

United States Department of State

Washington, D.C. 20520

November 4, 1998

Mr. Roger H. Buford 8432 Armstrong Avenue Kansas City, KS 66612-1821

Dear Mr. Buford:

Enclosed is a copy of the latest investigative report on your brother, Wallace A. Buford, received from Joint Task Force-Full Accounting (JTF-FA). Please note that it is complete except for source names and personal comments, the removal of which allows the text to be declassified.

Any questions, you may reach me on (202) 647-6769.

Sincerely,

Jenny J. Foo

East Asia and Pacific Division
Office of American Citizens Services
and Crisis Management

Enclosure:

CDR JTF-FA HONOLULU HI//J3//301754Z SEP 98

ADMINISTRATIVE MESSAGE

PRIORITY

P 301754Z SEP 98 ZYB PSN 475069H31

FM CDR JTF-FA HONOLULU HI//J3//

INFO WHITE HOUSE NATIONAL SECURITY COUNCIL WASH DC
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THIS IS A 4 SECTIONED MSG COLLATED BY MDS
UNCLAS //N03000//

MSGID/GENADMIN/CJTF-FA/-/SEP//

SUBJ/DETAILED REPORT OF INVESTIGATION OF 1954 LOSS INCIDENT 3036//

REF/A/RMG/AMEMBASSY VIENTIANE/150710ZSEP98//

REF/B/RMG/CDR JTF-FA HONOLULU HI/271709ZNOV97//

REF/C/DOC/SZVTE REF. NO 0099/4MAY1959//

REF/D/DOC/1:50,000 SCALE MAP SHEET//

RMKS/1. REFERENCES.

- A. REF A IS THE SUMMARY REPORT OF JOINT FIELD ACTIVITY (JFA) 98-5L CONDUCTED IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC (LPDR) FROM 28 JULY THROUGH 29 AUGUST 1998.
- B. REF B IS THE DETAILED REPORT OF INVESTIGATION OF CASE 0925, CONDUCTED DURING JFA 98-1L.
- C. REF C IS A MEMO CONCERNING A FRENCH GRAVE REGISTRATION REPORT, SUBJ: INTERNMENT REPORT OF MCGOON AND BUFORD.
- D. MAP DATA: NAME: MUONG HET, SHEET: 5850 IV, SERIES: L7015, EDITION: 2-AMS.
 - E. ANALYTICAL COMMENTS IN THIS REPORT ARE BASED ON FIELD

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301754Z SEP 98 Time In: 14:41:14

ANALYSIS AND ARE NOT INTENDED TO PROVIDE FINAL ANALYTICAL CONCLUSIONS.

2. SUMMARY.

- A. CIRCUMSTANCES OF LOSS: ON 6 MAY 1954, THE CREW OF A CIVIL AIR TRANSPORT (CAT) C-119 TRANSPORT WAS ATTEMPTING TO AIR DROP AN ARTILLERY PIECE TO THE BELEAGUERED FRENCH DEFENDERS AT DIEN BIEN PHU. THE AIRCRAFT WAS HIT BY GROUND FIRE AND SUBSEQUENTLY CRASHED 75 MILES SOUTHEAST OF DIEN BIEN PHU, NEAR MUANG (LAO WORD FOR TOWN) HET, LAOS. A FRENCH AND THAI KICKER (CARGO HANDLER) SURVIVED THE CRASH AND WERE INTERNED FOR SEVERAL YEARS. THE TWO AMERICAN CREWMEMBERS AND POSSIBLY A FRENCH FLIGHT ENGINEER WERE KILLED IN THE CRASH. THE REMAINS OF THE CREW WERE NOT RECOVERED.
- B. SUMMARY OF INVESTIGATION: ON 8 AUGUST 1998, THE INVESTIGATION ELEMENT (IE) INVESTIGATED LOSS INCIDENT 3036 IN XIANG KHO DISTRICT, HOUAPHAN PROVINCE, LPDR. THE TEAM WENT TO BAN (LAO WORD FOR VILLAGE) SOT AND INTERVIEWED TWO WITNESSES. THE WITNESSES KNEW OF A CRASH WHICH OCCURRED IN 1954. THE WITNESSES POINTED OUT AN AREA THEY BELIEVED TO BE THE CRASH SITE AND BURIAL LOCATION. THE TEAM SEARCHED THE CRASH SITE AND FOUND A POSSIBLE PARACHUTE BUCKLE. THE TEAM SEARCHED THE POSSIBLE BURIAL SITE, WHICH IS NOW PART OF NATIONAL ROUTE SIX, AND DUG A TEST PIT WITH NEGATIVE RESULTS. THE TEAM INTERVIEWED A VILLAGE ELDER FROM BAN SOP SAN, WHO HAD HEARSAY INFORMATION ABOUT THE CRASH SITE. THE TEAM ALSO INTERVIEWED THE OWNER OF THE RICE FIELD ADJACENT TO THE POSSIBLE BURIAL SITE. HE HAD NO INFORMATION PERTAINING TO THE CRASH SITE OR BURIAL LOCATION.
- C. REMAINS/PERSONAL EFFECTS: THE TEAM DID NOT RECOVER ANY REMAINS OR PERSONAL EFFECTS.
 - D. RECOMMENDATION: EXCAVATE.

