

ROUTINE

B 131930Z JAN 87 PSM 816637P31

FM CDR JCRC BARBERS PT HI

TO JCRC LIAISON BANGKOK TH

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WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC  
CDRUSACILHI FT SHAFTER HI//DAPC-PED-H//

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JAN 87, PART 2 DTG 131915Z JAN 87

SUBJ: TALKING POINTS FOR NEXT POW-MIA TECHNICAL MEETING IN  
HANOI (U)

NSC FOR MR. CHILDRESS

- A. USCINCPAC HONOLULU HI 130005Z DEC 86  
B. SECDEF WASHINGTON DC 222317Z DEC 86

6. JOINT CRASH SITE SELECTION: DURING THE AUGUST 1986 MEETING, I DISCUSSED THE FIVE CANDIDATES WHICH WE HAVE PROPOSED FOR JOINT RECOVERY OPERATIONS. I WOULD LIKE TO ADDRESS EACH OF THESE CASES AGAIN AND PROVIDE YOU WITH ADDITIONAL DETAILS WHICH MIGHT ASSIST YOUR SELECTION OF THE NEXT JOINT RECOVERY SITE. WE HAVE ATTEMPTED TO PRESENT A WORD PICTURE OF EACH CRASH SITE AS WE WOULD EXPECT TO FIND IT BASED ONLY ON OUR RECORD DATA AND A CLOSE READING OF OUR MAPS. AS WE HAVE FREQUENTLY SAID, ANY CRASH SITE OPERATION MUST BE PRECEDED BY A GOOD SURVEY. MOREOVER, WE HOPE DURING THIS MEETING THAT YOU WILL SHARE WITH US YOUR FIRSTHAND KNOWLEDGE OF THESE SITES OR WHATEVER LOCAL OFFICIALS HAVE PROVIDED. I TAKE VERY SERIOUSLY WHAT I BELIEVE IS OUR COMMON GOAL OF SELECTING GOOD SITES FOR JOINT EXCAVATIONS. I WILL DISCUSS THIS INFORMATION AND PASS TO YOU THE SPECIFIC DETAILS.

A. CASE 0591 THIS HH3E HELICOPTER WAS HIT BY GROUND FIRE AND CRASHED WITH FOUR CREW MEMBERS STILL ON BOARD. THE LOCATION WAS FIXED BY A SURVIVOR AND BY OTHER U.S. AIRCRAFT. THE HELICOPTER WAS A RESCUE AIRCRAFT. THERE IS MINIMAL DANGER FROM

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UNEXPLODED ORDNANCE AT THE SITE. THE CRASH SITE IS IN A DENSE FOREST, 2,600 METERS NORTHEAST OF DON BAI DINH VILLAGE, TWO KILOMETERS EAST OF ROUTE 15 AND ONE KILOMETER EAST OF CART TRACK 1501. IT IS 100 METERS NORTH OF A HILL TOP AT AN ALTITUDE OF APPROXIMATELY 700 METERS. THERE IS A LOW-TO-MODERATE SLOPE BETWEEN THE CART TRACK AND THE CRASH SITE. THE CLOSEST MAJOR STAGING AREA FOR A RECOVERY EFFORT IS VINH, 100 KILOMETERS NORTHEAST OF THE SITE. THE BEST MODE OF TRANSPORTATION FROM THE STAGING BASE IS BY HELICOPTER. THIS WOULD APPEAR TO REQUIRE CLEARING 4 LANDING ZONE ON A HILL TOP LOCATED AT GRID COORDINATES WE 847643, WHICH IS WITHIN 100 METERS OF THE CRASH SITE. AS AN ALTERNATIVE, A LANDING ZONE COULD BE CLEARED ADJACENT TO ROUTE 15 NEAR DON BAI DINH VILLAGE. FROM THERE, THE SITE COULD BE REACHED BY TRAVELLING THE CART TRACK TO THE VICINITY OF GRID COORDINATES WE 836644 AND HIKING THROUGH THE FOREST, APPROXIMATELY 1,300 METERS TO THE CRASH SITE.

