMEDIATE

DTG

UNCLASSIFIED

2. MISSION NUMBER ~~FROM~~ ^{XXXX} B-3-050 - 27 DECEMBER 1971

3. SITUATION: ^{XX} NON-USAF C-123 MISSING ON A FLIGHT TO LS69.

A. DESCRIPTION OF SAR OBJECTIVE:

(1) C-123K/6293/SILVER/293

B. ACTIONS ~~TAKEN~~: SEVERAL NON-USAF AIRCRAFT PARTICIPATED UNDER THEIR OWN CONTROL. NO ARRS FORCES WERE UTILIZED DUE TO OTHER COMMITMENTS.

C. PERSONNEL INFORMATION:

(1) FOUR INVOLVED, FOUR MISSING

D. FLYING ACTIVITY: NON-USAF SORTIES UNKNOWN.

E. SAVES DATA: NO SAVES

F. FUTURE PLANS: NON-USAF AIRCRAFT WILL CONTINUE VISUAL AND ELECTRONIC SURVEILLANCE OF ENTIRE AREA AS INTENSIVELY AS WEATHER ALLOWS.

A REPORT OF A POSSIBLE WRECKAGE SIGHTING BY INDIGENOUS PERSONNEL WILL BE INVESTIGATED AT POSITION QB4161.

G. SUMMARY OF SAR ACTIONS: NON-USAF AIRCRAFT CONTINUED VISUAL AND ELECTRONIC SEARCH OF ENTIRE AREA. WEATHER STILL SEVERELY HAMPERED SEARCH. NO POSTIVE RESULTS WERE REPORTED .

SPECIAL INSTRUCTIONS

DATE	TIME
30	
MONTH	YEAR
DEC	1971
PAGE NO.	NO. OF PAGES
2	2

~~GD~~ GDS DECLASSIFIED ON 31 DEC 80

DRAFTER	TYPED NAME AND TITLE	PHONE	SIGNATURE
	TYPED (or stamped) NAME AND TITLE		
SECURITY CLASSIFICATION		REGRADING INST	

X RICH
SAYAI

L AOS

MEKONG

Moung KongsA

39 statute miles

18 statute miles

25 statute miles

30 statute miles

28 statute miles

Ray Tombooy
Geo. Ritter
& D. Weissenback

XE THONG (AKUM)

J. DeKey
c DRIVER

Tail m. 524

XAIGNABOURI (SAYABOURY)

XPNA

TTAILAND

NAN
PROVINCE

* BAN
XIRINGLOM

3 November 1993

MEMORANDUM FOR J2

SUBJECT: Meeting with Ritter Family Member

1. On 3 November 1993, Mr. Phillipe Ritter, son of Mr. Charles Ritter-case 1791, met with Charge A.I. Barr, Mr. Frank Light, and Det Three Commander for nearly an hour. Mrs. Ritter, wife of Mr. Charles Ritter, did not attend. Meeting between the Ritter family and Vice Minister Soubanh is scheduled for 090900 November. Embassy will send a representative and Det Three's SSG Holmes will attend to serve as linguist. Copy of the letter concerning the Ritter family visit is attached.

2. Mr. Phillipe Ritter reported a very good trip to Louang Prabang and Xaingabouli Provinces. As tourists, they received excellent cooperation from the Lao and freedom of movement within the provinces. They were granted great latitude in taking pictures. In Xaingabouli Province they did not talk to many villagers because of the ongoing rice harvest.

3. Mr. Ritter stated that Mr. John McRainey, a friend of his father's who was also an Air America pilot, has reviewed the case and the refugee report linked to this case. Mr. McRainey is very familiar with the incident and the search and rescue operations. He believes the refugee report is accurate but questions some of the details in the Air America report, such as enroute course corrections that he says were not done. Mr. Ritter said Mr. McRainey is now an AMR (American Airlines parent company) employee in the Dallas/Fort Worth area. He will contact John McRainey upon return to the United States to determine if Mr. McRainey will provide insights on this case to a JTF-FA analyst. Mr. Ritter believes based on discussions with Mr. McRainey that weather was a factor in this incident and the cause was most likely air defense systems in defense of Chinese road construction.

