

--- ASSOCIATED INDIVIDUALS ---

10 March 1976

(U) ASSOCIATED INDIVIDUALS: GEORGE R. SPITZ 1983-0-01, ARTHUR R. BOLLINGER 1983-0-02, TODD M. MELTON 1983-0-03, SEVERO J. PRIMM III 1983-0-04, PETER R. CRESSMAN 1983-0-05, JOSEPH A. MATEJOV 1983-0-06, AND DALE BRANDENBURG 1983-0-07.

--- JOINT INVESTIGATION, SURVEY OR EXCAVATION ---

17 December 1992

(U) ON 2 NOVEMBER 1992, A JOINT TEAM SURVEYED THE CRASH SITE OF BARON 52. MOST OF THE ALUMINUM AND SMALLER METAL PARTS FROM THE CRASH HAD BEEN RECENTLY SALVAGED BY LOCALS. TWO FIRST HAND WITNESSES, WHO WERE MEMBERS OF THE LOCAL MILITIA AT THE TIME OF THE INCIDENT, WERE INTERVIEWED AND REPORTED THE AIRCRAFT BURNED AFTER THE CRASH AND THEY HAD SEEN ONE BADLY BURNED CORPSE NEXT TO THE RIGHT FRONT OF THE AIRCRAFT SEVERAL HOURS AFTER THE CRASH. THE WITNESSES SAID THEY COULD NOT SEE INTO THE BODY OF THE AIRCRAFT, BUT ASSUMED THERE WERE OTHER CORPSES INSIDE. THEY REPORTED OBSERVING THE LATER SAR EFFORT, FROM A DISTANCE, AND SAID THE WRECKAGE HAD AGAIN ERUPTED IN FLAMES JUST AFTER THE LAST SAR AIRCRAFT HAD DEPARTED AND THE BODY THEY HAD SEEN EARLIER HAD BEEN REMOVED FROM THE AREA. FIVE DAYS AFTER THE INCIDENT, THREE VIETNAMESE ADMINISTRATORS ALSO INSPECTED THE SITE. THE WITNESSES HAD NO KNOWLEDGE OF ANYONE PARACHUTING FROM THE AIRCRAFT OR BEING CAPTURED IN THE AREA. DURING THE ONE AND A HALF YEARS THE SITE HAS BEEN SUBJECT TO SCAVENGING FOR SCRAP METAL, THE RESIDENTS REPORTED FINDING NO REMAINS. DURING THE SURVEY THE TEAM FOUND ONE DOG TAG, SEVERAL PIECES OF PERSONAL EQUIPMENT, INCLUDING PORTIONS OF TWO FLIGHT SUITS. THE TEAM RECOMMENDED THE SITE FOR IMMEDIATE RECOVERY. (REF 6)

29 March 1993

(U) THE CRASH SITE OF BARON 52 WAS EXCAVATED FROM 15 JANUARY THRU 01 FEBRUARY 1993. THE EXCAVATION TEAM RECOVERED A GREAT DEAL OF WRECKAGE, 80 BONE FRAGMENTS, AND ONE TOOTH WITH RESTORATION. ALSO FOUND WERE DOG TAGS (CRESSMAN AND MELTON) AND OTHER PERSONAL EFFECTS. ALL RECOVERABLE REMAINS WERE OBTAINED AND THE SITE WAS CLOSED. RECOMMEND NO FURTHER JOINT FIELD ACTIVITY. (REF 7)



JOINT TASK FORCE - FULL ACCOUNTING
C. P. H. M. SMITH, HAWAII 96861-5025

J24
1771
Ser: 199
18 FEB 93

To: Headquarters, Air Force Military Personnel Center
Attn: DPMCB, Randolph AFB, TX 78150-6001

Subj: DETAILED REPORT OF RECOVERY ASSOCIATED WITH REFNO 1983

Encl: (1) AMEMBASSY VIENTIANE//110544Z FEB 93 (7 Copies)

1. Enclosure (1) is a detailed report of recovery associated with Case 1983 and is provided for release to the next of kin of George R. Spitz, Arthur R. Bollinger, Todd M. Melton, Severo J. Primm, III, Peter R. Cressman, Joseph A. Matejov, and Dale (NMN) Brandenburg (REFNO 1983-0-01 through 07). This recovery was conducted during the period 15 January through 01 February 1993.