B. CASE 1552 THIS HH53B HELICOPTER WAS HIT BY A SURFACE-TO-AIR MISSILE, EXPLODED AND CRASHED. BECAUSE THE AIRCRAFT WAS HIT AND EXPLODED IN MID-AIR, IT IS NOT LIKELY THAT ANY OF THE SIX CREW MEMBERS SURVIVED. THE LOCATION WAS FIXED BY ANOTHER AIRCRAFT IN THE SAME FLIGHT. THE HELICOPTER WAS A RESCUE AIRCRAFT. THERE IS MINIMAL DANGER FROM UNEXPLODED ORDNANCE. THE CRASH SITE IS LOCATED 13 KILOMETERS SOUTHWEST OF PHU GIA VILLAGE AND 11 KILOMETERS SOUTHWEST OF ROUTE 15. IT IS APPROXIMATELY 460 METERS ABOVE SEA LEVEL, MIDWAY BETWEEN ONE OF THE TRIBUTARIES OF CHUC STREAM AND A PEAK 1018 METERS HIGH ON THE NORTHWESTERN SLOPE OR A RIDGE LINE WHICH EXTENDS NORTHEASTERLY. THE TERRAIN CONSISTS OF DENSE FOREST, STEEP RIDGES AND NUMEROUS CLIFFS. A GROUND APPROACH DOES NOT APPEAR FEASIBLE. ACCORDING TO OUR MAPS, IT WOULD BE POSSIBLE TO CLEAR A LANDING ZONE ON HILL TOP 1018, IN THE VICINITY TO GRID COORDINATES WF 585037. THIS LOCATION IS APPROXIMATELY 1300 METERS SOUTHEAST OF THE CRASH SITE.

C. CASE 0093-1-01 THRU 04: THIS EAIF AIRCRAFT WAS HIT AT A LOW ALTITUDE BY GROUND FIRE, EXPLODED ON IMPACT AND BURNED. NO PARACHUTES WERE SIGHTED AND NO ELECTRONIC BEACON SIGNALS WERE HEARD. THERE ARE PROBABLY FOUR REMAINS AT THE CRASH SITE. THE LOCATION WAS FIXED BY OTHER U.S. AIRCRAFT AT THE TIME OF THE INCIDENT. THIS PLANE WAS ON A RESCUE MISSION. THERE IS MINIMAL THREAT FROM UNEXPLODED ORDNANCE. MEMBERS OF THIS AIRCRAFT WERE ATTEMPTING TO RESCUE LIEUTENANT DAVID M. CHRISTIAN. THEIR EAIF AIRCRAFT CRASHED IN THE SAME AREA AS LIEUTENANT CHRISTIAN'S AIRCRAFT. LIEUTENANT CHRISTIAN'S REMAINS WERE REPATRIATED IN APRIL 1986. THE CRASH SITE IS IN A PADI FIELD 150 METERS NORTH OF NHO QUAN VILLAGE, TWO KILOMETERS WEST OF SAM SON CITY AND TWO KILOMETERS SOUTH OF ROUTE 115. A CART TRACK OFF OF ROUTE 115 COMES TO WITHIN 100 METERS OF THE SITE.

D. CASE 1216 THIS 02-A AIRCRAFT CRASHED FROM UNKNOWN CAUSES WHILE IN A 45 DEGREE DIVE. THERE WERE NO SIGNS

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THAT THE TWO CREW MEMBERS SURVIVED. OTHER U.S. AIRCRAFT FIXED THE LOCATION OF THE SITE. THE G2-A WAS AN OBSERVATION AIRCRAFT. THERE IS MINIMAL THREAT FROM UNEXPLODED ORDNANCE. THE WRECKAGE IS LOCATED APPROXIMATELY 360 METERS ABOVE SEA LEVEL. IT IS 50 METERS EAST OF HIGHWAY 1036 AND 2700 METERS BY ROAD SOUTH OF THE SOUTHERN MOST INTERSECTION OF ROUTES 1036 AND 1039. IT LIES ON THE EASTERN SLOPE OF A SPUR WHICH EXTENDS NORTHEASTERLY FROM A 1115 METER MOUNTAIN. THE SLOPE AT THE CRASH SITE IS STEEP. VEGETATION IN THE AREA IS DENSE FOREST. WE BELIEVE THE CRASH SITE CAN BE REACHED FROM DONG HOI BY TAKING ROUTE 101 SOUTH TO ROUTE 1036 AND ROUTE 1036 ON TO THE CRASH SITE.