4. Mr. Ritter requested any themes that he could reinforce with Vice Minister Soubanh. I asked him to reinforce the request for four elements of 40 people and early approval of JFA's. The former would allow JTF to increase the pace of operations and the latter would enable so both sides to have time to plan for the operation. He asked for an idea of the

rate of progress in Laos and I explained that it will be at least two years to complete investigations at the rate we are progressing at this time. I explained past and projected operations in northern Laos and provided an overview of JTF-FA operations.

5. The meeting was very pleasant. Mr. Ritter intends to use his meeting with Vice Minister Soubanh to thank the Lao government for assistance provided thus far and add emphasis to continuing efforts in the future. He is pragmatic about the circumstances concerning his father's loss and the impact that time and the elements have had on physical evidence. He stated that his family's motivation is to determine what happened and expressed the hope that JTF-FA would investigate his father's case as soon as possible. He appreciated the efforts of all who will assist in making this determination.



JOHN M. KENDALL
LTC, U.S. Army
Commander

c.f.: Charge A.I.

10. 26. 93 02:34 PM

P 02



NATIONAL LEAGUE OF FAMILIES
OF AMERICAN PRISONERS AND MISSING IN SOUTHEAST ASIA
1001 CONNECTICUT AVENUE, NORTHWEST, SUITE 219
WASHINGTON, D.C. 20036-5504

202/223-6846

UPDATE LINE: 202/659-0111

October 21, 1993

Mrs. Cheryl Sim,
Lao Desk Officer
Department of State, VLC
21st & C Streets, NW
Washington, D.C. 20520

Dear Mrs. *Cheryl Sim*

A member of the League's board of directors, Mr. Phillippe Ritter, and his mother, Mrs. Barbara Ritter, are scheduled to visit Laos, arriving October 23rd. Their husband and father, Mr. George Ritter, has been missing and unaccounted for in Laos since December 27, 1971. Both Mrs. Ritter and Phillippe lived in Laos for a number of years and have fond memories of Laos and the Lao people.

A copy of their itinerary is enclosed. They are anticipating a most pleasant visit, including to Luang Prabang where they have visited previously. It is their hope, while in Vientiane on November 8-9, to meet with Vice Minister Soubanh and Mr. Linthong to express their appreciation for assistance provided to the United States in efforts to account for American POW/MIAs. Although Mr. Ritter is still missing, they are grateful for the humanitarian cooperation thus far afforded and hopeful, as am I, that future joint efforts will bring greater results in terms of accountability.

It is also their hope to meet with U.S. officials while in Vientiane, preferably on November 8-9th. I would appreciate your forwarding the schedule and a copy of my letter to the Embassy, attention Bill Gadoury, for their information in the hope that a meeting can be arranged. Mrs. Ritter and Phillippe will be staying at the Lang Xang Hotel during their time in Vientiane. I have sent a letter to Ambassador Hiem with a similar request to forward the schedule and meeting suggestion.

Your assistance in facilitating their visit would be appreciated.

Sincerely,

Ann Mills Griffiths
Executive Director

Enclosures

4



JOINT CASUALTY RESOLUTION CENTER

LIAISON OFFICE
AMERICAN EMBASSY
APO SAN FRANCISCO 96346

FROM: JCRC-LNB
TO: Commander, JCRC

REF: RPT #T87-149
22 April 1987

SUBJ: Hearsay of Two American Aviators Killed by Bandits in
Louang Namtha Province

1. administrative data:

Date of information: 1984
Interviewed on 11 February 1987 by W.R. Gadoury,
SMSgt, USAF. Hmong interpreter: Mona Kong
Map used: JOG NF 47-16

2. Information: In 1984, Yang Cha, told
him about two American pilots whose aircraft crashed (year
unknown) about a day's walk out of Muang Pak Beng (EC 2401) ^{COOLDS}
near the Hmong village of "Chouang Tu" (Lao name unknown) QC233019
After the pilots parachuted out of the aircraft and landed
safely they began walking back to Thailand. Local bandits
who heard the Americans were carrying a lot of money attacked
and killed them. NFI.