2. The JTF-FA has sanitized the enclosed report by deleting our U.S. team member names and administrative markings per Executive Order 12812, 22 Jul 92, and Title 5, U.S. Code 552a (Privacy Act). In no instance has substantive material been removed.

Dale E. Hays
DALE E. HAYS
By direction

Copy to:
OASD/ISA (PW/MIA)
DIA (PW-MIA)
CJTFFA DET ONE (w/o encl)
CJTFFA DET THREE (w/o encl)
DIA/CDO (w/o encl)
USCINCPAC/J30M (w/o encl)
REFNO File

ENVELOPE

CDSN = LGX754 MCN = 93042/08692 TOR = 930420601
RTTUZYUW RUEKJCS1991 0420558-UUUU--RUEALGX.
ZNR UUUUU

HEADER

R 110558Z FEB 93
FM DIA WASHINGTON DC
INFO RUEAHQA/CSAF WASHINGTON DC
RUCIAEA/FASTC WRIGHT PATTERSON AFB OH//SCIR//
RUEOACC/CDRPSYOPGP FT BRAGG NC//AORC-POG-SB//
RUCQVAB/USCINCSOC INTEL OPS CEN MACDILL AFB FL
RUEARDF/DIRAFMIC FT DETRICK MD//IS//
RULKQAN/MARCORINTCEN QUANTICO VA
RUEALGX/SAFE

R 110544Z FEB 93
FM AMEMBASSY VIENTIANE
TO AIG NINE SIX ZERO
RUEHC/SECSTATE WASHDC 6325
BT

CONTROLS

UNCLAS SECTION 01 OF 05 VIENTIANE 00345

STATE FOR EAP/VLC

E.O. 12356: N/A

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

BODY

TAGS: KPOW, MOPS, LA
SUBJECT: DETAILED REPORT OF RECOVERY: CASE 1983

DIA: PASS TO DOD POW/MIA CENTRAL DOCUMENTATION OFFICE
FROM CJTFFA DET THREE, VIENTIANE

REF: A. VIENTIANE 00321/ JTF-FA DET THREE 091021Z
FEB 93

- B. VIENTIANE 02991/ JTF-FA DET THREE 190240Z
DEC 92

- C. VIENTIANE 02724/ JTF-FA DET THREE 200852Z
NOV 92

- D. VIENTIANE 01369/ JTF-FA DET THREE 170656Z
JUN 92

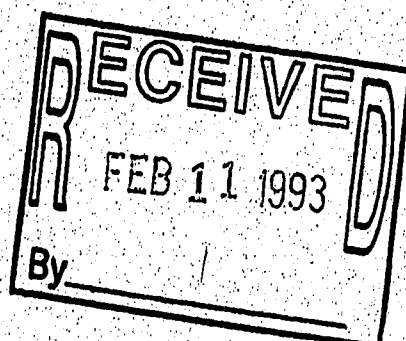
MAP: (L7015) (6340 II) (3) (BAN HANONG, LAOS)

1. SUMMARY OF RECOVERY:

- A. DURING THE PERIOD FROM 15 JANUARY TO 1
FEBRUARY 1993, A JOINT US-LAO TEAM CONDUCTED A
RECOVERY OF CASE 1983, LOCATED IN BAN TANG PONG
VILLAGE, KALUM DISTRICT, XEKONG PROVINCE. ON
140930 JAN 93, THE MAIN BODY ARRIVED AT PAKXE.

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POW-MIA	
DATE RCD:	11 Feb 93
ACTION OFFICER:	R
DISTR	ACT/INFO
MR. SHEETZ	<input checked="" type="checkbox"/>
MR. TROWBRIDGE	<input checked="" type="checkbox"/>
MR DESTATTE	<input checked="" type="checkbox"/>
PW-1	<input type="checkbox"/>
PW-2	<input checked="" type="checkbox"/>
PW-3	<input type="checkbox"/>
PW-4	<input checked="" type="checkbox"/>
OTHER C.D.s	
AMG	
Bollinger, A.R.	
Brandenburg, D.	
Cressman, P.R.	
Matejov, J.A.	
Melton, T.M.	
Primm, S.J.	
Spitz, G.R.	



