

Case Releasable? NO

Case Summary Information:

Refno: 1552	BIO: 06	Lat: 180758N	Ctry: LA
Name: SUTTON, WILLIAM CARL		Long: 1053301E	Province: KHAMMOUAN
Loss Rank: E7		UTM: 48QWF5820004800	District: NAKAI
Service: USAF	Status: BB	OffscopeCase: N	Township:
Incident Date: 1970/01/28		PriorityCase: N	
Vehicle Type: HH53B		Fate Determined: NA	

Case Summary

On 28 January 1970, Capt Holly G. Bell, pilot; Capt Leonard C. Leaser, co-pilot; Sgt William C. Shinn, flight engineer; SMSgt William D. Pruett, pararescueman; TSgt William C. Sutton, pararescueman; and Sgt Gregory L. Anderson, aerial photographer, were aboard an HH-53B helicopter on a Search and Rescue (SAR) mission to assist the crew of a downed aircraft. The helicopter was hit by air-to-air fire from a MiG in Nakay District, Khammouan Province, Laos. Other SAR aircraft on the scene reported the helicopter exploded and broke into several pieces before crashing. SAR aircrew also reported that they did not see parachutes, or receive any distress signals. No organized search effort was conducted because the crash location was in well defended enemy territory.

US Government Information

SPECIAL REPORTING: A SAR log, a loss report and the initial casualty report confirm the shoot down of a SAR chopper by a MiG. However, the location given (WE 88 53) was much further south than the record loss location. The site was located in 2003 at 48Q WE 57366 95059.

DOGTAG REPORTS:

1. One report, allegedly for an American POW named Pruett, has been determined a fabrication.
2. In June 1994, a Lao citizen came to the American Embassy in Vientiane with a photo copy of the front of Capt Bell's ID card; the Lao claimed to know someone who had purchased Capt Bell's remains and said that for monetary reward, he would broker the return of the remains. The possessor of the remains allegedly also had Capt Bell's ID card and dog tags, which he had purchased along with the remains from villagers in Xiengkhoang Province, Laos, where Capt Bell had allegedly died. (NOTE: Case 1552 occurred in Khammouan Province, not in Xiengkhoang.)

WARTIME REPORTING: An article in the Ha Tinh provincial newspaper dated 10 Feb 70, found in the Vietnamese National Library in Apr 1994, lauded Ha Tinh and Quang Binh Provinces for three shoot downs

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Refno # 1552

GC SHR
Date: 4-20-2010

Reviewed by DPMO
IAW 50 USC 435 Note & DOD 5400.7-R
Date: 4-20-10 Initials: JMR

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on 28 Jan 70. This report is consistent with the Vietnamese Military Region 4 document - although only two shoot downs occurred, not three, and the incident occurred in Laos, not Vietnam.

Research Investigation Team (RIT) INFO: The team discovered a Vietnamese book, "Heroes of the People's Armed Forces, Volume III" published in 1996 in Hanoi. The book referenced an incident that may correlate to Case 1552: On 28 January 1970, CPT Vu Ngoc Dinh flew a fighter aircraft in the sky above Ha Tinh Province. Dinh shot down a helicopter that intended to rescue downed enemy [U.S.] forces. These circumstances and of the shoot down, and the date correlate to the 1552 loss, however, the location does not match since the incident occurred in Khammouan Province, Laos, not in Vietnam. (Ref: CDR JTF-FA msg dtg 120712Z Feb03)

Country of Loss Change, JPAC RECOMMENDATION: Based on the evidence and results of 76th JFA (see Joint Investigation screen), JPAC recommended that the country of loss for Case 1552 be changed from North Vietnam to Laos, with a loss location of 48Q WE 57369 95063. (Ref CDR JTF-FA msg dtg 281242Z MAR03). DPMO Concurs.

Intelligence Information Report (IIR) Evaluation: A third-hand source living in the U.S. provided information that an individual in Vietnam has material evidence and remains of U.S. Servicemen. Among the various alleged information on other US servicemen, source provided copy of 2 photos which showed a dog tag, Geneva Convention card, and military ID card of Holly G. Bell. Source could not provide any useful information about any of the information/photos. This is an often seen characteristic of fabricated reporting. Much of what the source showed was bogus. The photos of ID media on Bell appear to be authentic, but Major Bell's remains were recovered in 1988. Source provided no information that would assist with resolving any unaccounted-for Americans (ref msg dtg 171826 Sep 08).