3. Comment: Source stated that Yang Cha lives in Pha Mun
village, Fileng sub-district, Chiang Khong district, Chiang Rai
Province, Thailand. Source said that he, himself, was born
in Laos, but has lived in Thailand for 16 years, and is now
a Thai citizen. He lives in the refugee camp to facilitate
his work

PAUL D. MATHER
LT COL, USAF
JCRC Liaison Officer

Mickey Hunt

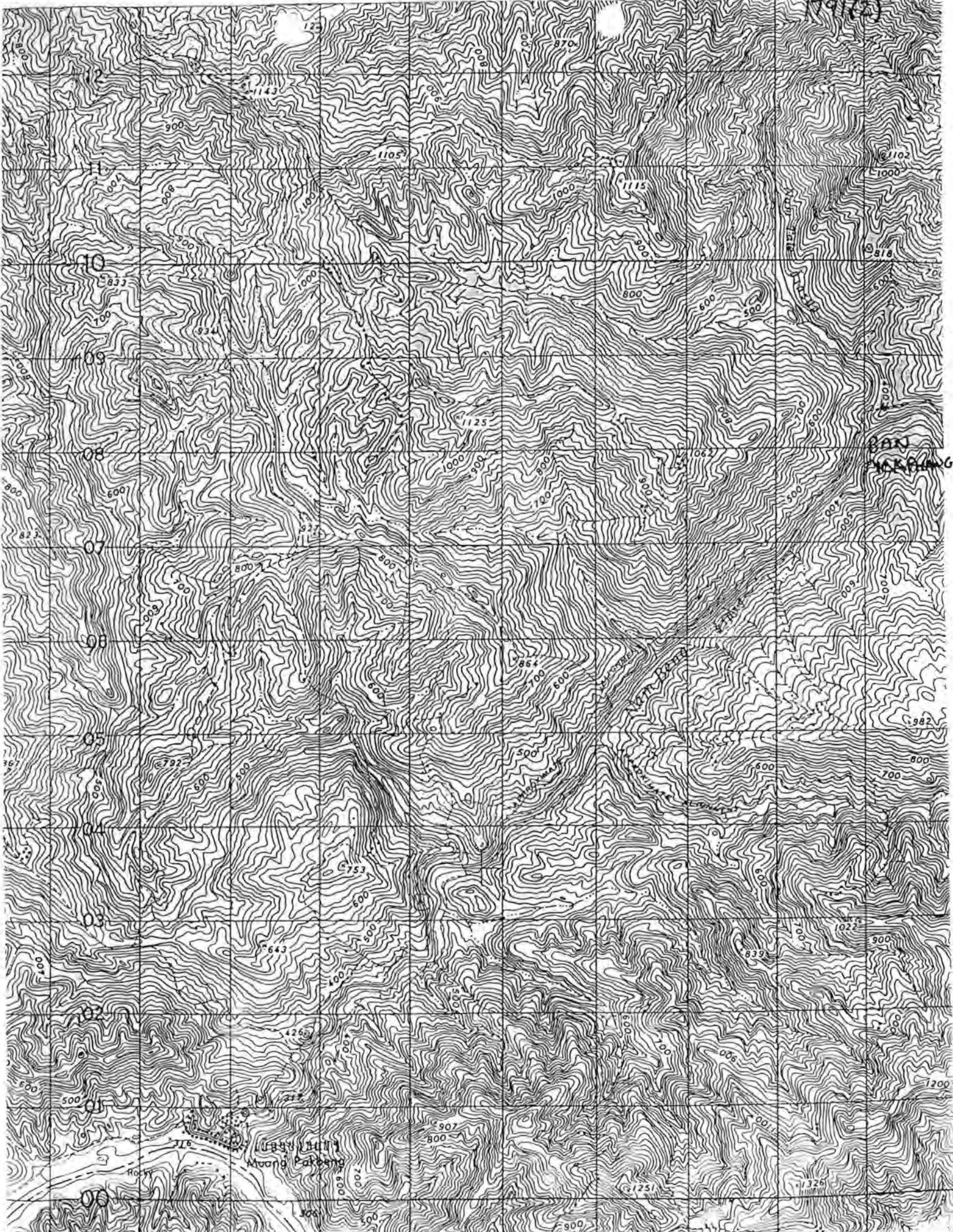
Husband was
killed in Vietnam
#17)
572-0166.