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AIRPORT BY USAF C-130. THE TEAM WAS MET BY LTC
SPOHN AND IMMEDIATELY IRT(-) CONDUCTED A RECON OF
AN AREA PROPOSED TO BE THE BASE CAMP (XC068304).
A TWO HOUR RECON OF THE SITE WAS CONDUCTED BY CPT
NATHANSON AND GYSGT DAY. THEY RETURNED TO THE
AIRPORT AND BEGAN SHUTTLING EQUIPMENT AND THREE
OTHER PERSONNEL TO THE SITE USING BOTH THE MI-8
AND TWO LAO WESTCOAST HELICOPTERS. BETWEEN 14 JAN
93 AND 16 JAN 93 A TOTAL OF 11 LIFTS WERE USED TO
BRING ALL PERSONNEL AND EQUIPMENT TO THE BASE
CAMP. SLING LOAD OPERATIONS WERE ALSO USED TO
MOVE EQUIPMENT THROUGHOUT THE BASE CAMP AND TO THE
RECOVERY SITE (YC14202896). ON 15 JAN 93 AN
INITIAL SURVEY OF THE LANDING ZONE AND RECOVERY
SITE WAS CONDUCTED BY CPT JOHN, CPT NATHANSON,
GYSGT DAY, AND CTI2 THORUP. FINAL COORDINATION
WAS MADE FOR A NEW LANDING ZONE TO BE CUT
(APPROXIMATELY 10 METERS FROM THE RECOVERY SITE),
FOR LAO WORKERS, AND FOR SITE SECURITY.

- B. FROM 16 JAN TO 1 FEB 93, THE CRASH SITE
ASSOCIATED WITH CASE 1983 WAS EXCAVATED. STANDARD
ARCHAEOLOGICAL PROCEDURES WERE IMPLEMENTED
THROUGHOUT THE EXCAVATION. TENS OF THOUSANDS OF
PIECES OF WRECKAGE WERE RECOVERED, AS WELL AS
APPROXIMATELY 20 PIECES OF BONE FRAGMENTS (NOTHING
LARGER THAN APPROXIMATELY 17MM X 11MM X 8MM IN
LENGTH, WIDTH, AND THICKNESS) AND ONE TOOTH WITH
PRELIMINARY ANALYSIS TO BE AN UPPER PREMOLAR WITH
RESTORATION. ALSO FOUND AT THE SITE WERE PIECES
OF PERSONAL EFFECTS, INCLUDING THREE
IDENTIFICATION TAGS (CRESSMAN-2, MELTON), PORTIONS
OF FLIGHT SUIT MATERIAL, COINS, AND WATCH
BACKINGS. ALL RECOVERABLE REMAINS WERE OBTAINED
AND THE SITE CLOSED ON 1 FEBRUARY 1993. FURTHER
FIELD WORK IS NOT REQUIRED.

2. THE RECOVERY TEAM CONSISTED OF:

- A. U.S. TEAM MEMBERS:
CPT MARSHALL NATHANSON (RECOVERY ELEMENT LEADER)
DR. PETER MILLER (ANTHROPOLOGIST)
SFC LARRY SMITH (TEAM NCOIC)
MSGT FRANK ARNOLD (MEDIC)
MSGT DAVE CHITWOOD (ANALYST/LIFE SPT TECHNICIAN)
SSG MICHAEL EAGLE (MORTUARY AFFAIRS)
SSG ANDREW GARATE (MORTUARY AFFAIRS)
SSG CHARLES MULDOON (MORTUARY AFFAIRS)
SGT MICHAEL JONES (MORTUARY AFFAIRS)
SGT RICK JACOBS (EOD)
PFC ERIC OWENS (MORTUARY AFFAIRS)
SGT SAY DARANOUVONG (LINGUIST)

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CPT GORDON PETERS (TEAM PHYSICIAN)
SFC JOHN HILLS (COMMO)
SGT JAMES THOMPSON (PHOTO)

- B. LAO TEAM MEMBERS:
LTC MEKSAVANH, NOYPHIEUPHAN (TEAM CHIEF)

/***** BEGINNING OF SECTION 002 *****/
LT KHAMKHONG, INTILATH (MND)
LT THONGVANH, SIDAVAONG (MND)
MR. BOUNTHOM, MANIBOT (MFA)