E. CASE 0407 THIS C-47 RECONNAISSANCE PLANE WAS SHOT DOWN BY A MIG AIRCRAFT. THERE WERE NO INDICATIONS THAT ANY OF THE EIGHT CREW MEMBERS ON BOARD SURVIVED THE CRASH. THE LOCATION OF THE SITE WAS FIXED BY THE MISSION'S FLIGHT PLAN AND BY SUBSEQUENT REPORTING. SINCE THIS WAS A RECONNAISSANCE AIRCRAFT, THERE IS MINIMAL DANGER FROM UNEXPLODED ORDNANCE. THE APPROXIMATE LOCATION OF THE CRASH SITE IS GRID COORDINATES VH 998943, THREE KILOMETERS EAST OF BAN PHU MAO VILLAGE AND 50 METERS SOUTH OF ROUTE 6. IT CAN BE APPROACHED BY VEHICLE ON ROUTE 6 FROM CHO BU, THE CLOSEST TOWN. CHO BU IS NINETEEN KILOMETERS EAST OF THE CRASH SITE.

7. JOINT CRASH SITE ALTERNATIVES: WE BELIEVE THESE FIVE CRASH SITES ARE EXCELLENT CANDIDATES FOR SUCCESSFUL, JOINT RECOVERY EFFORTS. WE ARE MOST WILLING HOWEVER, TO DISCUSS ANY OTHER CASES YOU MIGHT HAVE SELECTED AND WOULD PREFER TO EXCAVATE. AS YOU HAVE SAID, BOTH SIDES SHOULD BE COMFORTABLE WITH ANY SITES ULTIMATELY SELECTED AND CONFIDENT THAT THE OPERATION WILL BE A SUCCESS. IN ORDER TO TAKE ADVANTAGE OF THE NORMALLY DRY WEATHER AT THIS TIME OF YEAR, IT IS IMPORTANT TO BEGIN THE NEXT RECOVERY OPERATION AS SOON AS POSSIBLE.

8. STATUS OF NINETEEN CASES: DURING OUR LAST MEETING, MR. CAN REPORTED THAT YOU WERE INVESTIGATING NINETEEN NEW REPORTS. WE WOULD LIKE TO KNOW THE STATUS OF THESE INVESTIGATIONS.

9. CRASH SITE NEAR HAIPHONG: IN OCTOBER, THE U.S. TEAM VISITED A CRASH SITE NEAR HUNG VUONG VILLAGE IN HAI PHONG PROVINCE.  
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OUR RECORDS INDICATE THIS INCIDENT CORRELATES TO LIEUTENANT COMMANDER JOHN F. BARR. DURING THAT VISIT, MR. NGO HOANG SAID THAT HE BELIEVED THE LOCAL VILLAGERS COULD EXCAVATE THE SITE ONCE THE DRY SEASON BEGAN. WE WOULD LIKE TO REQUEST THE STATUS OF THIS EFFORT.

10. CRASH SITE NEAR YEN DONG: DURING THE FEBRUARY TECHNICAL MEETING, WE VISITED A CRASH SITE NEAR YEN DONG IN HA NAM NINH PROVINCE. YOU PROPOSED TO CONDUCT A UNILATERAL EXCAVATION OF THE SITE WITH ONE OR TWO AMERICAN EXPERTS PRESENT AS OBSERVERS. WE BELIEVE THIS INCIDENT CORRELATES TO LIEUTENANT CLAUDE D. WILSON, JUNIOR, WHOSE A4 AIRCRAFT CRASHED ON 14 DECEMBER 1966. WE PASSED HIS CASE FOLDER TO YOU IN SEPTEMBER 1985. WE ARE STILL VERY INTERESTED IN THIS UNILATERAL RECOVERY EFFORT. WE WILL PROVIDE U.S. EXPERTS AT ANY TIME YOU DEEM APPROPRIATE FOR THE EXCAVATION.

11. LIEUTENANT COMMANDER THOMAS W. SITEK: IN AUGUST 1984, WE PASSED TO YOU THE CASE OF LIEUTENANT COMMANDER THOMAS W. SITEK AND ENSIGN PATRICK L. NESS, WHOSE F4 AIRCRAFT CRASHED ON 23 AUGUST 1967. IN APRIL 1986, THE REMAINS OF ENSIGN NESS WERE REPATRIATED AND HAVE SINCE BEEN POSITIVELY IDENTIFIED. SINCE BOTH ENSIGN NESS AND COMMANDER SITEK WERE INVOLVED IN THE SAME INCIDENT, REQUEST YOU CONTINUE THE SEARCH OF THE CRASH SITE AREA FOR EVIDENCE CONCERNING COMMANDER SITEK.