3. DETAILS OF INVESTIGATION.

A. PURPOSE:

- (1) IN HOUAPHAN PROVINCE, XIANG KHO DISTRICT, INVESTIGATE AND SURVEY THE 3036 INCIDENT CRASH SITE AND THE THREE ASSOCIATED GRAVES. (ACCOMPLISHED; SEE PARA 3.F., BELOW.)
- (2) AT BAN SOT (VJ 026 039) HAVE MR. BOUNTHONG (NO LAST NAME (NLN)) OR OTHER VILLAGERS GUIDE THE TEAM TO THE 3036 CRASH SITE (VJ 035 040) AND CONDUCT A SURVEY OF THE CRASH SITE AND ASSOCIATED, GRAVES. (ACCOMPLISHED; SEE PARA 3.F., BELOW.)
- B. ON 28 JULY 1998, THE U.S./LAO INVESTIGATION TEAM ARRIVED AT MUANG XAM NUA (VH 011 572), HOUAPHAN PROVINCE, LPDR, TO INVESTIGATE 21 CASES AND SIX UNCORRELATED REPORTS.
 - C. TEAM COMPOSITION:

TEAM LEADER
ASSISTANT TEAM LEADER
ANALYST
LAO LINGUIST
TEAM MEDIC

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LIFE SUPPORT TECHNICIAN (LST) EXPLOSIVE ORDNANCE DISPOSAL (EOD) TECHNICIAN

(2) LPDR CENTRAL GOVERNMENT CONTINGENT:

MAJ KINGPHET VANNACHALEUN CPT CHANTA KEOMOUKDA MR. SAVAD DAVONGSON

MINISTRY OF NATIONAL DEFENSE MINISTRY OF NATIONAL DEFENSE MINISTRY OF FOREIGN AFFAIRS

(3) PROVINCIAL AND DISTRICT CONTINGENT:

MR. BOUNMA PHOMMASONE HOUAPHAN PROVINCE OFFICIAL HOUAPHAN PROVINCE OFFICIAL HOUAPHAN PROVINCE OFFICIAL XIANG KHO DISTRICT OFFICIAL

MR. VIENGTHONG HOMKEOPANYA XIANG KHO DISTRICT OF MR. KHAMPHOUY DOVANGCHAPHENG ET DISTRICT OFFICIAL

D. ON 7 AUGUST 1998, THE IE MET WITH THE LPDR CENTRAL GOVERNMENT CONTINGENT WHICH APPROVED THE INVESTIGATION PLAN FOR LOSS INCIDENT 3036.

E. ON 8 AUGUST 1998, THE TEAM FLEW TO BAN SOT (VJ 023 037) AND INTERVIEWED TWO WITNESSES. THE TEAM OBTAINED THE FOLLOWING INFORMATION:

(1) WITNESS ONE:

(A) NAME: MR. BOUNTHONG (NLN).

(B) AGE: 54 YOA.