3. DETAILS OF RECOVERY (ARCHAEOLOGICAL METHODOLOGY)

- A. GROSS PROJECT AREA CLEARING AND INITIAL SITE EVALUATION: THE INITIAL EVALUATION OF THE SITE INDICATED THAT THERE WAS AN EXTENSIVE AMOUNT OF PORTIONS OF THE AIRCRAFT CLOSE TO EACH OTHER WITHIN A GROVE OF BAMBOO ON A HILL. THE BAMBOO AROUND THE WRECKAGE WAS CUT AND REMOVED THROUGHOUT THE SITE AND FIVE METERS BEYOND THE DISTRIBUTION OF LARGER PIECES. ALL BAMBOO AND ASSOCIATED VINES WERE REMOVED TO AREAS WHERE THERE WAS NO INDICATION OF WRECKAGE. THIS RESULTED IN A CLEARED AREA OF 32 METERS SOUTH TO NORTH BY 40 METERS EAST TO WEST. THREE HARDWOOD TREES IN THE SOUTHWEST CORNER WERE LEFT STANDING. A WILD BOAR BURROWING PIT JUST BEYOND THE NORTHWEST CORNER WAS ALSO CLEARED OF SURROUNDING SURFACE VEGETATION. THE SITE AS VIEWED SHOWED MUCH OF THE TWO ENGINES CLOSE TO EACH OTHER NEAR THE WESTERN GRID LINE. THE TWO LANDING GEAR ASSEMBLIES WERE FURTHER UP SLOPE, BUT IN THE APPROXIMATE POSITIONS THEY WOULD HAVE BEEN AS PART OF THE AIRCRAFT. OTHER LARGE PIECES OF METAL WERE BETWEEN THE ENGINES AND THE LANDING GEAR AND A FEW WERE IMMEDIATELY UP SLOPE. THE CONCLUSION WAS THAT MOST OF THE SITE WAS RELATIVELY RESTRICTED IN SIZE, CONSISTENT WITH THE ORIGINAL SIZE OF THE AIRCRAFT. THE CENTER OF THE SITE, THE AREA WITH THE HIGHEST POTENTIAL FOR THE RECOVERY OF REMAINS AND PERSONAL EFFECTS, WAS AN AREA OF EIGHT METERS WIDTH AND 20 METERS LENGTH. FIRE DAMAGE TO THE LARGE PIECES OF METAL WAS OBVIOUS AND EXTENSIVE. THE LIKELIHOOD OF THERE BEING ANY UNEXPLODED ORDNANCE ANYWHERE AT OR NEAR THE SITE WAS CONSIDERED LOW.

- B. SETUP OF ARCHAEOLOGICAL GRID: THE ARCHAEOLOGICAL GRID WAS SET IN PLACE USING AN OPTICAL TRANSIT. ALTHOUGH MUCH OF THE GRID WAS SET UP IN FOUR METER SQUARE UNITS, THERE WAS

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CORRECTION FOR SLOPE ALONG THE BASELINE AND AT N2 AND N4 AT SEVERAL POSITIONS UP SLOPE. THE BASE LINE RAN DUE WEST AND THE MERIDIAN LINE MAGNETIC NORTH. THE ALPHA DATUM POINT WAS THUS IN THE SOUTHEAST CORNER OF THE PROJECT AREA. IT WAS FROM THAT POINT THAT THE GPS COORDINATES WERE OBTAINED, WITHIN FIVE METERS OF THE HELICOPTER LZ. THE GRID ENCOMPASSED ALL LARGE PIECES OF WRECKAGE.

- C. DETERMINATION OF AREAS SENSITIVE FOR THE PRESENCE OF SUBSURFACE MATERIAL:

(1). THE BAMBOO HAD BEEN CUT AT ABOUT 0.6 METERS ABOVE THE SURFACE. THIS LEFT A HIGH DENSITY OF STUMPS AND PROTRUDING ROOTS TO INTERFERE WITH VIEWING THE SITE. A FURTHER PHASE OF CLEARING OF THE SITE WAS DONE, EMPHASIZING THE REMOVAL OF MOST OF THE LARGER ABOVE GROUND VEGETATION. A PROGRAM OF BAMBOO ROOT CLUMP REMOVAL WAS ALSO INITIATED, PROGRESSING FROM THE MERIDIAN LINE WEST UP THE SLOPE.

(2). THE DETAILED (SMALL ITEM) PHASE OF SITE CLEARING WAS A TWO STEP PROCESS. FIRST WAS THE REMOVAL OF ALL VISIBLE SMALL VINES, SEEDLINGS, AND OTHER VEGETATION FROM THE SURFACE OF THE SITE. THIS WAS FOLLOWED BY THE REMOVAL OF MAJOR SUBSURFACE PROTRUSIONS OF ROCKS AND ROOTS FROM THE 8 BY 20 METER AREA THAT INCLUDED THE TWO ENGINES AND THE TWO LANDING GEAR ASSEMBLIES.

