

ENVELOPE

PTAUZYUW RUEKJCS9542 2421902-UUUU--RUEALGX.
ZNR UUUUU

HEADER

P 301902Z AUG 01
FM DIA WASHINGTON DC
INFO RUEALGX/SAFE
P 271928Z AUG 01

FM CDR JTF-FA HONOLULU HI//J3//
TO RHEHNSC/WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC
RUEHC/SECSTATE WASHINGTON DC//CA/OCS/ACS/BCTLV//
RUEKJCS/SECDEF WASHINGTON DC//USDP:ISA/DPMO//
RUEAIIA/CIA WASHINGTON DC [REDACTED]
RUEKDIA/DIA WASHINGTON DC [REDACTED]
RHMFISS [REDACTED]
RUHVAAA [REDACTED] (b) (3)
RUEKJCS/JOINT STAFF WASHINGTON DC//J5//
RHHMUNA/USCINCPAC HONOLULU HI//J3/J32//
RUEHBK/USDAO BANGKOK TH//PW-MIA//
RUEHBK/CJTFFA DET ONE BANGKOK TH
RUEHHI/AMEMBASSY HANOI//CJTFFA DET TWO//
RUEHVN/AMEMBASSY VIENTIANE//CJTFFA DET THREE//
RUHVAAA/CDRUSACILHI HICKAM AFB HI//TAPC-PED-H//
RUBDPLA/SAFE WASHINGTON DC
RUHEMAD/CDR JTF-FA HONOLULU HI//J3//

BT

CONTROLS

UNCLAS //N03460//
SECTION 01 OF 02

/***** THIS IS A COMBINED MESSAGE *****/

BODY

MSGID/GENADMIN/CJTFF-FA/-/AUG//
SUBJ/DETAILED REPORT OF INVESTIGATION OF CASE 1184//
REF/A/RMG/CDR JTF-FA HONOLULU HI/271900Z AUG 01//
REF/B/DOC/1:50,000 SCALE MAP//
RMKS/1. REFERENCES.

A. REF A IS THE SUMMARY REPORT OF JOINT FIELD
ACTIVITY (JFA) 01-4L CONDUCTED IN THE LAO PEOPLE'S
DEMOCRATIC REPUBLIC (LPDR) FROM 04 JUNE TO 07 JULY
2001.

B. MAP DATA: NAME: A SAP; SHEET: 6441-II;
SERIES: L7014; EDITION: 3-TPC.

C. COMMENTS IN THIS REPORT ARE BASED ON FIELD
ANALYSIS AND ARE NOT INTENDED TO PROVIDE FINAL
ANALYTICAL CONCLUSIONS.

2. SUMMARY.

A. CIRCUMSTANCES OF LOSS: ON 20 MAY 1968, A U.S.
SPECIAL FORCES TEAM MEMBER WAS ABOARD A VIETNAMESE AIR
FORCE (VNAF) CH-34 HELICOPTER WITH A THREE-MAN SOUTH
VIETNAMESE CREW ATTEMPTING TO DELIVER A CHAIN SAW FOR

UNCLASSIFIED

OASD DPMO	
Date Received	31 Aug 01
Watch Officer	R
Distro	Act / Info
Director	_____
Deputy Dir	_____
Chief of Staff	_____
Exec Asst	_____
Gen Counsel	_____
Pol/Plns	_____
Res/Analyst	_____
Jt Comm Spt	_____
Ref/DOC	_____ ✓
Ext Affairs	_____
Resource Mgmt	_____
<i>McCaig - Analyst</i>	_____
_____	_____
_____	_____
_____	_____

Robertson, J.H. 1184

CLEARING A LANDING ZONE TO A 166-MAN PRAIRIE FIRE RECONNAISSANCE IN FORCE TEAM WHICH WAS IN HEAVY CONTACT WITH THE ENEMY. THE HELICOPTER WAS HIT BY GROUND FIRE AND LOST POWER. THE HELICOPTER FLEW ABOUT 100 METERS EAST OF THE CLEARING AND CRASHED AND BURNED IN THE TREES. ALL ABOARD THE HELICOPTER WERE PRESUMED DEAD, AND NO RESCUE ATTEMPT WAS MADE.

B. SUMMARY OF INVESTIGATION: ON 22, 25, AND 26 JUNE 2001, THE INVESTIGATION ELEMENT (IE) CONDUCTED A JOINT INVESTIGATION OF CASE 1184 IN KALUM DISTRICT, XEKONG PROVINCE. THE TEAM INVESTIGATED AT TWO VILLAGES AND INTERVIEWED THREE WITNESSES. THE IE CONDUCTED EXTENSIVE GROUND SEARCHES OF THE RECORD LOSS LOCATION AND A LOCATION IDENTIFIED BY A U.S. WITNESS WITH NEGATIVE RESULTS. DURING THIS INVESTIGATION THE TEAM OBTAINED NO INFORMATION CONCERNING CASE 1184.