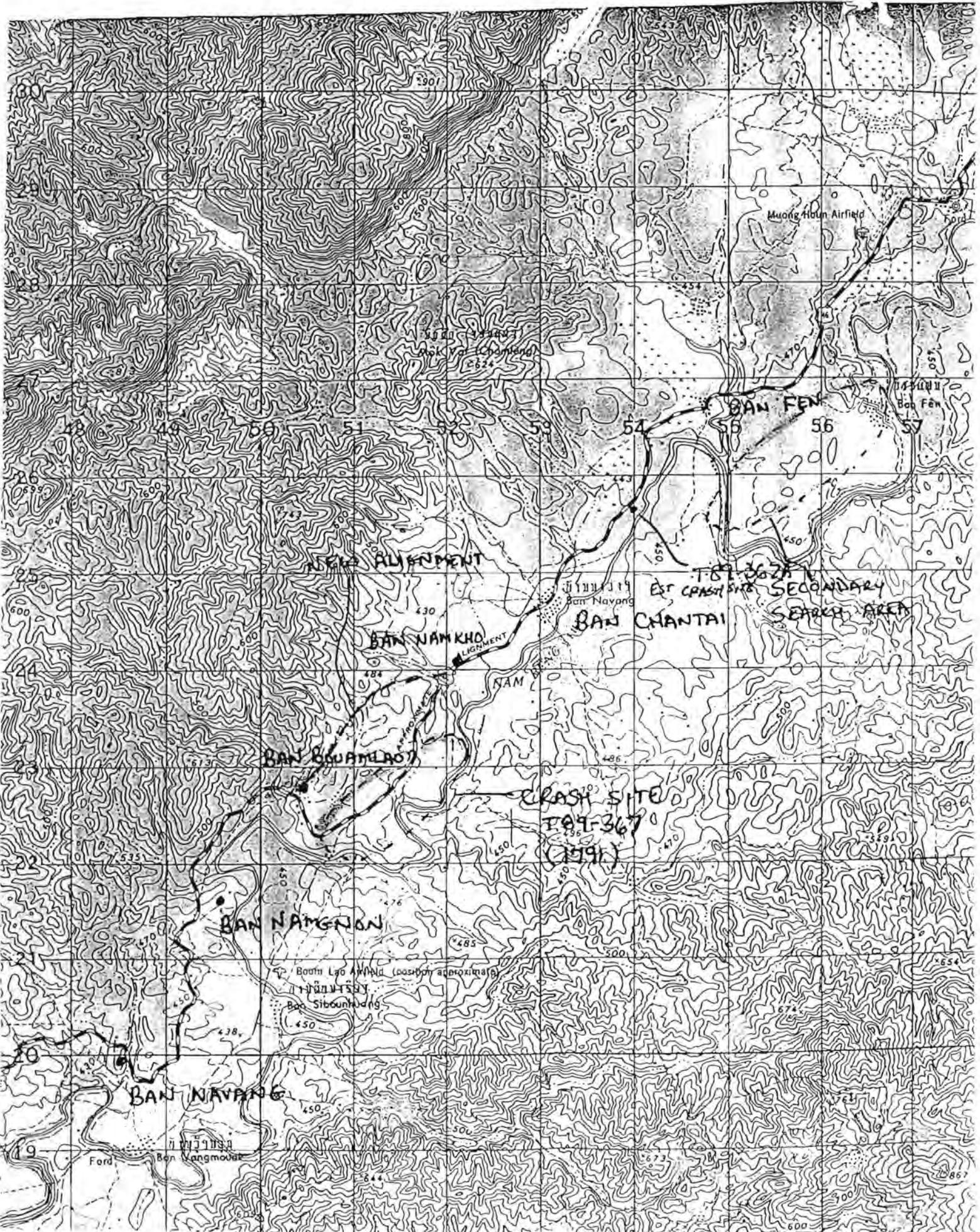
Husband's name
was Joe Bush
CLASS OF 66

DRAGON LIVES
FOREVER