Joint Investigations

SUMMARY: The case has been investigated 17 times. Originally believed to be in Vietnam, witnesses from villages just over the border of Laos located wreckage and led a joint team to the site. During JFA 03-1L, the team discovered a crash site with HH-53 wreckage at coordinates WE 57369 95063. The team also found life support and a piece of metal with the case 1552 aircraft serial number stenciled on it. Based on this material evidence, there is no doubt that we have located the case 1552 crash site. Witnesses claim that they were ordered to turn the remains they found over to Public Security Officials. Since the Vietnamese already turned over Major Bell's remains in 1988, it is possible the remains villagers report they exhumed and turned over to the Public Security Officials are those of Major Bell. In Jun 2009, a "Phase Two Testing Team" did a survey of the crash site in order to narrow down the most likely area to find remains. This is preparation for a future excavation.

24th JFA, Jun 93: Joint team attempted unsuccessfully to locate individuals who had been to the crash site. VNOSMP preliminary investigations in villages in the area of the U.S. record location (southern Ha Tinh, near the Lao border); found no one with knowledge of any crashes in the area suggesting that the crash site was elsewhere. An aerial search (at WF 582 048) proved negative, due in large part to triple canopy jungle. A ground survey was not conducted. (Ref: MSG DTG 271114Z Jul 93, Subj: Field Investigation Report: Case 1552)

27th JFA, Jan 94: Joint team interviewed Mr. Le Khac Anh, a woodcutter, who came across a crash site in 1992. He stated that he knew of wreckage is in three areas, which he approximated to be roughly in the

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vicinity of WF6099. The joint team also traveled to WF589 068 and observed that the area is mountainous with dense jungle. Mr. Tran Quoc Khanh, who was escorting the team, handed over two items recovered from the U.S. Record location. ((analyst comment: a specific grid location is not given; however, the U.S. record location is WF 582 048)) The team did not visit this location. Refs: MSG DTG 030717Z Feb 94, Subj: Field Investigation Report of Case 1552, 27th JFA; MSG DTG 072032Z May 94, Subj: Analysis of Material Evidence Associated with Case 1552)

29th JFA, Apr 94: Joint team interviewed two first-hand witnesses who claim to have recovered remains and turned them over to officials. In 1984, Mr. Nguyen Hong Huan and five others were looking for scented wood. They traveled west until the end [sic] of Giang Man Mountains (WE5799), crossed the border and divided up. Three hours later Mr. Huan and Mr. Hai ((NFI) discovered a large transport helicopter crash site. He also discovered human remains and buried them. He later reported the crash site and turned ID media over to Le Ninh District Officials. Mr. Nguyen Ngoc Vang relayed that in 1984 he was directed to excavate the crash site identified by Mr. Huan. He and a group of 5 others walked to the site where they found wreckage and the buried remains. Mr. Vang turned the remains over to Mr. Truong Thanh Tang, who turned them over to Mr. Dang Van Tan (who was responsible for storing remains). The team also interviewed Mr. Luu Van Tho who reported that he and Mr. Ngo Hoang recovered the remains from Mr. Dang Van Tan in Aug 1988 and took them to Hanoi.

The team also traveled to a landing zone at WF593 071, and walked to WF582 048 (U.S. Record location). They searched a 500X500m area with negative results. (Ref: MSG DTG 021242Z Jun 94, Subj: Detailed Report of Investigation of Case 1552)

30th JFA, Jun 94: Joint team interviewed three witnesses who had been to the crash site and had recovered remains and ID media. One, Mr. Le Van Si, said he could guide a team to the crash site, but that he would have to do it on the ground vice by air. The actual site appears to be roughly on line with the U.S. record location, but farther south, in Laos. (Ref: MSG DTG 281843Z Jul 94, Subj: Detailed Report of Investigation of Case 1552)

JFA 95-2L, Dec 94: Joint team conducted interviews with residents of the villages of Ban Buk, Ban Nameo, Ban Nam Noy and Ban Teung, Nakai District, Khammouan Province. No useful information was obtained. A ground search of the updated SAR location (WE 540 780) was made with negative results. (Analyst comment: Though this "updated SAR Location" is mentioned in the report, no history or information is provided concerning who or how the location was updated)). (Ref: MSG DTG 291311Z Dec 94, Subj: Detailed Report of Investigation of Case 1552)

