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ACTION 101A(20)
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TO RUEKJCS/DIA WASHDC
INFO RUEAOWD/DA WASHDC
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RUENAAA/CND WASHDC
RUEHC/SECSTATE WASHDC
RUEFHQD/7802 AIR INTEL GP FT BELVOIR VA
RUMHQQA/CINCPAC HONO HI
RUMHRGA/CINCUSARPAC FT SHAFTER HI
RUMYAAA/CINCPACAF HICKAM AF HI
RUMMBRA/CINCPACFLT MAKALAPA HI
RUMKARA/880TH HI GROUP HELENAO HI
RUMSMYA/DAD/ADSOP-IX/15 SAIGON SVN
RUMFMIA/CDRUSMACTHAI ASIC BANGKOK THAI
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RUMFMIA/SPECIAL ACTIVITIES BANGKOK THAI
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SECTION 2 OF 3

(2) SHORTLY AFTER THE IMPACT SOURCE DIRECTED TO
THE SQUAD CONSISTING OF SGT AND

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SEVEN SOLDIERS TO GO SEARCH THE CRASH SITE AND LOCATE ANY SURVIVORS. THE SQUAD DEPARTED AT 1930 HOURS AND RETURNED AT APPROX 2400 HOURS. THE SQUAD LEADER REPORTED THAT HIS SQUAD COULD NOT ENTER THE ACTUAL CRASH SITE AREA BECAUSE OF LARGE BURNING PYRES. THEY DID BRING BACK WITH THEM FIVE PARACHUTES, ALL WITH CANOPIES OPENED, TWO OF WHICH WERE PARTIALLY CHARRED AND THREE WHICH WERE UNCHARRED. THE SQUAD LEADER REPORTED THAT THEY HAD FOUND THE CHUTES SOME SHORT DISTANCE AWAY FROM THE ACTUAL SITE BUT DID NOT IDENTIFY THE PRECISE LOCATION. THE CHUTES SUGGESTED THAT PERHAPS SEVERAL CREW PERSONNEL HAD EXITED THE AIRCRAFT SAFELY. WHEN SOURCE VISITED THE SITE THE FOLLOWING DAY HE DID NOT ASK THE SQUAD LEADER TO PINPOINT THE LOCATION OF WHERE HE HAD FOUND THE CHUTES.

(3) FOLLOWING THE RETURN OF THE SQUAD SOURCE DECIDED TO WAIT UNTIL THE WRECKAGE COOLED BEFORE TRYING TO ENTER THE CRASH SITE AREA. THROUGHOUT THE NIGHT THERE WAS THE SOUND OF VARIOUS TYPE AIRCRAFT FLYING CONSTANTLY OVERHEAD FROM 2400G TO 0400G, AND THIS ALSO INFLUENCED SOURCE'S DECISION TO STAY AT HQ RATHER THAN VISIT THE CRASH SITE AND THUS RISK BEING SHOT AT BY THE AIRCRAFT STILL FLYING OVER THE AREA.

C. PHYSICAL INSPECTION OF THE CRASH SITE.

(1) THE FOLLOWING MORNING SOURCE AND NINE OTHERS INCLUDING SOURCE, TWO BN NVN ADVISORS AND THE 8 MAN SECURITY SQUAD DEPARTED THEIR BIVOUAC AREA AND WALKED TO THE CRASH SITE. SOURCE FOUND THE CRASH SITE AT XC087087 AT 0800G. THE SITE CONTAINED THREE LARGE PIECES OF WRECKAGE WHICH INCLUDED A SECTION OF A WING, THE FRONT OF THE NOSE SECTION AND A PIECE OF THE TAIL SECTION. SECTIONS WERE SCATTERED 50 METERS APART. THE GROUND AND ALL MAIN WRECKAGE SECTIONS WERE HEAVILY CHARRED, AND SOURCE WAS UNABLE TO DETERMINE AIRCRAFT TYPE, OR AIRCRAFT TAIL NUMBER. THE AIRCRAFT APPEARED TO HAVE BEEN PAINTED DARK GREEN COLOR, SO DARK THAT IT WAS ALMOST BLACK. THE IMPACT AREA WAS A LONG BURN APPROX 100 METER LONG AND 50 METERS WIDE.

(2) THE GUERRILLA SQUAD FROM NEARBY ARRIVED AT THE SITE PRIOR TO SOURCE'S ARRIVAL. UNDER THE COMMAND OF SOURCE AND OTHERS AT THE SITE SEARCHED THROUGH THE

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IMMEDIATE SITE AND THE SURROUNDING AREA, SOURCE LOCATED TWO SMALL PILES OF HL BODY BANDAGES VICINITY XC 089093 WHICH SUGGESTED TO HIM THAT ONE OR MORE PERSONNEL HAD BEEN ABLE TO GET OUT OF THE AIRCRAFT ALIVE, SINCE THE WRECKAGE WAS SUCH THAT IT WOULD APPEAR THAT NO ONE COULD HAVE SURVIVED AN IMPACT, THOSE WHO WERE ALIVE MUST HAVE BAILED OUT PRIOR TO THE IMPACT. SOURCE HAD SEEN NO PARACHUTES THE PREVIOUS EVENING FOLLOWING THE INITIAL EXPLOSION.