(3). ALL ARTIFACTS ASSOCIATED WITH THE AIRCRAFT INCIDENT WERE REMOVED FROM THE SURFACE. FIRST, AN INTENSIVE SURVEY (100 PERCENT VISUAL INSPECTION) OF THE SITE WAS CONDUCTED, MARKING EACH ITEM WITH A RED PINFLAG. THEN, ALL LOOSE MATERIAL FOUND ON THE SURFACE OF THE SITE WAS

/***** BEGINNING OF SECTION 003 *****/
REMOVED AND PLACED IN ARCHAEOLOGICAL SCREENS. ARTIFACTS WERE SORTED INTO CLOTH, METAL, PLEXIGLASS (FROM COCKPIT), LIFE SUPPORT ITEMS (E.G., PARACHUTE STRAP BUCKLES), AND PERSONAL EFFECTS (COINS, WATCHES, ETC.). THE NUMBER OF ITEMS WITHIN EACH FOUR BY FOUR METER GRID UNIT WERE COUNTED AND PLOTTED.

- D. SYSTEMATIC ARCHAEOLOGICAL EXCAVATION: EXCAVATION OF SENSITIVE AREAS PROCEEDED. THE CORE AREA OF SENSITIVITY WAS AN EIGHT METER WIDE BY 20 METER LONG STRIP THAT BEGAN FOUR METERS EAST OF (DOWN SLOPE FROM) THE TWO ENGINES. EACH EXCAVATION UNIT WAS A FOUR METER LONG BY TWO METER WIDE AREA. FOUR EXCAVATION TEAMS WORKED SIDE BY SIDE,

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BEGINNING AT THE EAST END AND PROCEEDING UP SLOPE. EXCAVATION WAS A TWO STEP PROCESS. THE TOP 20 CM OF EACH UNIT WAS TROWELED, THE GREY TOPSOIL AND ARTIFACT MATRIX BEING PLACED IN BUCKETS AND TAKEN TO SCREENS. IF THE SOIL WAS NOT STERILE AFTER 20 CM, THEN TROWELING AND SCREENING OF MATERIAL CONTINUED UNTIL SUCH TIME AS THE SOIL WAS A REDDISH BROWN CLAY MIXED WITH SMALL PEBBLES. AT TIMES, CHARCOAL WAS NOTED BELOW 20 CM, BUT IT IS ATTRIBUTED TO PRIOR SLASH AND BURN FARMING OF THE HILLSIDE. OTHER INTRUSIONS BELOW 20 CM WERE DECAYED ROOTS, TERMITE 'CAVES', AND TWO PIECES OF AIRCRAFT WRECKAGE (PORTION OF A MANIFOLD AND MOST OF A PROPELLER BLADE).

(1). THE SECOND PHASE OF THE EXCAVATION WAS THE REMOVAL OF THE STERILE ZONE WITHIN EACH UNIT DOWN TO THE LOWEST LEVEL EXCAVATED WITHIN THAT UNIT. THIS PRODUCED A SERIES OF FLAT PLATFORMS OR STEPS UP THE SLOPE. THIS PROCEDURE ATTEMPTS TO REDUCE THE EFFECT ON PROVENIENCE OF A CURVED SLOPE (E.G., THE EFFECT UPON DISTRIBUTION OF ARTIFACTS OF A FLAT AIRPLANE FALLING ON A DOWN-CURVED SLOPE). THE LENGTH AND DEPTH OF EACH PLATFORM DEPENDED ON THE STEEPNESS OF THE SLOPE, WITH THE HIGHER GRADIENTS BEING DIVIDED (STEPPED) EVERY TWO METERS.

(2). SIX ADDITIONAL 4 BY 2'S WERE EXCAVATED OUTSIDE OF THE CORE AREA, AS THEY WERE ADJACENT TO AREAS THAT YIELDED REMAINS, PERSONAL EFFECTS, OR SIGNIFICANT LIFE SUPPORT ARTIFACTS.