JFA 95-4L, Mar 95: Joint team investigated the case in Nakai District, Khammouan Province, Laos, interviewing Vietnamese witness, Mr. Hoang Minh Hanh, who stated that he had been to the crash site on two different occasions with Mr. Si. He provided limited information and was unable to locate the crash site during an aerial fly-over of the reported location (WE 590 980). (Ref: MSG DTG 181721Z Apr 95, Subj: Detailed Report of Investigation of Case 1552)

41st JFA, Sep 96: During JFA 41, the VNOSMP canvassed villages along the Lao-Vietnam border but could not locate any witnesses. The team specifically looked for Mr. Le Van Si. His family informed the team that Mr. Si was working in the mountains and did not know when he would return. (Ref: MSG DTG 031906Z Sep 96, Subj: Report of Attempt to Investigate Case 1552)

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43rd JFA, Nov 96: During this JFA, a joint team attempted to interview Mr. Le Van Si, but the VNOSMP was unable to locate him. (Ref: MSG DTG 150722Z Jan 97, Subj: Detailed Report of Investigation of Case 1552)

JFA 97-4L, May 97: Joint team traveled to Ban Maka and interviewed one individual who had no knowledge of any incidents involving the loss of American lives. The team then conducted an aerial reconnaissance of the Vietnamese witness location and identified three potential landing zones (LZ) for future operations. The next day, the team flew to the primary LZ and walked north along a river for approximately three hours before poor weather and hazardous terrain forced the team to terminate the search. While waiting at the staging area, a Vietnamese hunter, Mr. Kiem approached a Lao official stating he knew of a crash site in Laos. The site was six kilometers south of the border in very similar terrain. The Lao official reported this information to the team after they had returned to base camp, so they were not able to interview Mr. Kiem. (Ref: MSG DTG 161721Z Jun 97, Subj: Detailed Report of Investigation of Vietnam Case 1552)

62nd JFA, Sep 00: Joint team investigated this case in Huong Lam Village, Huong Khe District, Ha Tinh Province. The VNOSMP advance team reported it had found Mr. Nguyen Xuan Kiem, the Vietnamese hunter who knew of a crash site in Laos. Mr. Kiem had contracted malaria and was unavailable for interview. The VNOSMP advance team had spoken with Mr. Kiem, who stated that he had seen shoes and a parachute during his first trip to the site. The VNOSMP asked Mr. Kiem to go back into Laos and photograph the site. He brought back a box camera with several photos of an aircraft crash site. The joint team learned that a village official, Mr. Thuc, who had traveled with Mr. Kiem to the site, was available for interview.

Mr. Le Huu Thuc provided directions and grid coordinates by locating them on a map. The crash site is in the vicinity of WE 588 969. There he saw two engines, a piece of black and white cloth, and two large, unidentified pieces of metal. He also saw the following items with markings that he had written down: one rotor, a braided metal hose attached to a fitting, and an unidentified piece of metal approximately ten centimeters long. He took a piece of wreckage (a possible oil tank with hoses attached), which the team photographed and returned to him. He saw no weapons, ammunition, unexploded ordnance, remains or personal effects. As this was his first trip to the site, he was unsure of finding his way back and suggested that Mr. Kiem would be a better guide. Based on his directions, the team felt that the crash site is probably located within a box defined by WE 583 963 to WE 583 975 to WE 593 975 to WE 593 963.

Initial field analysis indicated the items are consistent with H-53 helicopter parts, specific model unknown. The team recommended a trilateral investigation in which the witnesses would be met at the border where they had crossed the border to go to the crash site. Mr. Kiem should be the primary witness during any future investigations. (Ref: MSG DTG 262034Z Oct 00, Subj: Detailed Report of Investigation of Case 1552)

Analysis of Material Evidence: Analysis of the items photographed during this JFA correlate to Case 1552 (H-53). Files indicate the Case 1552 aircraft is the only H-53 crash incident within 50 km of grid 48Q WE 588 969. (ref: Cdr JTFFA, msg dtg: 050822Z Mar 01)

JFA 01-1L, Oct 00: In Nakay District, Khammouan Province, the team visited four villages and interviewed nine witnesses. The witnesses did not know of any crash sites or burial sites, and no one in the villages had any information concerning crash sites or burial sites. The team attempted to go to the reported crash site (vic. WE 588 969) using the Vietnamese witness' (62d JFA) description of his but was unable to pinpoint the exact area. The team found an aircraft access door which is consistent with a U.S. military aircraft, and surmised that the Case 1552 crash site was probably somewhere in the area. Due to both the elevation, and proximity to the Laos/Vietnam border, the site is susceptible to adverse weather conditions. Joint team