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

(D) RESIDENCE AT TIME OF INCIDENT: BAN SOT.

(E) CURRENT OCCUPATION: VILLAGE COUNCIL MEMBER.

(F) OCCUPATION AT TIME OF INCIDENT: FARMER.

(G) STATEMENT:

((1)) MR. BOUNTHONG KNEW OF THE C-119 CRASH WHICH OCCURRED SOMETIME IN 1954. HE HAS BEEN TO THE CRASH SITE A FEW TIMES, BUT WAS NOT SURE IF HE COULD LOCATE IT. THE CONSTRUCTION OF ROUTE SIX HAS DRASTICALLY CHANGED THE AREA, AND THE ROAD RUNS DIRECTLY THROUGH THE MIDDLE OF THE CRASH SITE. MR. BOUNTHONG SAID THE CRASH SITE HAS BEEN HEAVILY SCAVENGED AND THE VILLAGERS HAVE MADE POTS AND PANS FROM THE WRECKAGE THEY COLLECTED. MR. BOUNTHONG SAID HE COULD POINT OUT THE GENERAL CRASH SITE AREA TO THE TEAM. ((2)) MR. BOUNTHONG SAID THERE WERE SIX INDIVIDUALS

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IN THE AIRCRAFT WHEN IT CRASHED. THREE INDIVIDUALS SURVIVED AND THEY WERE SENT TO THE XAM NUA (NOW HOUAPHAN) PROVINCE HOSPITAL. HE DID NOT KNOW WHAT HAPPENED TO THE SURVIVORS AFTER THEY LEFT THE HOSPITAL. HE DID NOT KNOW WHAT HAPPENED TO THE THREE INDIVIDUALS THAT DIED. DID NOT PARTICIPATE IN THE BURIAL AND KNEW OF NO ONE WHO DID. HE SAID HE WENT TO THE CRASH SITE SIX DAYS AFTER THE INCIDENT, AND SAW WHAT APPEARED TO BE THREE GRAVES NEAR THE CRASH SITE. HE DID NOT ASK IF ANY REMAINS WERE BURIED THERE, HE JUST ASSUMED THEY WERE. MR. BOUNTHONG SAID HE COULD POINT OUT THE GENERAL AREA OF THE POSSIBLE BURIAL SITE.

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- ((3)) MR. BOUNTHONG KNEW OF NO OTHER INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS.
 - (2) WITNESS TWO:
 - (A) NAME: MR. BOUNKHEUY (NLN).
 - (B) AGE: 64 YOA.
- (C) RESIDENCE AND LENGTH OF TIME THERE: BAN SOT; LIFELONG RESIDENT.
 - (D) RESIDENCE AT TIME OF INCIDENT: BAN SOT.
 - (E) CURRENT OCCUPATION: FARMER.
 - (F) OCCUPATION AT TIME OF INCIDENT: XAM NUA PROVINCE

MILITIA.