(3). ALL SMALL MATERIAL REMOVED FROM EVERY EXCAVATION UNIT WAS PLACED ON A 1/4" WIRE MESH SCREEN AND EXAMINED BY A U.S. TEAM MEMBER. THIS MATERIAL INCLUDED SURFACE LEAVES, STEMS, TWIGS, ROOTS, CHARRED METAL, AND ANYTHING ELSE FOUND ON THE SURFACE OF EACH UNIT. THE RECOVERY LEADER, LIFE SUPPORT ANALYST AND THE PROJECT ARCHAEOLOGIST WERE ON SITE DURING ALL PERIODS OF EXCAVATION TO ANSWER QUESTIONS AND PROVIDE PRELIMINARY ANALYSIS.

E. FINAL SITE INSPECTION: THE CORE AREA OF EXCAVATION WAS AN EIGHT BY 20 METER AREA THAT ENCOMPASSED LARGE PIECES OF WRECKAGE. SIX 4 BY 2'S ADJACENT TO THE CORE AREA WERE ALSO EXCAVATED. FINALLY, FOUR METER WIDE STRIPS BEYOND THE CORE AND BORDER AREAS WERE CAREFULLY RAKED, WITH ALL MATERIAL BEING SCREENED. SIGNIFICANT PERSONAL EFFECTS AND LIFE SUPPORT SYSTEM ITEMS WERE THEN GROUPED TOGETHER AND PHOTOGRAPHED (WITHOUT LOSS OF PROVENIENCE INFORMATION). THE EXCAVATED UNITS WERE SWEEPED WITH WHISK BROOMS, THE GRID LINES WERE

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CHECKED FOR ACCURACY, THE LARGE PIECES OF WRECKAGE WERE PUT BACK IN THEIR ORIGINAL POSITIONS, AND AERIAL PHOTOGRAPHS WERE TAKEN OF THE COMPLETED SITE. THE SITE WAS CLOSED BY THE OFFICER-IN-CHARGE, BASED ON THE RECOMMENDATION OF THE PROJECT ARCHAEOLOGIST, AT 1000 HOURS, 1 FEBRUARY 1993.

4. MATERIAL EVIDENCE.

A. THE FOLLOWING MATERIAL EVIDENCE WAS RECORDED AND PHOTOGRAPHED AT THE CRASH SITE:

(1) ENGINES (2)

/****** BEGINNING OF SECTION 004 *****/

(2) PROP ASSEMBLIES (2)

(3) LEFT AND RIGHT MAIN LANDING GEAR WITH ENGINE MOUNTS

(4) INTERPHONE CONTROL--C-823A/AIC-10 (CORRELATES TO C-47)

(5) PROPELLER BLADE

(6) ENGINE MANIFOLD

B. THE FOLLOWING MATERIAL EVIDENCE WAS RECOVERED FROM THE CRASH SITE:

(1) DATA PLATE--MAGNETO--SERIAL NO. 207935 (CORRELATES TO #1 ENGINE OF EC-47Q; #43-48363)

(2) ELECTRONIC PART/ NSN 6685-526-5763

(3) PIECES OF FILM (2)

(4) TYPEWRITER PARTS-BTB "MILL" WITH NO LOWER CASING

(5) DATA PLATE--NATIONAL SECURITY AGENCY ??? TSE

SERIAL NO. 3272

(6) PIECES OF CLOTH BELIEVED TO BE FLIGHT SUIT (50)

(7) PIECES OF MATERIAL BELIEVED TO BE FLIGHT CAP (2)

(8) PIECES OF MATERIAL BELIEVED TO BE 'NOMEX' GLOVE (2)

(9) J-1 CANOPY RELEASES (11)

(10) EJECTOR SNAPS (18)

(11) 'V' RINGS (21)

(12) ADJUSTMENT BUCKLES (5)

(13) SLIDE FASTENERS (42)

(14) RIPCORDS (5)

(15) MC-1 KNIFE (2)

(16) THREE BLADE KNIFE (2)

(17) RISER LINKS (24)

(18) .38 CAL REVOLVERS (4)

(19) 'D' RINGS (7)

C. ALSO RECOVERED WERE NUMEROUS UNIDENTIFIED

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PIECES OF CLOTH, METAL, AND PLASTIC ARTIFACTS. THESE ITEMS WILL REQUIRE FURTHER ANALYSIS UPON RETURN TO JTF-FA.