C. REMAINS/PERSONAL EFFECTS: THE IE DID NOT RECOVER OR RECEIVE ANY REMAINS OR PERSONAL EFFECTS DURING THE INVESTIGATION OF CASE 1184.

D. RECOMMENDATION: CONTINUE TO INVESTIGATE.

3. DETAILS OF INVESTIGATION.

A. PURPOSE:

(1) IN XEKONG PROVINCE, KALUM DISTRICT, USING RECONNAISSANCE PHOTOS FROM THE TIME OF THE INCIDENT AND TERRAIN ASSOCIATION, CONDUCT A 100 METER RADIUS GROUND SEARCH OF THE LOSS LOCATION PROVIDED BY A U.S. WITNESS TO THE CASE 1184 INCIDENT (IN THE VICINITY OF 48Q YC 5675 7095). SEARCH FOR ANY EVIDENCE OF A HELICOPTER CRASH IN THE AREA. (ACCOMPLISHED; SEE PARA 3.F. AND 3.G., BELOW).

(2) INTERVIEW WITNESSES AT ANY VILLAGES OR SETTLEMENTS IN THE AREA OF THE CASE 1184 INCIDENT. (ACCOMPLISHED; SEE PARA 3.H., BELOW).

(3) SURVEY ANY CRASH SITES KNOWN TO VILLAGERS THAT HAVE NOT BEEN PREVIOUSLY VISITED BY JOINT TEAMS, UNLESS THEY CAN UNQUESTIONABLY BE CORRELATED TO A KNOWN OPERATIONAL LOSS. (ATTEMPTED; SEE PARA 3.H., BELOW).

B. ON 17 JUNE 2001, THE IE ARRIVED AT BAN WATKAHNG (XC 520 375), SALAVAN DISTRICT, SALAVAN PROVINCE, TO CONTINUE THE INVESTIGATION OF 24 CASES AND 04 UNCORRELATED REPORTS.

C. TEAM COMPOSITION:

(1) U.S. CONTINGENT:



(b) (3)

(b) (6)

(EOD) TECHNICIAN

(2) LPDR CENTRAL GOVERNMENT CONTINGENT:

CPT CHANTHA KEOMOUKDA MINISTRY OF NATIONAL
DEFENSE
MR. CHANSOUK KHIEMTHEPHAPHONE MINISTRY OF FOREIGN
AFFAIRS

(3) PROVINCIAL AND DISTRICT CONTINGENT:

MR. THONGSI XEKONG PROVINCE OFFICIAL
MR. BOUNSOHN XEKONG PROVINCE OFFICIAL
MR. BOUNVAN MONGMANXI KALUM DISTRICT OFFICIAL
MR. VONGSAI KALUM DISTRICT OFFICIAL

D. ON 21 JUNE 2001, THE U.S. CONTINGENT MET WITH THE LPDR CENTRAL GOVERNMENT CONTINGENT WHO APPROVED THE INVESTIGATION PLAN FOR CASE 1184.

E. ON 22 JUNE 2001, THE IE CONDUCTED AN AERIAL RECONNAISSANCE OF THE CASE 1184 INCIDENT LOCATION AND LOCATED TWO LAO VILLAGES WITHIN A 15 KILOMETER RADIUS.

F. ON 25 JUNE 2001, THE IE CONDUCTED GROUND SEARCHES OF THE RECORD LOSS LOCATION. THE TEAM INSERTED INTO A LANDING ZONE (LZ) AT THE BASE OF THE MOUNTAIN (YC 569 722), MOVED 250 METERS UP A FINGER TO THE NORTH AND CONDUCTED A LINE SEARCH. THE LINE SEARCH COVERED AN AREA 50 METERS WIDE FOR A DISTANCE OF 2000 METERS ALONG THE BASE OF THE STEEP SLOPE OF THE EAST FACING SIDE OF THE MOUNTAIN. THE TEAM ALSO SEARCHED UP THE NORTH SIDE OF THE MOUNTAIN THROUGH THE AREA IDENTIFIED BY A U.S. WITNESS TO THE CASE 1184 INCIDENT. DURING THE SEARCH, THE TEAM DISCOVERED AN ACTIVE ANIMAL TRAP LINE FROM INDIGENOUS PERSONNEL IN THE AREA. THE TEAM THEN CONDUCTED LINE SEARCHES ORIGINATING FROM THE RIDGELINE ON THE TOP OF THE MOUNTAIN AND FOUND ONE PIECE OF WRECKAGE AT YC 5669 7138. THE TEAM CONTINUED SEARCHING AN AREA 50 BY 150 METERS DOWN THE EAST SIDE OF THE RIDGE WITH NEGATIVE RESULTS AND THEN CUT AN LZ (YC 569 713) AND EXTRACTED FOR THE DAY.