12. LIEUTENANT ROGER G. EMRICH: IN AUGUST 1984, WE PASSED THE CASE OF COMMANDER WILLIAM D. MCGRATH AND LIEUTENANT ROGER G. EMRICH WHO WERE CREW MEMBERS ABOARD AN F4 AIRCRAFT WHICH CRASHED ON 17 NOVEMBER 1967. COMMANDER MCGRATH'S REMAINS WERE REPATRIATED IN NOVEMBER 1985 AND HAVE BEEN POSITIVELY IDENTIFIED. SINCE HE AND LIEUTENANT EMRICH WERE INVOLVED IN THE SAME INCIDENT, REQUEST YOU CONTINUE YOUR SEARCH FOR EVIDENCE CONCERNING LIEUTENANT EMRICH.

13. (U) LIVE SIGHTINGS:

A. DURING OUR LAST MEETING, MR. CAN PRESENTED A REPORT CONCERNING THE YACHT "SEA TIGER". WE APPRECIATE THE EFFORT YOU MADE TO COMPILE THIS RECORD OF EVENTS. BECAUSE SUCH INFORMATION MIGHT RESOLVE SOME UNEXPLAINED LIVE SIGHTING REPORTS, IT WOULD BE EXTREMELY HELPFUL IF YOU COULD ALSO PROVIDE US A CHRONOLOGICAL LIST OF THE PLACES WHERE THE CREW OF THE YACHT WAS DETAINED.

B. PER REF A, DIA WILL PREPARE THE LIVE SIGHTING TALKING POINTS.

14. (U) CILHI REPORT:

A. DURING THE OCTOBER 1986 MEETING, MR. NGUYEN CAN REQUESTED ADDITIONAL, SPECIFIC DETAILS ON THE IDENTIFICATION EFFORT ON THE REMAINS RECEIVED AS CAPTAIN *Name* IN BOX NUMBER 3:

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DURING THE 4 DECEMBER 1985 REPATRIATION CEREMONY. AT THE FEBRUARY 1986 TECHNICAL MEETING, WE INFORMED YOU THAT THE REMAINS IN BOX 3 WERE ACTUALLY THOSE OF TWO INDIVIDUALS; THE SKULL BELONGING TO ONE PERSON AND THE REMAINDER OF THE SKELETON BELONGING TO ANOTHER. NEITHER OF THESE SKELETAL REMAINS WERE THOSE OF CAPTAIN *Name*. WE SUBSEQUENTLY MADE A POSITIVE DENTAL MATCH BETWEEN THE SKULL AND THE RECORDS FOR FIRST LIEUTENANT WILLIAM L. POWELL. THE PHYSICAL CHARACTERISTICS OF THE REST OF THE SKELETON RECEIVED IN BOX 3 COMPARE FAVORABLY WITH THE MEDICAL RECORDS OF SEVERAL AMERICANS LOST IN QUANG BINH PROVINCE, SO POSITIVE IDENTIFICATION HAS NOT YET BEEN MADE. THE FINDING OF THE SKULL MAY BE CRITICAL TO THE IDENTIFICATION OF THE REMAINS. DR. THU, I WOULD LIKE TO PROVIDE YOU WITH THE SKELETAL CHARTS WE PREPARED FOR EACH OF THESE TWO SETS OF REMAINS. ATTACHED TO EACH ARE ANTHROPOLOGICAL NARRATIVES DESCRIBING THE BASIS FOR OUR FINDINGS.

B. I WOULD FIRST LIKE TO DISCUSS IN DETAIL THE REMAINS WHICH WERE RETURNED TO US DURING THE 10 APRIL 1986 REPATRIATION CEREMONY. I WILL EXPLAIN OUR PROGRESS AND OUR FINDINGS TO DATE. AS DR. THU HAD TOLD US, MANY OF THESE WERE DIFFICULT CASES.

(1) WE RECEIVED THE REMAINS IN BOX 1 AS UNIDENTIFIED. THESE REMAINS HAVE NOW BEEN IDENTIFIED AS ENSIGN PATRICK L. NESS, CASE NO. 0897. ENSIGN NESS WAS LOST ON 23 AUGUST 1967 IN HA BAC PROVINCE.

(2) THE REMAINS IN BOX 2 WERE RECEIVED AS HARRY L. BLACKBURN, AND THEY ARE THOSE OF CAPTAIN HARRY L. BLACKBURN, JUNIOR, CASE NO. 1850. CAPTAIN BLACKBURN WAS LOST ON 10 MAY 1972 IN HAI HUNG PROVINCE.

