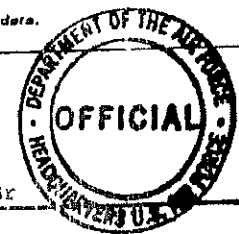


NIRE
10 Oct 73

DEPARTMENT OF THE AIR FORCE
WASHINGTON, D C. 20330

REPORT OF CASUALTY		1. REPORT NUMBER AND TYPE 2133 - Final Completes Report Number 2105	2. DATE PREPARED 4 Oct 73
3. SERVICE IDENTIFICATION (Name, Social Security Number, Grade or Rate, Component, Branch and Organization), (MOS, NJC) CLARK, Thomas Edward, 174-28-1870FR, Capt, Regular, USAF - 416 Tac Ftr Sq, APO San Francisco 96368			
4. CASUALTY STATUS a. <input checked="" type="checkbox"/> BATTLE <input type="checkbox"/> NON-BATTLE b. COMMENCED TOUR DATE: 13 NOV 68 c. STATUS: <input type="checkbox"/> DEATH <input checked="" type="checkbox"/> KIA <input type="checkbox"/> MISSING <input type="checkbox"/> MISSING IN ACTION <input type="checkbox"/> CAPTURED <input type="checkbox"/> OTHER (Specify) d. DATE: 8 Feb 69* e. PLACE: Laos f. CAUSE & CIRCUMSTANCES (Pilot)			
5. a. DATE AND PLACE OF BIRTH 15 Apr 39 - Emporium PA		b. RACE Caucasian	c. SEX Male
d. RELIGIOUS PREFERENCE Roman Catholic			
6. DATE AND PLACE OF LAST ENTRY ON ACTIVE DUTY IN CURRENT STATUS AND HOME OF RECORD AT TIME 5 Jun 63 - USAF Academy CO - Emporium PA			
7a. PAY GRADE O-3	7b. BASIC PAY	7c. INCENTIVE/ADDITIONAL PAY <input checked="" type="checkbox"/> YES ** <input type="checkbox"/> NO	7d. CHECK IF APPLICABLE <input checked="" type="checkbox"/> CREW <input type="checkbox"/> PASSENGER
8. DUTY STATUS Active - On Duty			
9. INTERESTED PERSONS (Name, Address, Relationship) DATE OF RECORD OF EMERGENCY DATA FORM: 25 Nov 68 Mrs Kathleen M Clark 1340 Tareyton Dr, Riverside CA 92506 wife (3) Mrs Josephine A Clark 251 W 4th St, Emporium PA 15834 mother			
10. REPORT FOR VA TO FOLLOW <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		11. REPORTING COMMAND AGENCY AND DATE REPORT RECEIVED IN DEPARTMENT NOT USED	
12. PRIOR SERVICE DATA <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		FR69945	
13. REMARKS *This individual is held to have been missing in action from 8 Feb 69 to 28 Sep 73, the date of receipt of evidence in Hq, USAF, that the above named person could not have survived. The provisions of Title 37, USC, Sections 551-558 are considered applicable. **HOSTILE PAY: Yes SGLI: DEVOLVE LUMP SUM NOTE: THIS FORM MAY BE USED TO FACILITATE THE CASHING OF BONDS, THE PAYMENT OF COMMERCIAL INSURANCE, OR IN THE SETTLEMENT OF ANY OTHER CLAIM IN WHICH PROOF OF DEATH IS REQUIRED. FOOTNOTES: 1. Adult next of kin. 2. Beneficiary for gratuity pay in event there is no surviving wife or child-as designated on record of emergency data. 3. Beneficiary for unpaid pay and allowances-as designated on record of emergency data.			
14. DISTRIBUTION NOT USED		BY ORDER OF THE SECRETARY OF THE AIR FORCE Bobby D Ballard BOBBY D BALLARD, Major, USAF Co, Casualty Rptg & Survivor Assistance Br REPLACES DD FORM 1300, 1 MAR 60, WHICH IS OBSOLETE.	

FILE IN WAS ER
PERSONNEL RECORDS
DPMSC
4 OCT 1973
\$15,000





GARY L. BELL, D.D.S., P.S.