- (G) STATEMENT: MR. BOUNKHEUY PROVIDED THE SAME INFORMATION AS MR. BOUNTHONG, WITH NO ADDITIONAL DETAILS. HE SAID HE COULD POINT OUT THE GENERAL AREA OF THE BURIAL SITE. MR. BOUNKHEUY KNEW OF NO OTHER INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS.
- F. THE WITNESSES GUIDED THE TEAM 700 METERS NORTHEAST TO THE CRASH SITE (VJ 028 042). THE WITNESSES SAID THE CRASH SITE WAS ON THE SOUTHEAST SIDE OF 1954 ALIGNMENT OF WHAT IS KNOW ROUTE SIX AND THE POSSIBLE BURIAL SITE WAS ON THE NORTHWEST SIDE OF THE ROAD. THE WITNESSES TOLD THE TEAM THAT DIRT FROM THE SOUTHEAST SIDE OF ROUTE SIX HAD BEEN REMOVED AND DUMPED ON THE NORTHWEST SIDE OF ROUTE SIX WHEN THE ROAD WAS WIDENED IN THE PAST FOUR YEARS.
- (1) THE TEAM SEARCHED THE AREA IDENTIFIED BY THE WITNESSES, ON THE SOUTHEAST SIDE OF ROUTE SIX. THE AREA IS 30 METERS BY 10 METERS, TO INCLUDE ROUTE SIX, WHICH IS NOW A TWO-LANE, HARD PACKED, DIRT ROAD. THE TEAM SEARCHED THE AREA WITH A METAL DETECTOR AND DUG TEST PITS WHERE THE METAL DETECTOR RECEIVED SIGNALS. THE TEAM FOUND TWO UNIDENTIFIABLE PIECES OF METAL AND A POSSIBLE PARACHUTE BUCKLE.
- (2) THE WITNESSES THEN IDENTIFIED AN AREA ON THE NORTHWEST SIDE OF ROUTE SIX, WHICH THEY BELIEVED WAS THE BURIAL LOCATION. THE AREA WAS 25 METERS BY FOUR METERS AND RUNS PARALLEL TO ROUTE SIX. THE TEAM CONDUCTED A SURFACE SEARCH AND A METAL DETECTOR SWEEP WITH NEGATIVE RESULTS. THE TEAM DUG ONE TEST PIT (VJ 029 042) WITH NEGATIVE RESULTS.
- G. THE LAO OFFICIALS BROUGHT A VILLAGE ELDER FROM BAN SOP SAN (VJ 054 051) TO THE CRASH SITE WHILE THE TEAM WAS SURVEYING THE AREA. THE TEAM INTERVIEWED THE INDIVIDUAL AND OBTAINED THE FOLLOWING INFORMATION FROM WITNESS THREE:
 - (1) NAME: MR. VANHUANG KEO-OUTHAI.
 - (2) AGE: 68 YOA.
- (3) RESIDENCE AND LENGTH OF TIME THERE: BAN SOP SAN; LIFELONG RESIDENT.
 - (4) RESIDENCE AT TIME OF INCIDENT: BAN SOP SAN.
 - (5) CURRENT OCCUPATION: VILLAGE ELDER.
- (6) OCCUPATION AT TIME OF INCIDENT: XAM NUA PROVINCE RICE KEEPER.
 - (7) STATEMENT:
- (A) MR. VANHUANG SAID HE HEARD OF THE CRASH SITE FROM THE VILLAGERS OF BAN SOT. HE POINTED TO THE SAME AREA AS THE WITNESSES

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FROM BAN SOT. HE SAID HE DID NOT GO TO THE CRASH SITE UNTIL THREE YEARS AFTER THE INCIDENT. MR. VANHUANG HEARD THERE WERE SIX PEOPLE IN THE CRASH, THREE SURVIVED AND THREE DIED. THE THREE INDIVIDUALS THAT SURVIVED WERE SENT TO THE XAM NUA PROVINCE HOSPITAL. THE OTHER THREE INDIVIDUALS THAT PERISHED IN THE CRASH WERE BURIED IN THE VICINITY OF THE CRASH SITE. HE DID NOT PARTICIPATE IN THE BURIAL NOR DID HE KNOW THE EXACT LOCATION. MR. VANHUANG BELIEVED THAT TWO INDIVIDUALS WERE BURIED ON THE NORTHWEST SIDE OF ROUTE SIX AND ONE INDIVIDUAL WAS BURIED ON THE SOUTHEAST SIDE OF ROUTE SIX, BUT HE NEVER SAW THE GRAVES. MR. VANHUANG KNEW OF NO OTHER INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS.

- (B) THE TEAM SEARCHED THE AREA POINTED OUT BY MR. VANHUANG WITH NEGATIVE RESULTS.
- THE TEAM INTERVIEWED THE OWNER OF THE RICE FIELD AND OBTAINED THE FOLLOWING INFORMATION FROM WITNESS FOUR:
 - (1) NAME: MR. SENGPHONE LOKHAMPHENG.
 - (2) AGE: 30 YOA.
- (3) RESIDENCE AND LENGTH OF TIME THERE: BAN PHIANG HOM (FORMERLY PART OF BAN SOT); LIFELONG RESIDENT.