(3) THE REMAINS IN BOX 3 WERE RECEIVED AS DAVID M. CHRISTIAN. THESE REMAINS HAVE BEEN IDENTIFIED AS DAVID M. CHRISTIAN AND ARE UNDERGOING FINAL REVIEW.

(4) THE REMAINS IN BOX 4 WERE RECEIVED AS GORDON S. WILSON, AND THEY ARE THOSE OF MAJOR GORDON S. WILSON, CASE NO. 0527. MAJOR WILSON WAS LOST ON 22 NOVEMBER 1966 IN BAC THAI PROVINCE.

(5) THE REMAINS IN BOX 5 WERE RECEIVED AS THOMAS F. CASE, BUT THEY HAVE NOW BEEN IDENTIFIED AS SMSGT ELROY E. HARWORTH, CASE NO. 0350. BOTH CASE AND HARWORTH WERE IN THE SAME INCIDENT, WHICH OCCURRED WHEN THEIR C-130 AIRCRAFT CRASHED ON 31 MAY 1966 IN THANH HOA PROVINCE.

(6) THE REMAINS IN BOX 6 WERE RECEIVED AS *Name*. BUT THEY HAVE NOW BEEN IDENTIFIED AS LT COL HAROLD J. ZOOK, ALSO CASE NO. 0350. *Name* AND ZOOK WERE ALSO IN THE C-130 AIRCRAFT WHICH WAS LOST ON 31 MAY 1966 IN THANH HOA PROVINCE.

(7) THE REMAINS IN BOX 7 WERE RECEIVED AS *Name*. BUT THE REMAINS OF LT COL *Name* WERE IN BOX 6. THE REMAINS IN BOX 7 HAVE BEEN TENTATIVELY IDENTIFIED AS THOMAS FRANKLIN CASE AND ARE UNDERGOING FINAL REVIEW.

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(8) THE REMAINS IN BOX 8 WERE RECEIVED AS WILLIAM R. EDMONDSON; THE REMAINS IN BOX 9 WERE RECEIVED AS ARMON SHINGLEDECKER. IN BOTH CASES, INSUFFICIENT DATA CAN BE OBTAINED TO SUPPORT A BIOLOGICALLY ACCEPTABLE IDENTIFICATION. EDMONDSON AND SHINGLEDECKER WERE LOST IN THE SAME C-130 INCIDENT I JUST DISCUSSED. THERE ARE TWO PROBLEMS WITH RESOLVING THESE TWO CASES: THE ABSENCE OF TEETH AND THE NON-RECOVERY OF THE REMAINING THREE CREW MEMBERS FROM THE CASE NO. 0350 CRASH SITE. IF ALL EIGHT CREW MEMBERS COULD BE ACCOUNTED FOR, POSSIBLY IDENTIFICATIONS COULD BE ESTABLISHED BY THE EXCLUSIONARY PROCESS.

(9) THE REMAINS IN BOX 10 WERE RECEIVED AS RICHARD L. BUTT, AND THEY ARE THOSE OF MAJOR RICHARD L. BUTT, CASE NO. 0517. MAJOR BUTT WAS LOST 11 NOVEMBER 1966 IN THE VINH LINH SPECIAL ZONE.

(10) THE REMAINS IN BOX 11 WERE RECEIVED AS UNIDENTIFIED. THESE REMAINS HAVE BEEN TENTATIVELY IDENTIFIED AS HENRY S. MCWHORTER AND ARE UNDERGOING FINAL REVIEW.

(11) THE REMAINS IN BOX 12 WERE RECEIVED AS UNIDENTIFIED. THESE REMAINS CONSIST OF ONLY 15 BONE FRAGMENTS, BT

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WHICH IS INSUFFICIENT TO ESTABLISH AN ACCEPTABLE BIOLOGICAL IDENTIFICATION. WE COULD ONLY DETERMINE THAT THE REMAINS ARE THOSE OF A TALL, 30-40 YEAR OLD, WELL-DEVELOPED, MALE CAUCASOID. ANY ADDITIONAL INFORMATION YOU COULD PROVIDE ON THIS CASE WOULD BE HELPFUL.