9730-3RD AVE. N.E., SUITE 204

SEATTLE, WASHINGTON 98115

(206) 524-5700

May 15, 2011

Thomas D. Holland, Ph.D.
Scientific Director, JPAC CIL
310 Worcester Avenue
Hickam AFB, HI 96853-5530

RE: Analysis of CIL 2009-149-1-01 as being the remains of Capt Thomas E. Clark, 174-28-1870, U.S. Air Force

Dear Dr. Holland,

I have had the opportunity to review the case file that I received on May 9, 2011. The file I received contains pertinent information that supports the identification of recovered human remains as those of Capt Thomas E. Clark. After reviewing all of the available information regarding this case it is my opinion that the laboratory analysis of the recovered remains, material evidence and wreckage recovered at the crash site of REFNO 1374 supports the positive identification of the remains designated as CIL 2009-149-1-01.

Capt Clark's F-100D aircraft was hit by anti-aircraft fire during a bombing mission over Laos in Savannakhet Province on February 8, 1969. According to a fellow mission pilot, Capt Clark's aircraft impacted the terrain in an almost vertical direction with a resultant explosion on impact. Several other pilots on the same mission observed the crash site and all reported no sign that Capt Clark ejected from his aircraft prior to impact.

Analysis of wreckage recovered from the crash site confirms that the aircraft was an F-100D. There were no other reported unaccounted F-100 losses within 40 kilometers of this crash site and it was within 100 meters of the recorded loss of Capt Clark and his aircraft. Analysis of the recovered life support items recovered at the site indicates that the pilot was on board the aircraft at the time of impact. Prior to and during the excavations of the crash site, Capt Clark's identification tags were turned over to U.S. personnel and were reported to have been recovered at the location of the crash site.

A portion of the enamel crown of a maxillary left canine (tooth #11) was recovered during the excavation of the crash site. Due to the condition and small size of the tooth fragment, mtDNA analysis is not possible. It was subjected to Stable Isotope Interpretation at the University of Florida, Department of Geology. Their conclusion was that the tooth fragment was more likely of American origin than that of an East Asian.

Following the review of all the evidence regarding this case it is my opinion that the remains designated as CIL 2009-149-1-01 are those of Capt Thomas E. Clark, 174-28-1870, U.S. Air Force.

Respectfully Submitted,

GARY L. BELL, DDS, DABFO

Hugh E. Berryman, PhD, D-ABFA
11516 Independent Hill Road
Arrington, TN 37014

15 May 2011

Thomas D. Holland, PhD, D-ABFA
Scientific Director
Joint POW/MIA Accounting Command Central Identification Laboratory
310 Worcester Avenue, Bldg. 49
Hickam Air Force Base, Hawaii 96853-5530

Dear Dr. Holland:

After reviewing and evaluating all written materials concerning CIL 2009-149-I-01, I concur with the identification.

General Comments:

Evidence indicates that on 08 February 1969 Capt Thomas E CLARK died in Savannakhet Province, Laos when his F-100D Super Sabre was brought down by enemy fire. Other American pilots involved in the mission reported that they did not see a parachute or any other indication that Capt CLARK survived the crash. Excavations by joint U.S./L.P.D.R. teams in 1991, 1992, 2005, and 2009 of a site within 100 meters of the location reported by pilots who witnessed the crash recovered items exclusively associated with an F-100D aircraft. Records indicate that Capt CLARK's aircraft was the only unaccounted-for F-100D that crashed within 40 kilometers of the excavation site. Additionally, pilot life-support items found during these excavations indicated that there was no ejection. Two military identification tags and a partial military identification card belonging to Capt CLARK are associated with this site. All evidence indicates that this is the wreckage of the F-100D Super Sabre piloted by Capt Thomas E CLARK on 08 February 1969 and that life support equipment recovered indicates that the pilot was on board the aircraft at impact.

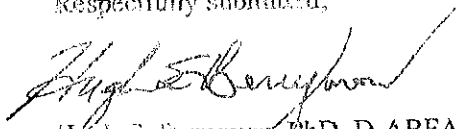
During the 2009 excavation a partial crown of a human left maxillary canine was recovered. Stable isotope analysis of the enamel indicated values consistent with that of an individual raised in the United States and inconsistent with someone raised in Southeast Asia. Laboratory results and location of the recovery circumstantially attribute this tooth fragment to Capt Thomas E CLARK to the reasonable exclusion of others.