TOM NABEROVET

179172



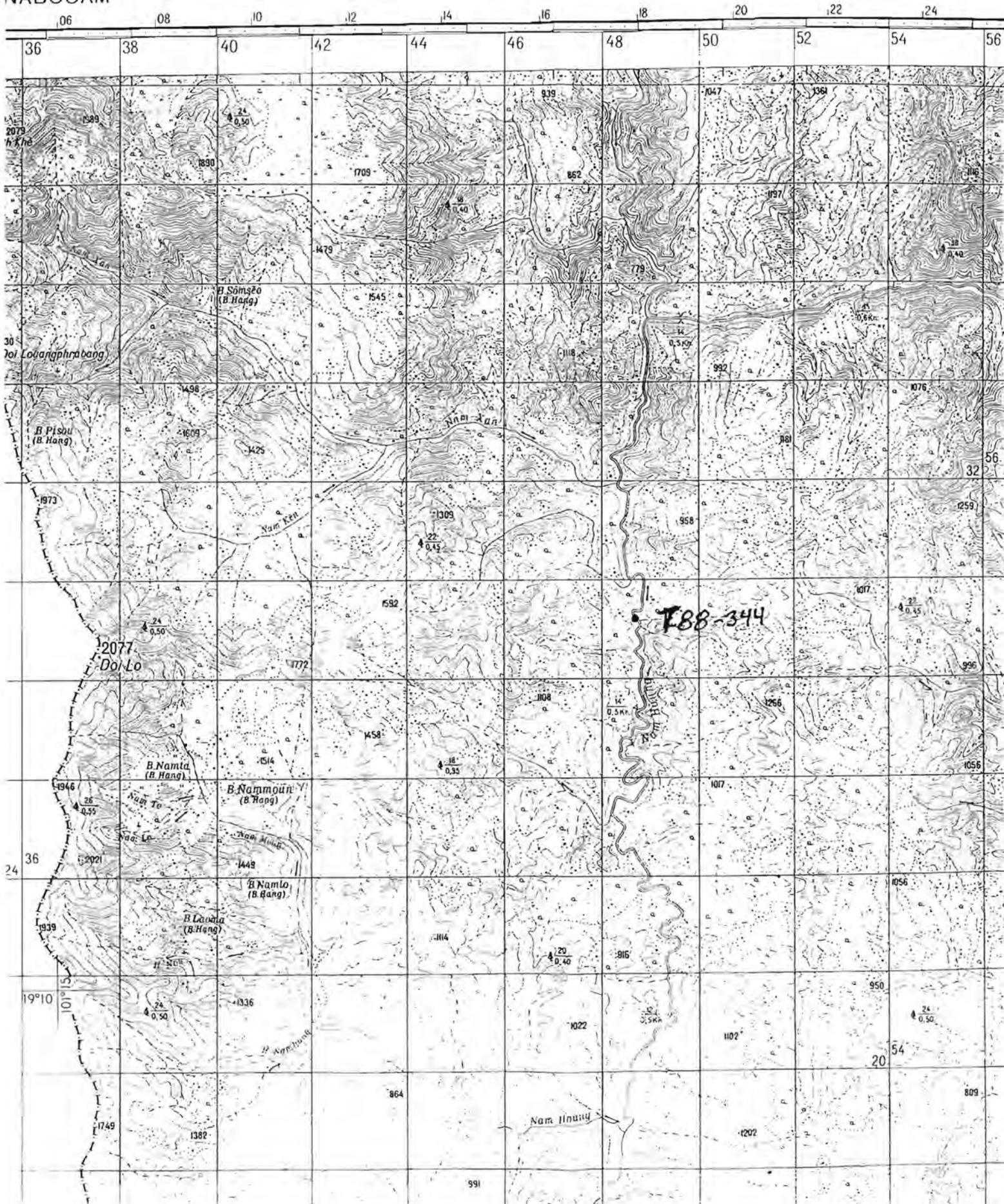


RATIQUE POPULAIRE LAO

1791 (3)