 (4) RESIDENCE AT TIME OF INCIDENT: N/A.

 - (5) CURRENT OCCUPATION: TEACHER.
 - (6) OCCUPATION AT TIME OF INCIDENT: N/A.
- (7) STATEMENT: MR. SENGPHONE WAS THE FIRST VILLAGER TO CULTIVATE THE RICE FIELD SURROUNDING THE CRASH SITE AND BURIAL SITE. THE FIRST TIME HE CULTIVATED THE AREA WAS IN 1994 AND THE ONLY REMAINS HE EVER SAW IN THE FIELD WERE FROM ANIMALS. MR. SENGPHONE BURNT THE ANIMAL REMAINS, ALONG WITH THE REST OF THE AREA BEFORE CULTIVATING THE AREA. HE HAS NEVER FOUND ANY HUMAN REMAINS OR PERSONAL EFFECTS WHILE CULTIVATING THE FIELD. MR. SENGPHONE KNEW OF NO OTHER INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS.
- I. THE TEAM INTERVIEWED THE MUANG ET DISTRICT OFFICIAL AND OBTAINED THE FOLLOWING INFORMATION FROM WITNESS FIVE:
 - (1) NAME: MR. KHAMPHOUY DOVANGCHAPHENG.
 - (2) AGE: 40 YOA.
- (3) RESIDENCE AND LENGTH OF TIME THERE: BAN MUANG ET, LIFELONG RESIDENT.
 - (4) RESIDENCE AT TIME OF INCIDENT: N/A.
 - (5) CURRENT OCCUPATION: ET DISTRICT OFFICIAL.

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- (6) OCCUPATION AT TIME OF INCIDENT: N/A.
- (7) STATEMENT: MR. KHAMPHOUY HAS BEEN A DISTRICT OFFICIAL FOR OVER 20 YEARS. IN JULY 1997, ET DISTRICT WAS ESTABLISHED AND HE BECAME A DISTRICT OFFICIAL. HE KNEW OF ONLY ONE CRASH SITE IN THE DISTRICT AND IT WAS IDENTIFIED BY WITNESSES ONE AND TWO. MR. KHAMPHOUY SAID THE VILLAGERS WOULD HAVE TO REPORT INFORMATION ABOUT CRASH SITES AND BURIAL SITES TO THE DISTRICT HEADQUARTERS AND NO ONE HAS PROVIDED ANY OTHER INFORMATION ON CRASH SITES OR BURIAL SITES.

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MR. KHAMPHOUY KNEW OF NO OTHER INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS.