(12) THE REMAINS IN BOX 13 AND BOX 14 WERE THE COMMINGLED REMAINS OF THREE CAUCASOIDS. BOX 33 WAS LISTED AS UNIDENTIFIED, BUT WE HAVE IDENTIFIED ONE OF THE REMAINS IN THAT BOX AS CAPTAIN PATRICK P. MURRAY, CASE NO. 0996. CAPTAIN MURRAY WAS LOST ON 19 JANUARY 1968 IN TUYEN QUANG PROVINCE. WE ARE STILL PROCESSING THE OTHER TWO REMAINS. AGAIN, ANY ADDITIONAL INFORMATION PERTAINING TO THE RECOVERY OF THESE REMAINS WOULD BE HELPFUL.

(13) THE REMAINS IN BOX 15 WERE RECEIVED AS UNIDENTIFIED, AND WE HAVE NOT BEEN ABLE TO IDENTIFY THEM. THE INFORMATION ON THE LIST YOU PROVIDED INDICATED THE INDIVIDUAL WAS CAPTURED IN CON TIENT AND DIED ON 27 SEPTEMBER 1967 IN VINH LINH. ANY ADDITIONAL INFORMATION YOU CAN PROVIDE CONCERNING HIS CAPTURE AND DEATH COULD LEAD TO THE RESOLUTION OF THIS CASE.

(14) THE REMAINS IN BOX 16, WHICH WERE RECEIVED AS EDWIN RUSSELL GRISSETT, WERE SEGREGATED INTO TWO SETS OF REMAINS. THE FIRST SET GENERALLY MATCHES THE MEDICAL RECORDS FOR SGT GRISSETT, CASE NO. 0236, BUT THERE ARE DENIAL CONTRADICTIONS THAT PRECLUDE IDENTIFICATION. SINCE YOU INDICATED THIS INDIVIDUAL WAS CAPTURED ON 24 JANUARY 1966 IN QUANG NGAI AND DIED ON 2 DECEMBER 1968 IN QUANG NGAI, ADDITIONAL INFORMATION SHOULD BE AVAILABLE TO HELP US IDENTIFY THIS CASUALTY. THE SECOND SET OF REMAINS IN BOX 16 WERE DETERMINED TO BE THOSE OF A MALE, SOUTHEAST ASIAN MONGOLOID.

(15) THE REMAINS IN BOXES 17, 18, 19, 20, AND 21 ARE ALL MALE SOUTHEAST ASIAN MONGOLOIDS.

(16) NEXT, I WOULD LIKE TO TELL YOU THAT THE REMAINS WE RECEIVED ON 17 SEPTEMBER 1986 AS CAPTAIN ARTHUR L. WARREN HAVE BEEN IDENTIFIED AS WARREN, AND HIS REMAINS HAVE BEEN RETURNED TO HIS FAMILY FOR BURIAL.

C. I WILL SUMMARIZE OUR FINDINGS OF THE APRIL REPATRIATION. THE 21 BOXES WE RECEIVED CONTAINED 23 SETS OF REMAINS. SEVEN OF THESE WE HAVE IDENTIFIED; THREE ARE PENDING FINAL REVIEW; SEVEN REQUIRE ADDITIONAL INFORMATION FROM YOU; AND SIX ARE SOUTHEAST ASIAN MONGOLOIDS.

15' SEA MONGOLOID REMAINS: WE HAVE CONFIRMED IN THE COURSE OF OUR IDENTIFICATION EFFORTS THAT SIX OF THE REMAINS RETURNED IN

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APRIL 1986 ARE RACIALLY OF SOUTHEAST ASIAN MONGOLOID ORIGIN AND NOT AMERICAN. WE WOULD LIKE TO RETURN THESE REMAINS TO YOU ON THE OCCASION OF THE NEXT REPATRIATION OF AMERICAN REMAINS.

16. MATERIAL EVIDENCE/ISSUES OF CONTINUING CONCERN: I WOULD LIKE NOW TO DISCUSS SEVERAL TOPICS WE HAVE PREVIOUSLY ADDRESSED WITHOUT RESOLUTION. YOUR ASSISTANCE WITH THESE CASES IS VITAL TO THEIR RESOLUTION, AND THEREFORE EXTREMELY IMPORTANT TO OUR OVERALL EFFORT.