G. ON 26 JUNE 2001, THE IE CONDUCTED FURTHER GROUND SEARCHES OF THE RECORD LOSS LOCATION. THE TEAM SEARCHED FROM THE LZ (YC 569 713) SOUTHWEST UP A RIDGE TO THE SUMMIT (YC 565 709). THE TEAM THEN MOVED TO YC 565 708 AND BEGAN A LINE SEARCH OF THE EAST SIDE OF THE RIDGE 300 METERS EAST OF THE MOST LIKELY LZ USED BY THE PRAIRIE FIRE RECONNAISSANCE IN FORCE TEAM. THE TEAM SEARCHED THE RECTANGLE BETWEEN YC 565 707 AND YC 568 706 NORTH TO YC 569 712 AND YC 571 700. THE TEAM FOUND A PRESSURE PLATE FROM A SMALL U.S. MADE ANTI-PERSONNEL MINE AND A STABILIZER FAN ASSEMBLY FROM A SUB-MUNITION. THE TEAM THEN SEARCHED BACK UP THE HILL TO THE LZ (YC 569 713) WITH NEGATIVE RESULTS.

H. ON 26 JUNE 2001, THE IE INVESTIGATED AT BAN A

/***** BEGINNING OF SECTION 002 *****/
 SUBJ/DETAILED REPORT OF INVESTIGATION OF CASE 1184//
 OUNG (NULLANULLUNG) (48P YC 456 618, 14.3 KILOMETERS
 SOUTHWEST OF THE RECORD LOCATION) AND BAN CHATEU (CHAWTEU)
 (48P YC 466 595, 15.2 KILOMETERS SOUTHWEST OF THE RECORD
 LOCATION). THE IE INTERVIEWED THREE WITNESSES AND
 OBTAINED THE FOLLOWING INFORMATION:

(1) WITNESS ONE:

(A) NAME: OGNYA (NULLAJIA) (NO LAST NAME,
 NLN).

(B) AGE: 29 YEARS OF AGE (YOA).

(C) CURRENT RESIDENCE AND LENGTH OF TIME
 THERE: BAN A OUNG; LIFELONG RESIDENT.

(D) CURRENT OCCUPATION: VILLAGE CHIEF.

(E) OCCUPATION AT THE TIME OF INCIDENT: N/A.

(F) STATEMENT: BAN A OUNG HAS BEEN LOCATED
 IN THE SAME AREA FOR A VERY LONG TIME. THE VILLAGERS
 FORAGE AND HUNT IN A FIVE KILOMETER RADIUS. WITNESS ONE
 WAS NOT YET BORN AT THE TIME OF THE INCIDENT, BUT WAS
 CERTAIN NO VILLAGERS FROM BAN A OUNG WITNESSED ANY
 AIRCRAFT CRASHES DURING THE WAR. NO ONE FROM THE VILLAGE
 HAS FOUND AIRCRAFT WRECKAGE OR PIECES OF METAL IN THE
 AREA. NO ONE FROM BAN A OUNG HAD HEARD OF ANY CRASH
 SITES. THE WITNESS HAD NO KNOWLEDGE OF INCIDENTS
 INVOLVING UNACCOUNTED-FOR AMERICANS.

(2) WITNESS TWO:

(A) NAME: CHAN KOPHAN (CHAHN KOPHZAHN).

(B) AGE: 26 YOA.

(C) CURRENT RESIDENCE AND LENGTH OF TIME
 THERE: BAN CHATEU; LIFELONG RESIDENT.

(D) CURRENT OCCUPATION: VILLAGE CHIEF.

(E) OCCUPATION AT THE TIME OF INCIDENT: N/A.

(F) STATEMENT: WITNESS TWO STATED HE HAD
 NEVER SEEN NOR HEARD OF ANY AIRCRAFT CRASH SITES. THE
 VILLAGE HAD MOVED UP AND DOWN THE VALLEY BUT THEY HAD NEVER
 MET OR HEARD OF ANYONE HAVING KNOWLEDGE OF AIRCRAFT CRASH
 SITES. THE VILLAGERS PRIMARILY HUNT IN THE VALLEY BUT
 ON OCCASION HUNTERS HAVE TRAVELED AS FAR AS THE VIETNAMESE
 BORDER.

(3) WITNESS THREE:

(A) NAME: PIQ (PIH) (NLN).

(B) AGE: 60 PLUS YOA.

(C) CURRENT RESIDENCE AND LENGTH OF TIME
 THERE: BAN CHATEU; LONG TERM RESIDENT, BUT HAS SPENT
 TIME IN VIETNAM.

(D) CURRENT OCCUPATION: FARMER.