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recommended that future investigations in the area be done during the dry season. No personal effects or remains were recovered or received. (Ref: MSG DTG 072330Z Dec 00, Subj: Detailed Report of Investigation of Vietnam Case 1552)

64th JFA, Feb 01: In Huong Lam Village, Huong Khe District, Ha Tinh Province, team attempted to interview Mr. Nguyen Xuan Kiem, Mr. Nguyen Le, and Mr. Le Huu Thuc but learned Mr. Kiem and Mr. Le were unavailable. Mr. Thuc provided information consistent with that given during the 62nd JFA. Additionally, Mr. Thuc agreed to participate in a future trilateral investigation, but he stated he may not be able to locate the crash site without the assistance of Mr. Le. VNOSMP informed the team they would unilaterally attempt to convince Mr. Kiem and Mr. Le (new witness) to participate in a future trilateral investigation.

67th JFA, Nov 01: In Ha Tinh, the team interviewed Mr. Nguyen Minh Le, who stated that in 1985, while hunting in Laos, he and four other people (Mr. Thanh (brother), Mr. Nam (NFI), Mr. Sau (NFI), Mr. Nguyen Huu Tho (uncle)—all from Trung Tam Hamlet), came upon a crash site. The aircraft appeared to have split into two sections (the first piece in a streambed and the second approximately 50 meters upslope). Mr. Le believed they were the first to find the site because it did not appear to have been scavenged. He was unsure of the type of aircraft, but said he saw a propeller broken into many pieces. Mr. Le stated that they did not scavenge the site during this visit. He returned two more times in 1985. His second visit involved Mau Van of Lam Truong Hamlet, Huong Lam Village, and his uncle Mr. Tho. During that visit, they scavenged the site and melted down the metal recovered to make it easier for transport. The third and final visit to the site involved Mr. Tho and many villagers who had heard about the site from Mr. Le. Mr. Le marked out his general directions to the site on a map. He said he would be willing to go to the site if he were in good health, but that Mr. Tho would be a better candidate. The team attempted to interview Mr. Nguyen Xuan Kiem, but local officials said there was no one named Nguyen Xuan Kiem residing in Huong Lam Village. A Mr. Nguyen Van Kiem resided in Huong Lam Village, but he was not available for interview at this time.

JFA 02-3L, May 02: Trilateral investigation of Case 1552 in Nakay District, Khammouan Province, Laos from 17 - 21 May 2002. Mr. Nguyen Minh Le said that Le Nam, Tran Sau, and Nguyen Thanh knew the location of the crash site. Mr. Le was confident he could locate the crash site from a stream junction in the area. Using a map provided by the team leader, Mr. Le believed the stream junction was in the vicinity of WE 576 965, and the crash site was in the area of WE 574 963. In addition to the in-depth interview with Mr. Le, the team conducted two aerial surveys of the area that provided additional information on the general location of the crash site. Due to inclement weather, the team was unable to land and conduct ground searches. (ref: Cdr JTFFA, msg dtg: 191042Z Jun 02)

JFA 03-1L, November 02: Trilateral investigation with Nguyen Minh Le in Nakai District, Khammouan Province, Laos. Mr. Le led the team to a site where they found two small isolated areas of wreckage WE 580 953 and WE 578 952), which the team believed had been left by metal scavengers. Le lead the team on to the main wreckage field of the aft portions of the aircraft at WE 57369 95063. Team found wreckage that specifically correlated to the Case 1552 aircraft, including unidentified metal stenciled with "Air Force 1443," which is consistent with the aircraft serial number. Team also found numerous pieces of survival vest in two different locations (main wreckage field and within 10 feet of the tail rotor). Site was extremely remote and accessible only during good weather during the dry season, December-March. Le said there were many tigers in the area. (ref: Cdr JTF-FA, msg, dtg: 181002Z Dec02) Analysis indicates that the items recovered are sufficient to correlate this site with the aircraft involved in Case 1552. (ref: Cdr JTF-FA, msg, dtg:

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090702Z APR 03)

73rd JFA, May 03: An investigative team re-interviewed two witnesses (Mr. Nguyen Minh Le and Mr. Let Huu Thuc), and interviewed two new witnesses (Mr. Tran Van Xinh and Mr. Dinh Thuong Hai). All witnesses described seeing aircraft wreckage in the vicinity of WE5895. Mr. Hai also provided the team with a boot he had taken from the site. The team was unable to confirm that the sites that the witnesses described were one in the same. The only way to confirm this matter is for a team to travel with Mr. Thuc to the site he found and for a team to travel with Mr. Le to the site he found. (Ref msg dtg 010912Z Jun 03) JTF-FA analysis indicates that the jungle boot provided by Mr. Hai cannot be correlated with a specific individual or case (Ref msg dtg 122103 Sep 03).