Recommendations:

It is my opinion that the circumstantial evidence and the laboratory findings provided to me establish the questioned remains CHL 2009-149-1-01 as those of:

Capt Thomas E CLARK, 174-28-1870, U.S. Air Force

Respectfully submitted,



Hugh E. Berryman, PhD, D-ABFA
Forensic Anthropologist

Forensic Anthropological Consultants, LLC
Michael Finnegan, Ph.D., D-ABFA
3204 Cladlin Road
Manhattan, Kansas 66503
(785) 532-4982
(785) 537-7714
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11 May 2011

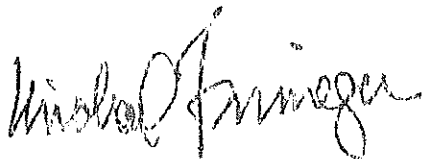
Dr. Thomas D. Holland
JPAC CIL
310 Worchester Avenue
Hickam AFB, Hawaii 96853-5530

Dear Sir:

I received, on 10 May 2011, reviewed and evaluated the enclosures supporting the identification of CIL 2009-149-I-01 as the remains of Capt Thomas Edward Clark, 174-28-1870, U.S. Air Force.

Comments: This identification rests on the considerable circumstantial evidence surrounding the Anti-Aircraft Auxiliary hit, crash and subsequent recovery of the CIL 2009-149-I-01 remains, to the exclusion of all other reasonable possibilities. This is sustained by J2, Search and Recovery, and Forensic Odontology Reports. This identification is further supported by the Material Evidence Report, and the Stable Isotope Study which are consistent with Capt Clark's records.

Recommendation: Based on my review of the material presented, I recommend that the remains presented here and designated as CIL 2009-149-I-01 be identified as the remains of Capt Thomas Edward Clark, 174-28-1870, U.S. Air Force.

A handwritten signature in black ink, appearing to read "Michael Finnegan". The signature is stylized with a large, looped initial "M" and a long, sweeping underline.

Michael Finnegan

John P. Kenney, DDS, MS FAAPD, D-ABFO
Diplomate, American Board of Pediatric Dentistry
Diplomate, American Board of Forensic Odontology
Pediatric Dentistry/Forensic Odontology
101 S. Washington #114
Park Ridge Illinois 60068-4290
jmscdds@aol.com
5/12/2011

Dr. Thomas Holland
Scientific Director
JPAC Central ID Lab - Hawaii
310 Worcester Avenue Bldg 45
Hickham AFB, HI 96913

RE: CIL 2009-1494-01
Capt Thomas Edward CLARK
U.S. Air Force

Dear Dr. Holland:

The above captioned file arrived in my office on 5/09/2011 and concerns the loss of a USAF F100D on 8 February 1969 in Savannakhet Province, Laos. It was struck by enemy ordinance and crashed with no evidence to other members of the flight that the pilot had escaped. It was assigned REFNO 1374. Beginning in 1991, a joint U.S. - L.P.D.R. team began investigation in Laos. A local middle aged ex-Lao soldier was interviewed who related he had been to the crash site, recovered an American made revolver and that other locals had scavenged the site. An initial visit was made to the site and aircraft parts that correlated to F-100 as well as used on other US aircraft were located. Given the research, it was possible to correlate this location with the REFNO 1374 loss.

In February of 1992, a second site excavation was done as a joint effort with L.P.D.R. and parts exclusive to the F-100D as well as life support equipment were found. No remains were located at the site. A local Lao citizen unilaterally turned over possible human remains and an identification tag that was correlated to Capt CLARK. The remains were examined at the CIL and it was determined that they were of Southeast Asian origin.

In October of 2005 a joint team again visited the site, and recovered possible human bone and part of an aircraft survival kit. The bone was later determined to be non-osseous and thus non-human. In October 2009 another joint team visited the site and again excavated the area. Life support items and a fragment of human tooth were recovered. Based on all of the evidence including the location of the loss, material recovered at the site and other unilaterally recovered material, the site can be exclusively correlated with REFNO 1374, Capt. CLARK'S aircraft.

Laboratory analysis of the tooth indicated that it was of human origin, and identified morphologically as tooth #11, the upper left canine (cuspid). As there were no restorations present nor were the antemortem radiographs such that an adequate comparison could be made antemortem to postmortem, no definitive odontological conclusion is possible. In an attempt to further define this fragment, isotopic analysis was conducted via the Office of the Armed Forces
REPORT CONTINUES ON FOLLOWING PAGE

Medical Examiner. That analysis indicated that this tooth fragment was of Western origin (likely US) based on dietetic content represented by the isotopic ratio, not of Southeast Asian origin.

Given all of the evidence presented for this case, I am able to concur with your opinion regarding the circumstantial identification of the tooth fragment as belonging to Capt Thomas Edward CLARK, 174-28-1070, U.S. Air Force.

Thank you for allowing me to be of assistance in this interesting case.