- MATERIAL EVIDENCE.
 - RETAINED BY JTF-FA: ONE POSSIBLE PARACHUTE BUCKLE.
- PHOTOGRAPHED AND LEFT IN PLACE: FOUR BLADE PROPELLER IN BAN SOP SAN.
 - C. REMAINS: NONE.
- 5.
- SITE SURVEY RESULTS:
 A. AREA DATA:
 (1) PROVINCE: HOUAPHAN.
 (2) DISTRICT: XIANG KHO.
 - (3) VILLAGE/TOWN/CITY: BAN PHIANG HOM.
- (4) VICINITY GRID COORDINATE: 48Q VJ 029 042 (+/- 300 METERS). THE IE OBTAINED THE COORDINATE USING A TRIMBLE TRIMPACK GLOBAL POSITIONING SATELLITE (GPS) RECEIVER, TRACKING SIX SATELLITES, USING THE INDIAN SPECIAL DATUM.
- B. MAP DATA: NAME: MOUNG HET, SHEET: 5850 IV, SERIES: L7015, EDITION: 2-AMS, PRINTED: 1965, PRODUCED BY: ARMY MAPPING SERVICE, WASHINGTON D.C.
- C. SITE ACCESSIBILITY: THE SITE IS ACCESSIBLE BY ROAD (ROUTE SIX) WHICH RUNS THROUGH THE SITE. DURING THE DRY SEASON AN LZ OR INSERTION POINT (UG 028 041) MAY BE PREPARED NEAR THE SITE FOR TWO AS-350 SQUIRREL HELICOPTERS OR ONE MI-17 HELICOPTER. (1) TYPE OF SITE: BURIAL SITE AREA.
 (2) DIMENSIONS: 25 METERS BY THREE METERS
 (3) SIGNIFICANT
 - - (3) SIGNIFICANT FEATURES:
- (A) DISTANCE TO NEAREST ROAD: ROUTE SIX PASSES THROUGH THE SITE AREA.
 - (B) NEAREST POPULATED AREA:
- NEAREST POPULATED AREA: ((1)) NAME: BAN SOT (VJ 023 037).
 - ((2)) DISTANCE FROM SITE: ONE KILOMETER.
 - ((3)) ESTIMATED AVAILABLE LABORERS: 60 TO 80.
- (C) SITE SENSITIVITY: THE RECOVERY TEAM WOULD HAVE TO GET PERMISSION TO EXCAVATE THE AREA SINCE AN EXCAVATION WOULD REQUIRE DIGGING THROUGH A PORTION OF ROUTE SIX. IT MAY BE NECESSARY TO ROUTE TRAFFIC THROUGH THE ADJACENT RICE FIELD.
- (D) MAJOR TERRAIN FEATURES: ROUTE SIX RUNS NORTH EAST TO SOUTHWEST THROUGH THE SITE. THERE IS A RIVER 20 METERS NORTH OF THE SITE.
 - E. LANDING ZONE (LZ) RECOMMENDATION:
 - (1) LOCATION: VJ 029 042.
 - (1) LOCATION: VJ 029 042. (2) DISTANCE TO SITE: 50 METERS.
- (3) DISTANCE TO BASE CAMP: MUANG XAM NUA (VH 011 572) 50 KILOMETERS.
- (4) CONSIDERATIONS: THE RECOVERY TEAM WOULD HAVE TO GET PERMISSION TO LAND IN THE RICE FIELD NEXT TO THE SITE. THIS RICE

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FIELD IS CULTIVATED DURING THE RAINY SEASON. RECOMMEND EXCAVATING THIS SITE DURING THE DRY SEASON.

- BASE CAMP RECOMMENDATION:
 - (1) LOCATION: MUANG XAM NUA (VH 135 514).
 - (2) DISTANCE TO SITE: 50 KILOMETERS.
 - (3) WATER SOURCE: THE HOTEL HAS NON-POTABLE RUNNING WATER.
 - (4) HOTEL AVAILABILITY: XAM NUA HOTEL.
- (5) CONSIDERATIONS: NONE.
 G. REMAINS FOUND AT SITE: NONE.
- ESTIMATED EXCAVATION REQUIREMENTS:
 - (1) NUMBER OF DAYS: 20 TO 30.
 - (2) NUMBER OF WORKERS: 50 TO 60.
 - (3) SPECIAL EQUIPMENT: NONE.
- WATER SOURCE: I.
 - (1) DISTANCE FROM SITE: 20 METERS SOUTH OF THE SITE.
 - (2) WET SCREENING SUPPORTABLE: YES.
- TERRAIN AND WEATHER CONSIDERATIONS:
 - (1) EFFECT OF WEATHER: NONE.
 - (2) SLOPE: NONE.
 - (3) VEGETATION: ADJACENT TO RICE FIELD AND BANANA TREES.
 - (4) SOIL: SMALL ROCKS PACKED INTO MOIST BROWN DIRT.
- К. SAFETY:
 - (1) EOD HAZARD: NONE NOTED.
 - (2) TERRAIN: NONE.
 - (3) WILDLIFE: NONE NOTED.
- 6. PERTINENT LOCATION OR DATA CHANGES: NONE.