10/07, 81st JFA (04-1LA). A joint team conducted a trilateral investigation. Two witnesses described their discovery of aircraft wreckage and equipment, and guided the joint team to the site.

- Mr. Le Huu Thuc first discovered the crash in 1996 while hunting. At the site he saw aircraft frame, and wreckage. He returned to the site in 2000 with Mr. Xinh and photographed what was still remaining.

- Mr. Nguyen Minh Le (prev interviewed) said he could guide the team back to the two areas of wreckage where he found boots, a helmet and ID card.

- The witnesses guided the team to a crash site associated with case 1552 (48Q WE 57366 95059). From the crash site, the witnesses guided the team to an additional wreckage site 50 meters west which consisted of a tail rotor hub. The team then conducted a surface search of an area 150 meters west to east along the hilltop and 100 meters north to south. The team located 2 seats from the cockpit of the aircraft, map pieces, and various wreckage. The team resurveyed the site which encompassed most of the airframe (ref msg dtg 110204Z Dec 03).

10/07, 08-1LA (90th JFA): Team reinterviewed 4 witnesses in order to find out more about the 1552 crash site, and any information regarding remains, remains recovery or turnover. The witnesses reinterviewed were Mssrs. Huan, Sau, Hanh, and Vang. Two of these witnesses (Huan and Vang) reported during 29th JFA firsthand info regarding remains. Mr. Huan said he came across a crash site in 1984. He reported burying remains he found there. Mr. Vang said he was tasked to find this site and exhume the remains buried by Mr. Huan. He did so, and turned them over to public security official.

- Huan: Information he provided was consistent with previous interviews, but added no new information to further this case.

- Sau: Reported during dry season in 1987/1988, he heard Huan, Minh, Si, and Hanh discovered a helicopter crash site. He heard too that public security officials arrested Huan and Minh for recovering ID cards. Minh and Huan also confessed to discovering/burying remains at the site. Mr. Sau, along with Mr. Vang, and Mr. Dieu (Public Security Officials) accompanied Minh, Huan, Si, and Hanh to the site and retrieved the remains. While at the site, Sau said he saw the helicopter wreckage to include half the cockpit, and the rotor down the valley in a small pond, about 40 minutes walking distance from the main crash site area. Sau said he turned remains over to Public Security Office.

- Vang: In 1984 he arrested Huan and Minh for metal scavenging. He said they confessed that they found/buried remains at the crash site. He reported his findings to Chief, Public Security (Le Ninh District), Mr. Le Duc Than. Than tasked Vang, Sau, Dieu & Tien to accompany Huan, Minh, Si and Nanh to retrieve the remains Huan buried at the crash site. While at the site, Vang recalled seeing an ID tag with the name "HLESON" on it. Vang said Huan exhumed two sets of remains. He observed wreckage to include the cockpit and fuselage intact.

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- Hanh: Recalled finding a crash site of a crushed, intact helicopter without propeller blades in 1984. He was with Si, and four others (NFI). Hanh said he reached into the cockpit and pulled out parachute material, map, pistol, med kit, blood chit, and two ID cards. He also recovered bones consisting of a skull, leg and arm bones and buried them. He reported that he found a tail rotor about 200 meters down slope. Mr. Vang later arrested him for attempting to sell electrical connectors. Approximately a month later, he, MSSRS Minh, Huan, and Si guided Vang, Dieu, Tien and Sau to the site and exhumed the remains.

Analysis: This information is consistent with previous witness statements and strongly correlates to 1552 by location, and unique aircraft type. Further, previous material evidence analysis confirms the site exclusively correlates to 1552. Vang describes an ID with the name "HLESON." This may relate to Capt Leeser. Two witnesses (Vang, Sau) claim that "Huan" buried and exhumed the remains, but "Hanh" claimed he was the one who found, buried and exhumed the remains. This confusion could be explained with the passage of time. None of the witnesses were asked about this inconsistency. The wreckage site was consistent among the witnesses. They reported that the tail section was separated from the main cockpit crash site area. Having two large pieces of the aircraft separated by 200 meters or more is consistent with the circumstances of this loss. The remains they claimed to have exhumed and turned over to Public Security Officials could be that of Major Bell, whose remains were turned over by the SRV in 1988 (ref msg dtg: 032042Z Dec 07).