(3) SOURCE STATED THAT THE CRASH SITE CONTAINED VARIOUS HEAVILY CHARRED HUMAN REMAINS AND THERE WERE NO REMAINS OF ENTIRE BODIES. HE FELT THAT THERE WERE AT LEAST FIVE OR SIX BODIES WHICH THEY FOUND AND SUBSEQUENTLY BURIED. HE AGREED THAT MORE COULD HAVE BEEN IN THE CRASH WHICH COULD HAVE BEEN COMPLETELY BURNED IN THE FIRE PRIOR TO OR AFTER THE CRASH.

(4) AT APPROX 0800 HOURS SOURCE DIRECTED THE PERSONNEL FROM THE GUERRILLA UNIT TO BURY THOSE CHARRED DISMEMBERED REMAINS WHICH WERE AT THE CRASH SITE. THE VILLAGERS DUG A TRENCH ONE METER LONG, ONE TO TWO METERS DEEP AND 60 CM WIDE AT THE CRASH SITE AND ALL REMAINS WERE PLACED IN THE TRENCH AND COVERED WITH DIRT, ROCKS AND BRANCHES.

(5) AT APPROX 0900 HOURS SOURCE AND OTHERS HURRIEDLY DEPARTED THE AREA BECAUSE PRESUMED US L-10 AIRCRAFT HAD STARTED FLYING OVER THE AREA AT 0600 AND THE PL WERE CONCERNED THAT THEY MIGHT BE HIT. JETS AND T-28'S BEGAN BOMBING AROUND THE AREA AT 10000. SOURCE AND THE OTHERS RETURNED TO THEIR UNIT AND THE BAN NONG LAU VILLAGERS RETURNED TO THEIR VILLAGE. SOURCE NEVER RETURNED TO THE SITE AND HEARD NOTHING FURTHER CONCERNING THE INCIDENT.

(6) SOURCE STATED THAT THE ACTUAL BURIAL SITE WAS EASILY RECOGNIZABLE. AFTER THE SITE HAD BEEN FILLED WITH DIRT, ROCKS WERE PILED ON TOP OF THIS DIRT. THE AREA OF THE CRASH HAD BEEN BURNED CLEAR OF GRASS AND THE AREA OF THE GRAVE WAS IN A ROCKY AREA. THE CRASH HAD NOT SET OFF ANY NEARBY VEGETATION BECAUSE THE CRASH WAS IN A DIP WITH CONSIDERABLE WATER DRAINAGE WHICH PREVENTED THE FIRE FROM SPREADING.

D. NVA/PL CRASH REPORTING.

(1) THE TWO NVA ADVISORS

SENT A HAND CARRIED MESSAGE TO AN NVA SERVING IN THE NVA ADVISORY

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SECTION WITH PL NOTIFYING THEM OF THEIR
SITE INSPECTION. SOURCE WAS NOT AWARE OF THE CONTENTS
OF THEIR MESSAGE.

(2) THE FIRST REPORT SOURCE RECEIVED WAS A VER-
BAL REPORT FROM THE SECURITY SQUAD WHICH
INVESTIGATED THE SITE IMMEDIATELY FOLLOWING THE CRASH.
THE SQUAD LEADER REPORTED THAT AN AIRCRAFT HAD CRASHED
AND WAS BURNING AND THAT HE ONLY COULD RECOVER FIVE
PARACHUTES. HE BELIEVED THAT ALL THE CREW WERE KILLED IN
THE CRASH.

(3) SOURCE MADE HIS FIRST REPORT CARRIED BY MES-
SENGER AT 2400 HRS THE NIGHT OF THE CRASH. A MESSAGE HE
SENT TO THE PROVINCE COMMANDER.
HE REPORTED THAT AN AIRCRAFT HAD CRASHED AND HE HAD DIS-
PATCHED A SQUAD TO INVESTIGATE THE SITE. HE REPORTED THE
CRASH AS HAVING OCCURRED AT APPROX 1900 HRS IN THE AREA OF
BAN NONG LAU. HE REPORTED RECOVERING ONLY FIVE PARACHUTES
FROM THE WRECKAGE AREA. HE COMMENTED THAT IT WAS HIS
BELIEF THAT THE ENTIRE AIRCRAFT CREW WAS KILLED. SOURCE
RECEIVED NO COMMENT FROM PROVINCE HQ IN RESPONSE TO HIS
INITIAL REPORT.

(4) SOURCE MADE HIS SECOND REPORT AT APPROX
1800 HRS TO PROVINCE BY MESSENGER FOLLOWING HIS RETURN
FROM THE CRASH SITE. HE REPORTED THAT THERE WAS NOTHING
AT THE SITE AS EVERYTHING HAD BEEN COMPLETELY BURNED IN
THE IMPACT. HE REPORTED FINDING ONLY THREE LARGE SEC-
TIONS OF WRECKAGE AND WHAT APPEARED TO BE THE REMAINS OF
FIVE OR SIX HEAVILY BURNED DISMEMBERED BODIES. HE RE-
PORTED THAT HE HAD ORDERED VILLAGE GUERRILLAS TO BURY THE
REMAINS AND THIS HAD ALREADY BEEN ACCOMPLISHED. HE
NOTE THAT HE FELT THAT SOME CREW MEMBERS MIGHT HAVE BEEN
ABLE TO SURVIVE AND ESCAPE, ALTHOUGH INJURED, DUE TO THE
PRESENCE OF TWO PILES OF BLOODY BANDAGES AND THE
PRESENCE OF THE FIVE PARACHUTES BROUGHT IN THE NIGHT BE-
FORE. SOURCE RECEIVED NO FURTHER QUERIES FROM PROVINCE
REGARDING THE INCIDENT.

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