A. LIEUTENANT COMMANDER *Name*: IN FEBRUARY 1986, WE PASSED YOU A FOLDER ON CASE 1940 PERTAINING TO LIEUTENANT COMMANDER *Name*. COMMANDER *Name* WAS THE PILOT OF AN A7 AIRCRAFT WHICH CRASHED ON 28 OCTOBER 1972 IN THANH HOA PROVINCE. DURING THE JUNE 1986 MEETING, WE PROVIDED YOU A VIETNAMESE AGENCY PHOTOGRAPH, NUMBER 1215, DATED 31 OCT, HANOI, WHICH DEPICTS VIETNAMESE CADRE SEARCHING THE CRASH SITE OF AN A7 AIRCRAFT. THIS PHOTOGRAPH CORRELATES TO COMMANDER *Name's* INCIDENT. WE HOPE THAT THIS PHOTOGRAPH HAS ASSISTED YOUR INVESTIGATION OF THIS CASE AND THAT YOU CAN PROVIDE US ADDITIONAL INFORMATION CONCERNING COMMANDER *Name*.

B. REQUEST FOR PHOTOS: DURING THE HIGH-LEVEL TALKS IN JANUARY 1986, MR. HOANG OFFERED TO PROVIDE PHOTOGRAPHS PERTAINING TO YOUR INVESTIGATION OF THE SIGHTING OF AN AMERICAN. IN JUNE YOU REPORTED THAT THE VNDSMIA HAD CONTACTED THE APPROPRIATE OFFICES REGARDING THESE PHOTOGRAPHS, BUT THE INDIVIDUAL IN CHARGE WAS NOT AVAILABLE. WE CONTINUE TO BE VERY INTERESTED IN THIS MATTER. IF YOU HAVE NOT BEEN ABLE TO OBTAIN THE PHOTOS, WE REQUEST THAT YOU MAKE ANOTHER EFFORT TO DO SO.

C. GRAVE SITES IN NUMBER 5 REGION: OF THE REMAINS REPATRIATED IN APRIL 1986, ONE WAS POSITIVELY IDENTIFIED AS LANCE CORPORAL EDWIN E. GRISSETT. OUR RECORDS INDICATE THAT HE WAS BURIED AT A CAMP FOR FOREIGNERS IN THE NUMBER 5 REGION LOCATED AT ZC 090318. DURING THE JUNE 1986 MEETING, WE GAVE YOU THE LOCATIONS FOR THE GRAVE SITES OF LANCE CORPORAL FREDERICK T. BURNS AND SERGEANT DENNIS W. HAMMOND, WHOM WE BELIEVE ARE STILL BURIED AT THIS CAMP. WE WOULD LIKE TO KNOW THE STATUS OF YOUR SEARCH OF THIS CAMP COMPLEX AND YOUR EFFORTS TO LOCATE THE REMAINS OF CORPORAL BURNS AND CORPORAL HAMMOND.

D. DURING THE SEPTEMBER 1985 MEETING, MR. HOANG SUMMARIZED THE VNDSMIA'S EFFORTS TO LOCATE THE CRASH SITE OF COMMANDER RICHARD RICH, CASE 0692. MR. HOANG SAID THAT HE AND HIS TEAM MEMBERS HAD VISITED 12 VILLAGES IN THREE DISTRICTS. THEY HAD NOT BEEN ABLE TO LOCATE THE CRASH SITE, BUT INTENDED TO CONTINUE THEIR INVESTIGATION. DURING THE JUNE 1986 MEETING, WE PROVIDED ADDITIONAL DATA WHICH WE HOPED WOULD ASSIST YOU IN LOCATING THIS SITE. WE WOULD LIKE TO KNOW IF YOU HAVE OBTAINED ANY FURTHER INFORMATION WHICH MIGHT HELP RESOLVE THIS CASE.

E. REMAINS AT SEVENTH DAY ADVENTIST HOSPITAL: IN

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FEBRUARY 1976, PRIOR TO THE REPATRIATION OF THE REMAINS OF LANCE CORPORAL DARWIN L. JUDGE AND CORPORAL CHARLES MCMAHON, YOUR GOVERNMENT ASKED IF EITHER OF THESE INDIVIDUALS WERE OF NEGROID ORIGIN. OUR REPLY WAS THAT NEITHER MAN WAS OF NEGROID ORIGIN. YOUR GOVERNMENT THEN ASKED IF THERE WERE ANY OTHER CASUALTIES PLACED IN THE SEVENTH DAY ADVENTIST HOSPITAL IN SAIGON IN LATE APRIL 1975. WE WOULD LIKE TO ASK IF YOU HAVE KNOWLEDGE OF THE REMAINS OF AN UNKNOWN INDIVIDUAL OF POSSIBLE NEGROID ORIGIN THAT WERE INITIALLY DISCOVERED IN THE SEVENTH DAY ADVENTIST HOSPITAL IN SAIGON.