GRAPHIQUE D'ETAT

NABOUAM



744

745 20'

746

748

749 JUNCTION NAM HO

750

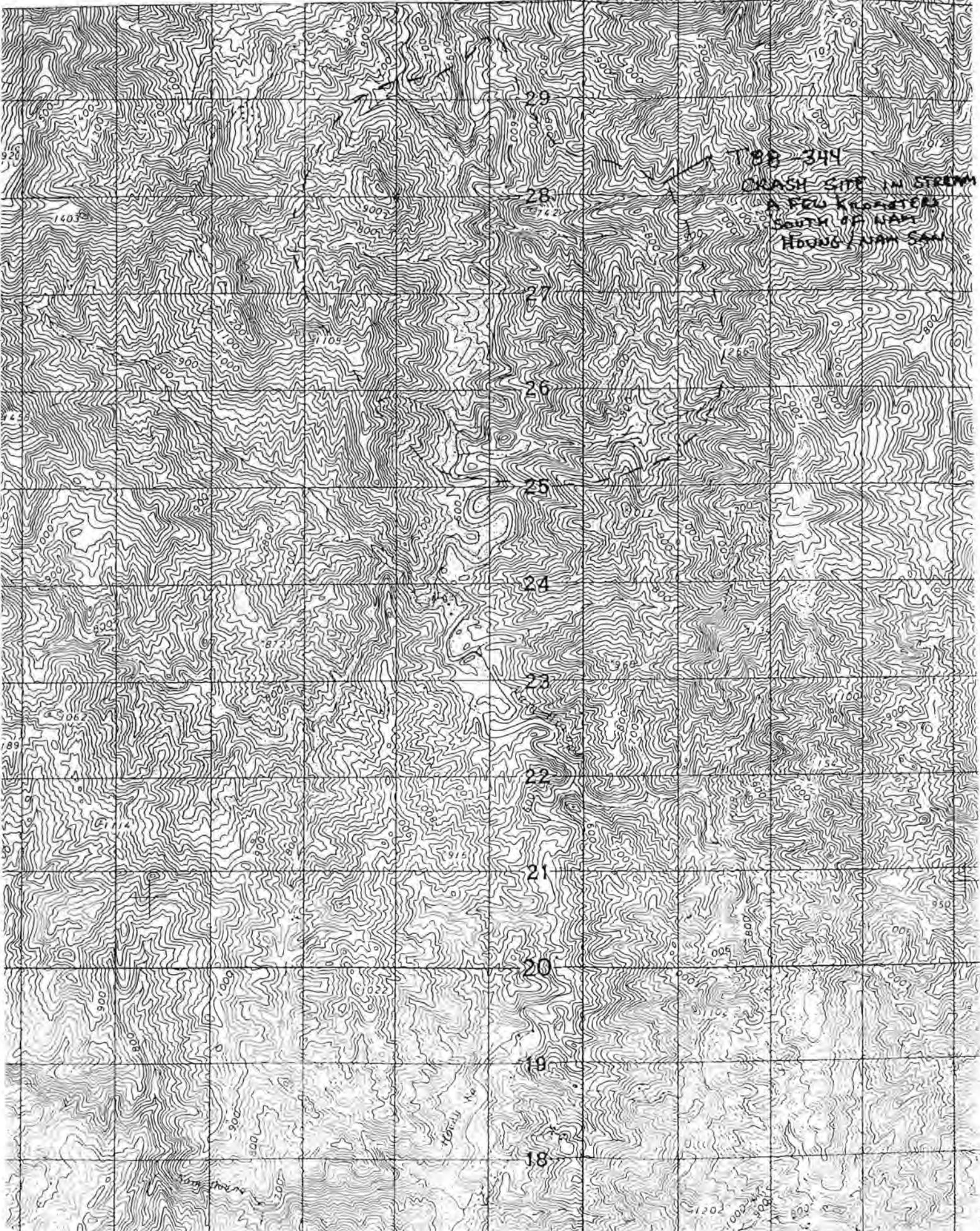
751 NAM SAN BOOM

752