Sincerely,



John P. Kenney DDS, MS D-ABFO
JPAC-CIL Consultant

LOWELL J. LEVINE, D.D.S.
Forensic Consultant
240 Bentwood Court West
Albany, NY 12203
llevine@nycap.rr.com

May 18 2011

Dr. Thomas Holland
Scientific Director, Central Identification Laboratory
United States Army
Joint POW/MIA Accounting Command
310 Worcester Avenue
Hickam AFB, Hawaii 96853-5530

RE: CIL-2009-149-I-01

Dear Dr. Holland:

You have identified the above case as Capt Thomas Edward Clark, 174-28-1870, U.S. Air Force. I agree with your identification and commend you for using an innovative method to demonstrate that the only portion of biological evidence recovered, a tooth fragment, belongs to Captain Clark when the test result on that fragment of tooth is considered in the total context of the case. There obviously may be additional remains which may or may not be found in the future.

Based upon the physical evidence recovered at the site processed by CIL personnel, I have no doubt that it is the crash site of Captain Clark's F-100D aircraft lost on February 8, 1969 in Savannakhet Province, Laos and that Captain Clark was in the aircraft at impact.

The tooth fragment recovered by CIL personnel from the impact area, when subjected to stable isotope analysis, revealed that it is most likely from an individual who grew up in the United States rather than an individual who grew up in East Asia. In my opinion, the most reasonable explanation for the tooth fragment being recovered from that location is that its origin was the pilot who was in the aircraft at the time of impact. Therefore, I completely agree with your identification in this case.

Lowell J. Levine

CIL 2009-149-I-01
Consultant Comments

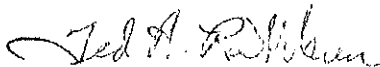
I received and reviewed the case file CIL 2009-149-I-01 which concerned **Capt Thomas Edward CLARK, 174-28-1870, U.S. Air Force.**

Recovery and Documentation: The U.S. Military historical records, numerous eye witness accounts, both U.S. and Lao, the location, the aircraft fragments, and analyses by government personnel clearly establish the circumstances and place of the crash. The crash was clearly not survivable. Although all records of excavations were not available, the final report shows that all reasonable efforts have been made to recover significant material or biological evidence. The material evidence that was recovered was consistent with documented information.

Forensic Odontology Report: Little could be done from the small tooth fragment to associate it with a particular individual. It may well represent Capt. Clark, but no conclusive determination could be made. There was no feature to exclude this tooth fragment.

Stable Isotope Interpretation Report: Although these types of data and analysis are outside my area of expertise, Regan's report is convincing. The results, as well as the explanations of the procedures and basis for interpretation, were clear and convincing.

Finding and Recommendations: The circumstantial evidence and interpretation makes a strong case for identification. Although the information is not typical for a positive identification, the tooth most likely represents **Capt Thomas Edward CLARK, 174-28-1870, U. S. Air Force.**



Ted A. Rathbun, Ph.D.

Diplomate # 29 ABFA (ret.)

Distinguished Professor Emeritus of Anthropology

9 May 2011

P. WILLEY, PH.D., D.A.B.F.A.

892 VALLOMBROSA AVE. • CHICO, CALIFORNIA, 95926 • 530-898-4793

11 April 2011

Dr. Thomas D. Holland, Scientific Director
Joint POW/MIA Accounting Command, Central Identification Laboratory
310 Worcester Ave., Bldg. 45
Hickam AFB, HI 96853-5530

Dear Dr. Holland:

Last week a JPAC-CIL staff member requested an external consultation concerning a draft case file. The draft case file arrived earlier this week and dealt with a February 1969 aircraft crash in Laos. The file detailed the background of the event, presented field interviews and recovery efforts, and included laboratory assessments of the recovered materials.

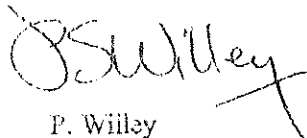
According to the file, CIL 2009-149-I-01 is the remains of Capt Thomas E. Clark, 174-28-1870, U.S. Air Force. Supporting his identification is the location where Clark's loss occurred and where wreckage consistent with his aircraft was found. In addition, pilot-related material recovered at the site demonstrated that Clark was aboard the aircraft at the time of the non-survivable crash, and his identification media were reportedly found there. Finally stable isotopes support the tooth's identification as an American's rather than a Southeast Asian's.

From the documents provided and the analysts' assessments presented in the draft case file, I support the circumstantial identification of the CIL 2009-149-I-01 tooth fragment as the probable remains of

• Capt Thomas E. Clark, 174-28-1870, U.S. Air Force

If I can be of further service in this matter, please contact me.

Sincerely,



P. Willey
JPAC-CIL/H Consulting Anthropologist