(E) OCCUPATION AT THE TIME OF INCIDENT:
 FARMER, WITNESS DID SPEND THREE YEARS IN THE LAO MILITIA,
 BUT HE COULD NOT PINPOINT WHICH YEARS.

(F) STATEMENT: WITNESS THREE WAS BORN NEAR
 THE VIETNAMESE BORDER AND SPENT TIME IN THE LAO MILITIA

BUT HAD NEVER FOUND AIRCRAFT CRASH SITES. WITNESS THREE IDENTIFIED THE AREA AROUND BAN CHATEU AS BA LE (BALE). WHILE FAMILIAR WITH THE AREA, WITNESS THREE DID NOT KNOW OF ANY PERSON FINDING ANY AIRCRAFT WRECKAGE.

4. MATERIAL EVIDENCE.

A. RETAINED BY JTF-FA:

- (1) ENGINE PIECE P/N 88281 A15/9644-200
- (2) DATA PLATE: FUZE BOMB FMU-7A/B
LOT NO. 2024-66-1006
FSN 1325-570-2498

B. PHOTOGRAPHED AND LEFT IN PLACE: NONE.

C. REMAINS: NONE.

5. SITE SURVEY RESULTS. NONE.

6. PERTINENT LOCATION OR DATA CHANGES. NONE.

7. ANALYST COMMENTS.

A. WITNESS STATEMENTS:

(1) WITNESS ONE: CREDIBLE. WITNESS ONE ANSWERED ALL QUESTIONS IN A STRAIGHTFORWARD MANNER WITHOUT HESITATION.

(2) WITNESSES TWO AND THREE: THESE WITNESSES WERE INTERVIEWED LATE IN THE DAY DURING A HEAVY RAIN SHOWER. WITH VISIBILITY RAPIDLY DWINDLING DUE TO CLOUD COVER, THE IE WAS FORCED TO HURRY THESE WITNESS INTERVIEWS. DUE TO THE CONDITIONS UNDER WHICH THE INTERVIEW WAS CONDUCTED, THE WITNESSES CAN NOT ACCURATELY BE ASSESSED FOR CREDIBILITY OR RELIABILITY.

B. ADDITIONAL COMMENTS:

(1) THIS CRASH SITE HAS PROBABLY BEEN LOCATED AND SCAVENGED BY LOCAL VILLAGERS. THE TEAM FOUND THE ONLY PIECE OF WRECKAGE AT THE TOP OF THE HILL, ALONG THE RIDGELINE, WHERE SOME OF THE WRECKAGE WAS PROBABLY CONSOLIDATED BEFORE BEING REMOVED. THE EXTENSIVE GROUND SEARCHES CONDUCTED ON THE EASTERN SIDE OF HILL 1095 DID NOT REVEAL ANY WRECKAGE. THE AIRCRAFT EITHER TRAVELED A GOOD DEAL FURTHER TO THE EAST DUE TO THE STEEPNESS OF THE SLOPE OR MAY HAVE TRAVELED IN ANOTHER DIRECTION PRIOR TO CRASHING. SEARCHING THE STREAMBEDS AT THE BASE OF THE MOUNTAIN MAY BE THE NEXT STEP IN LOCATING THIS AIRCRAFT.

(2) DUE TO THE CLOSE PROXIMITY TO THE SOCIALIST REPUBLIC OF VIETNAM (SRV) THE MOST EXPEDIENT METHOD TO LOCATE THIS AIRCRAFT IS TO LOCATE VIETNAMESE WITNESSES WHO HAVE COLLECTED WRECKAGE FROM THE CRASH SITE. THE SIGNS OF LOCAL TRAPPERS AND HUNTERS INDICATE THE AREA IS WELL TRAVELED AND POTENTIAL WITNESSES SHOULD BE SOUGHT ON THE SRV SIDE OF THE BORDER.

C. LIFE SUPPORT ANALYST COMMENTS: THE WRECKAGE RECOVERED DURING THIS INVESTIGATION ORIGINATED FROM AN AIRCRAFT, BUT CAN NOT BE CORRELATED TO A SPECIFIC AIRCRAFT TYPE OR CASE. FURTHER ANALYSIS MUST BE CONDUCTED AT JTF-FA.

8. TEAM LEADER COMMENTS.
 - A. CONCUR WITH THE ANALYST COMMENTS IN PARA. 7.
 - B. HOST GOVERNMENT COOPERATION/SUPPORT: EXCELLENT AT ALL LEVELS.
9. RECOMMENDATION. CONTINUE TO INVESTIGATE.
10. DETACHMENT COMMANDER'S COMMENTS. CONCUR WITH ANALYST COMMENTS IN PARA. 7 AND TEAM LEADER COMMENTS IN PARA. 8.//

ADMIN
BT
#9543

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