7. ANALYST COMMENTS:

- A. WITNESS STATEMENTS: ALL WITNESSES INTERVIEWED DURING THE COURSE OF THIS INVESTIGATION PRESENTED THEIR INFORMATION IN A STRAIGHTFORWARD MANNER.
- (1) WITNESSES ONE AND TWO KNEW THE CIRCUMSTANCES OF THE INCIDENT, BUT DUE TO THE PASSAGE OF TIME AND THE CONSTRUCTION OF THE ROAD, WERE UNABLE TO POINT OUT A SPECIFIC AREA OF THE CRASH SITE OR POSSIBLE BURIAL SITES.
- (2) WITNESS THREE TOLD THE TEAM THAT THE INFORMATION ABOUT THE INCIDENT WAS HEARSAY FROM THE VILLAGERS OF BAN SOT.
 - ANALYTICAL CONCLUSIONS:
- (1) NONE OF THE WITNESSES PARTICIPATED IN THE BURIAL OF THE THREE INDIVIDUALS WHO PERISHED IN THE CRASH SITE. WITNESSES ONE AND TWO SAID THAT IN THE AREA THEY IDENTIFIED THERE APPEARED TO BE THREE GRAVES, BUT THEY DID NOT PARTICIPATE IN THE BURIAL.
 - (2) THE AREA IDENTIFIED BY THE WITNESSES AS THE BURIAL

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RMKS/ LOCATION IS ADJACENT TO A ROAD AND A RICE FIELD. ALL THE WITNESSES STATED THE ROAD HAS HAD MAJOR CONSTRUCTION IN THE PAST FOUR YEARS.

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AT THE TIME OF THE INCIDENT ROUTE SIX WAS A PATH. IT IS POSSIBLE THE REMAINS, IF ANY, HAVE BEEN SCATTERED THROUGHOUT THE FIELD. IT IS ALSO POSSIBLE THE REMAINS HAVE BEEN COVERED OVER BY THE ROAD OR COULD HAVE BEEN DISTURBED DURING THE ROAD CONSTRUCTION.

- (3) THE CRASH SITE IDENTIFIED BY THE WITNESSES HAS BEEN HEAVILY SCAVENGED. THE TEAM FOUND SMALL PIECES OF UNIDENTIFIED AIRCRAFT WRECKAGE, BUT NO SIGNIFICANT WRECKAGE AT THE CRASH SITE. A PROPELLER, IN THE VILLAGE, WHICH WAS REPORTEDLY TAKEN FROM THE CRASH SITE, IS CONSISTENT WITH THE PROPELLER USED ON THE C-119 AIRCRAFT. THE TEAM FOUND A POSSIBLE PARACHUTE BUCKLE, BUT THE INCIDENT AIRCRAFT COULD HAVE PRE-STAGED THE PARACHUTES IN THE REAR OF THE AIRCRAFT.
- (4) A 1954 REPORT FROM A FRENCH REGISTRATION OFFICER (REF C) REPORTS THREE CREW MEMBERS WERE BURIED NEAR THE CRASH SITE. THE LAO WITNESS REPORTING OF THE PRESENCE OF THREE MOUNDS FOLLOWING THE INCIDENT SUGGESTS THIS IS POSSIBLY THE BURIAL LOCATION.
- C. LIFE SUPPORT TECHNICIAN COMMENTS: FIELD ANALYSIS OF THE ADJUSTMENT BUCKLE INDICATES THERE WERE PARACHUTE ASSEMBLIES ABOARD THE AIRCRAFT. HOWEVER, THERE IS NO INDICATION OR EVIDENCE THAT THE PASSENGERS WERE WEARING PARACHUTES DURING FLIGHT OR AT THE TIME OF IMPACT. THERE IS A POSSIBILITY THAT THE PARACHUTES WERE PREPOSITIONED ABOARD THE AIRCRAFT. THE RECOVERED BUCKLE REQUIRES FURTHER RESEARCH AND ANALYSIS BY JTF-FA.
- 8. TEAM LEADER COMMENTS:
- A. CONCLUSIONS: CONCUR WITH THE ANALYST COMMENTS IN PARAGRAPH 7.
- B. HOST GOVERNMENT COOPERATION/SUPPORT: EXCELLENT AT ALL LEVELS.
- 9. RECOMMENDATION: EXCAVATE.
- 10. DETACHMENT COMMANDER'S COMMENTS: CONCUR WITH ANALYST COMMENTS IN PARA 7. AND TEAM LEADER COMMENTS IN PARA 8.//

BT NNNN RTD:000-000/COPIES:

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