D. MATERIAL RECOVERED AND RETAINED BY USACILHI.

(1) 2 EA I.D. TAGS WITH NAME: CRESSMAN,
PETER R.
148-46-

5985

O POS
ROMAN CATH

(2) 1 EA I.D. TAG WITH NAME: MELTON, TODD
M.
392-48-8837
A NEG
CATHOLIC

(3) 1 EA VIOLIN SHAPED PENDANT
(4) 1 BAG OF 25 INDIVIDUAL COINS
(5) 3 EA PIECES OF WRIST WATCH WITH PIECES
OF WATCHBAND
(6) PIECES OF FILM BTB FROM CAMERA
(7) 3 VIALS
(8) 1 EA CIGARETTE LIGHTER
(9) 3 EA KEYS
(10) PIECES OF GOLD CHAIN

E. ALSO RETAINED BY USACILHI:

(1) 23 PIECES OF POSSIBLE BONE FRAGMENTS

(2) 1 TOOTH WITH RESTORATION

5. PERTINENT LOCATION OR DATA CHARGES. NONE.

6. ANALYSIS/LIFE SUPPORT TECH-COMMENTS. THE

***** BEGINNING OF SECTION 005 *****
PRESENCE OF TWENTY-ONE (21) PARACHUTE 'V' RINGS SUGGESTS AT LEAST SEVEN (7) PARACHUTES WERE STILL ON BOARD AT THE TIME OF THE CRASH. IT IS HIGHLY UNLIKELY ANYONE ESCAPED PRIOR TO GROUND IMPACT.

7. ANTHROPOLOGIST COMMENTS.

A. FOUND DURING THE EXCAVATION WAS A SMALL METAL PLATE FROM THE ENGINE OF A PARTICULAR EC470 AIRCRAFT. THREE DOGTAGS WERE UNCOVERED OF INDIVIDUALS LISTED AS CREWMEMBERS OF THE

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PARTICULAR AIRCRAFT ASSOCIATED WITH THE LOSS OF CASE 1983. THERE IS NO DOUBT AS TO WHICH AIRCRAFT CRASHED AT THIS SITE.

B. THE DISTRIBUTION OF THE LARGER PIECES OF WRECKAGE IS CONSISTENT WITH THE DESCRIPTION OF THE MANNER OF CRASH CITED IN PREVIOUS REPORTS ON THE INCIDENT. CRASH RELATED ITEMS WERE DISBURSED WITHIN A RELATIVELY SMALL RESTRICTED AREA. THERE WERE ONLY LIMITED PIECES OF AIRCRASH ASSOCIATED ITEMS BEYOND THE CORE AREA OF THE SITE.

C. THE LARGE NUMBER OF PARACHUTE RINGS RECOVERED, AS WELL AS THE PISTOLS AND OTHER PERSONAL EFFECTS, SUGGEST THAT THE OCCUPANTS OF THE AIRCRAFT PERISHED AT THE SITE OF THE INCIDENT.

D. NO FURTHER INVESTIGATION, SURVEY, EXCAVATION, OR OTHER EXPLORATION OF THIS CRASH SITE CAN BE JUSTIFIED OR IS WARRANTED. NO FURTHER ARCHAEOLOGICAL WORK IS RECOMMENDED AT THE SITE.

8. RECOVERY ELEMENT LEADERS COMMENTS.

A. THE SITE WAS CLOSED ON 1 FEBRUARY 1993. NO FURTHER FIELD WORK IS REQUIRED NOW OR IN THE FUTURE. THE RECOVERY TEAM SPENT LONG HOURS AND A GREAT DEAL OF TEDIOUS WORK AT THE SITE. THE TEAM WAS CLEARLY MOTIVATED AND WAS HIGHLY SPIRITED.

B. COOPERATION BETWEEN THE LAO TEAM AND THE RECOVERY TEAM WAS EXTREMELY GOOD. THERE WAS NEVER A TIME THROUGHOUT THE RECOVERY THAT THE TEAM DID NOT HAVE GOOD SUPPORT. FROM THE TIME THE TEAM ARRIVED AT THE BASE CAMP AND WITH ONWARD MOVEMENT TO THE SITE, WORKERS WERE ON TIME, SECURITY PERSONNEL WERE PRESENT, AND A LAO OFFICIAL WAS ALWAYS AVAILABLE IF A PROBLEM AROSE.

9. JTF-FA DET THREE COMMANDER RECOMMENDATION:
ALL RECOVERABLE REMAINS OF CASE 1983 WERE DISCOVERED. NO FURTHER FIELD WORK ON CASE 1983 IS RECOMMENDED. SALMON

ADMIN
BT

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