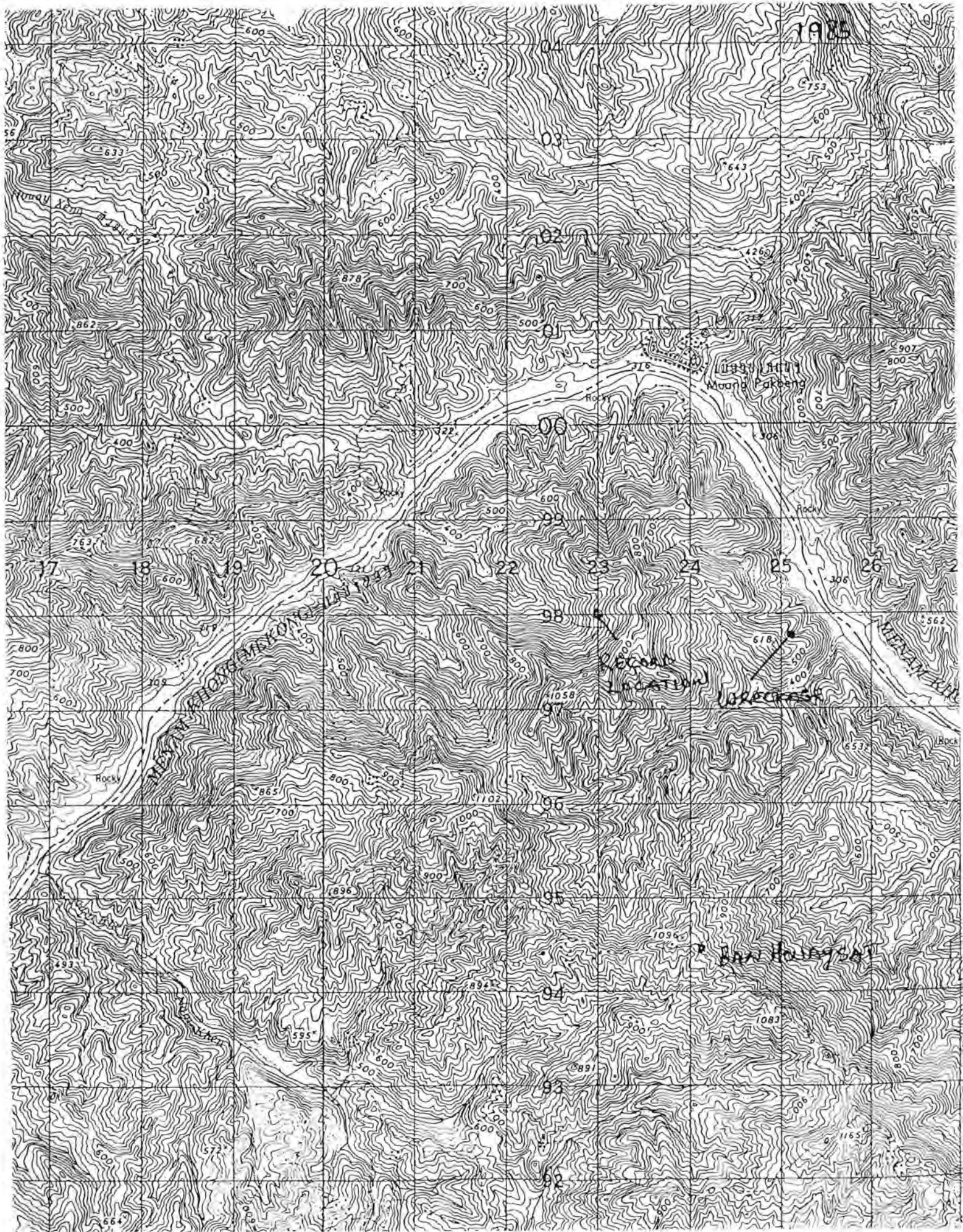
1791 (5)

753

754 25'



1985



Moana Park

Larock

Ban Huiyuan

1985/1791

718 05' 719 720 721 722 723 724 725 726 10' 72