F. CUA VIET REMAINS: TO DATE, WE HAVE BEEN UNABLE TO IDENTIFY ONE OF THE REMAINS FROM THE AUGUST 1985 REPATRIATION. MR. HOANG INDICATED THAT THIS INDIVIDUAL WAS HELD CAPTIVE IN THE CUA VIET AREA PRIOR TO HIS DEATH IN NOVEMBER 1972. THIS CASE WAS DISCUSSED IN THE SEPTEMBER, NOVEMBER AND JUNE TECHNICAL MEETINGS. YOU AGREED TO PROVIDE ADDITIONAL INFORMATION. IT WOULD BE PARTICULARLY HELPFUL IF YOU COULD PROVIDE THE DATE OF THE INDIVIDUAL'S CAPTURE, THE CAPTURE LOCATION AS SPECIFICALLY AS  
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POSSIBLE AND THE CIRCUMSTANCES OF THE CAPTURE.

G. AMERICANS SAID TO BE WORKING WITH NORTH VIETNAMESE ARMY: DURING THE AUGUST 1986 TECHNICAL MEETING, WE DISCUSSED TWO UNIDENTIFIED AMERICANS, ONE CAUCASIAN AND ONE BLACK, WHO WERE SEEN WORKING WITH THE NORTH VIETNAMESE ARMY FROM 1968 TO 1974 IN QUANG NAM-DA NANG AND NGHIA BINH PROVINCES. IT IS POSSIBLE THAT REPORTS OF LIVE AMERICANS MIGHT CORRELATE TO THESE TWO INDIVIDUALS. WE WOULD LIKE TO KNOW THEIR IDENTITIES AS WELL AS THE DATES AND PLACES OF THEIR RESIDENCES SINCE 1973. IF THEY ARE NOT ALIVE, WE WOULD LIKE TO KNOW THE DATES OF THEIR DEATHS AND DISPOSITION OF THEIR REMAINS.

17. TIMING OF THE NEXT MEETING: NOTE: WILL PLACE TALKING POINTS PREPARATION FOR THIS TOPIC ON HOLD UNTIL WE SET A MEETING DATE. REF A PROPOSED A 4-7 MARCH MEETING BASED ON THE ASSUMPTION THAT THERE WOULD BE A JANUARY MEETING. WHEN THE DATES ARE SET FOR THE FIRST MEETING, WE WILL PROPOSE, THROUGH USCINCPAC, THE DATES FOR THE NEXT MEETING.

18. CONTINGENCY POINTS: IF THE SRV DISCUSSES THE VNOSMIA VISIT TO HAWAII OR THE FORENSIC SPECIALISTS' MEETING IN VIETNAM, THE FOLLOWING CONTINGENCY POINTS WILL BE USED:

A. VNOSMIA VISIT TO HAWAII: WE LOOK FORWARD TO YOUR VISIT AND ANTICIPATE IT WILL MUTUALLY BENEFIT OUR EFFORTS. TO PERMIT NECESSARY PLANNING AND ENSURE THE TIME IS SPENT MOST PRODUCTIVELY, WE WOULD LIKE TO KNOW THE SPECIAL INTERESTS OR SPECIALTIES OF THOSE VNOSMIA STAFF MEMBERS WHO WILL BE COMING TO HAWAII. IN ORDER FOR US TO CONFIRM ALL RESERVATIONS AND MAKE FINAL PREPARATIONS FOR YOUR VISIT, WE NEED A MINIMUM OF THIRTY DAYS NOTICE BEFORE YOU DEPART HANOI.

B. FORENSIC SPECIALISTS' MEETING: WE BELIEVE THAT CONSULTATIONS IN VIETNAM BETWEEN AMERICAN AND VIETNAMESE FORENSIC MEDICAL SPECIALISTS WILL BE EXTREMELY VALUABLE TO FUTURE ENDEAVORS. FOR PLANNING PURPOSES, IT WOULD BE HELPFUL FOR US TO KNOW YOUR PREFERENCE REGARDING THE CITY IN WHICH THE MEETING WILL BE HELD, AND A TIMEFRAME FOR THESE TALKS WHICH IS CONVENIENT TO YOU. WE ANTICIPATE SENDING MR. FURUE, THE CHIEF ANTHROPOLOGIST AT CILHI, MAJOR CURT DAILEY, CILHI'S FORENSIC ODONTOLOGIST, AND MR. BELL, WHOM YOU KNOW.

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