06/09, 09-4LA. Phase Two Testing Team (P2T) conducted survey and test excavation at the crash site for this case in Khammouane Province (48Q WE 57331 95070). The team did the prep work for a full excavation (Landing Zone, clearing etc.). The team also conducted 15 shovel tests to depths of 15 centimeters and discovered aircraft wreckage and possible life support material (see Analysis of Material Evidence below). Team recommended continued excavation at this site (ref msg dtg 212256Z Jul 09).

Analysis of Material Evidence: Based on 09-4LA P2T survey above, material evidence and wreckage provided exclusive correlation to the 1552 site. Items discovered include: escape & evasion map fragments, helicopter seats, boot parts, lap belt assembly, parachute fabric, and an MK-13 flare. The seats are confirmed to be from an HH-53 aircraft. The lap belt was in the still locked position, confirming at a minimum, the pilot or co-pilot were in the aircraft on impact. There were no other HH-53 incidents within 100 kilometers from this site (ref msg dtg 150012Z Aug 09).

SEA Government Unilateral information/Investigations

REPATRIATED REMAINS: Remains and ID media were supposedly recovered from the crash site by private individuals. These were turned over to Vietnam, who repatriated them in 1988 and said they were those of Capt Bell and TSgt Sutton. The remains were identified by CILHI as those of Capt Bell.

MUSEUM RECORD: MR4 shoot down record lists the 1552 incident at Entry 1475: H53 in level flight, targeted on Thanh Lang, shot down on the spot west of Quang Binh (Laos) at 1520(G) on 28 Jan 70 by the Air Force; five crewmen dead. (Note: The number of dead specified, although one short, is a strong indication that the site was visited by PAVN forces. The shortage of one person suggests that one was not recoverable at the time.

GROUP 559 DOCUMENT: Lists no helicopters downed on 28 Jan 70.

UNILATERAL INVESTIGATION, Feb 01: Vietnamese officials attempted to locate and interview Mr. Le Van Si (30th JFA) and Mr. Nguyen Xuan Kiem (62nd JFA) regarding their return to Laos. Neither Mr. Si nor Mr.

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Kiem could be located for interview during this unilateral session.

Knowledgeability Assessment

It appears that PAVN forces accessed the crash site at or near the time of the shootdown.

Case Coordination Chronology:

<u>Re-Coordination</u>	<u>Date</u>
A--JOINT EXCAVATE LA (WE 6737 9506) (REAFFIRM)	6/29/2009
A--JOINT EXCAVATE LA (WE 5737 9506) (REAFFIRM)	1/29/2008
A--JOINT EXCAVATE (WE 5737 9506); JOINT INVESTIGATE VM (HUAN & VANG) (REAFFIRM)	6/11/2004
A--JOINT INVESTIGATE VM (HUAN & VANG)	2/27/2004
A--JOINT INVESTIGATE (VN FIND OTHER HALF OF AIRCRAFT); JOINT INTERVIEW (VN DINH)	2/27/2003
A--JOINT INVESTIGATE LA (TRILAT) (LE)	11/30/2001
A--JOINT WITNESS (KIEM, SI)	5/18/2001
A--JOINT INVESTIGATE LAOS; JOINT WITNESS VM; RESCIND UV	1/24/2001
A--UNILATERAL WITNESS (SI, KIEM); USA RESEARCH (DPMO)	3/12/1999
A--JOINT INVESTIGATE (BIEN SHOW) (REAFFIRMED)	12/11/1997
A--JOINT INVESTIGATE (BIEN SHOW)	5/9/1997
A--JOINT INVESTIGATE (MR.SI TO SITE, EFFORT CONT V43)	11/22/1996
A--JOINT INVESTIGATE	6/30/1995

Further Pursuit Information

JOINT EXCAVATE: Excavate the loss site at WE 57355 95059 located during JFA 81. The site was exclusively correlated to the Case 1552 aircraft.

JOINT INVESTIGATE: Interview witnesses Nguyen Ngoc Vang and Nguyen Hong Huan for potential future trilateral.

Further Pursuit Deferred Information NONE

No Further Pursuit Information NONE

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TSgt Sutton, USAF

