



JOINT TASK FORCE - FULL ACCOUNTING
BOX 64044
CAMP H. M. SMITH, HAWAII 96861-4044

J24
1771
Ser: 153
01 May 03

To: Distribution

Subj: TRANSMITTAL OF LIFE SCIENCES EQUIPMENT FINDINGS FROM
ARTIFACTS ASSOCIATED WITH CASE 1374

Encl: (1) Life Sciences Equipment Findings on the Artifacts Attributed to REFNO
Case 1374

1. Enclosure (1) is provided for release to the next of kin of THOMAS E. CLARK (REFNO 1374-0-01).

2. It is important for readers of the accompanying report to understand that JTF-FA tasked the Life Sciences Equipment Laboratory (LSEL) to analyze only the aircrew life support equipment artifacts recovered at the Case 1374 crash site. The LSEL is frequently able to account for multiple individuals involved in a crash incident by identifying "duplicate" equipment items. They are also expert at "dating" crash incidents by identifying various equipment modifications that, for example, may exclude similar incidents that occurred before a specific modification was incorporated in the equipment. Finally, the LSEL evaluates dynamic energy forces prevailing at the time of the crash to determine if any of the involved crew men could have possibly survived the incident. **However, the LSEL does not normally evaluate aircraft wreckage, or personal effects artifacts, and does not comment on JTF-FA's findings relative to these artifacts.**

3. The LSEL's conclusion that "the recovered artifacts **potentially** support an association with the loss of an US Air Force aircraft," and further that "the artifact evidence also **potentially** supports the involvement and loss of an US Air Force F-100 series aircraft," although accurate, does not include an evaluation of all material evidence recovered at this crash site. In fact, the 16-23 February 1992 excavation yielded several F-100D aircraft wreckage components. The site excavated at grid coordinate 48QXD 1380 6005 is consistent with the U.S. record loss location for Case 1374, and there are no other known F-100 loss incidents involving unaccounted-for personnel in this area. This crash site correlates to Case 1374.

RICHARD W. HITES
By direction

INVENTORY/CHAIN OF CUSTODY DOCUMENT

Type of Mission: *Search Recovery/Excavation* 1374
 Associated with: *RELOC 1374*
 Date(s) Obtained: *17 thru 22 Feb 92* Type of Site: *Air Crash*
 Location From Where Obtained
 Country: *Laos* Province/State/Region: *Savanna Khet*
 Map Name: *Ban Vangpheng* Sheet No: *6242 IV* GC: *XD 138 601*

INVENTORY

(List all remains, personal effects, artifacts and evidence recovered)

| ITEM | QTY | DESCRIPTION OF ARTICLES |
|-----------|----------|---|
| <i>A</i> | | |
| <i>1.</i> | <i>2</i> | <i>TWO Pieces OF 1/2 INCH Nylon Tubing 18 1/2 Inches Long</i> <i>1 3/8 Inches Long</i> |
| <i>2.</i> | <i>1</i> | <i>Nylon, green in color, 5 inches x 4 1/2 inches, 2 ply.</i> |
| <i>3.</i> | | <i>Material with laces and partial zipper,</i> |
| <i>4.</i> | | <i>Metal, silver in color, T-shape; possibly part of</i> <i>the flight helmet oxygen connector.</i> |
| <i>5.</i> | | <i>Metal, chrome in color, 2 3/4 inches x 1/2 inch</i> <i>Possibly part of the flight helmet oxygen connector.</i> |

CHAIN OF CUSTODY

| DATE | RELEASED BY | RECEIVED BY | PURPOSE FOR CHANGE OF CUSTODY |
|-----------------------|--|---|--|
| <i>30 APR 96</i> | NAME <i>Thomas</i> SIGNATURE <i>[Signature]</i> | NAME SIGNATURE | <i>LSEL RECEIVED 29 May 96</i> <i>Storage</i> |
| <i>01 AUGUST 2001</i> | NAME SIGNATURE | NAME <i>William Van Buskirk</i> SIGNATURE <i>[Signature]</i> | <i>LSEL/LSA3 ANALYST</i> |
| | NAME SIGNATURE | NAME SIGNATURE | |
| | NAME SIGNATURE | NAME SIGNATURE | |

INVENTORY/CHAIN OF CUSTODY DOCUMENT CONTINUED

INVENTORY

| ITEM | QTY | DESCRIPTION OF ARTICLES |
|------|-----|---|
| 6. | 1 | Material, Brown Tan Color, 5 1/2 Inches x 1 3/4 Inches. |
| 7. | 1 | Material, Cotton, 3 inches wide. |
| 8. | 1 | Friction Lock w/ Thumb Ring, Lenzatic Compass. |
| 9. | 1 | Bezel Ring, Lenzatic compass, 1 inch Diameter. |
| 10. | 1 | Cotton Material, 3 Inches x 4 Inches, 2 PLY |
| 11. | 1 | Material, 4 1/2 Inches x 1/2 Inch, 3 ply stitched. |
| 12. | 1 | Material Poured weave, Fishnet Type, Possibly part of a Flight Vest. |
| 13. | 1 | Material, Green Tan Color, 10 Inches Long. |
| 14. | 1 | Material, Light Green Tan color, w/ seam 7 Inches long. |
| 15. | 1 | Zipper Pull Tab. |
| 16. | 1 | Metal Fastening Device, 2 1/2 Inches x 1 1/2 inches. |
| 17. | 1. | Identification tag chain (portion) w/ Fastener, 4 3/4 inches long. CILKI |
| 18. | 1 | Boot sole, Rubber Burned |
| 19. | 1 | Boot upper, Nylon, with zipper. |
| 20. | 3 | Metal Snaps. |
| 21. | 1 | Metal Snap with Attached Canvas. |
| 22. | 1 | Northwest Airlines Baggage Ticket. CILKI |
| 23. | 1 | Pieces of Pilot Headset Microphone Jack. |
| B | | Material Evidence given to the Team by Local Villagers. |
| | | Identification tag: Clark Thomas, E A Pos CILKI |
| | | FR 69946 CATHOLIC |

Inventory Prepared by: David E. WAFER

Signature: David E. Waffer

Rank:

Date: 22 Feb 92

EVIDENCE/PROPERTY CUSTODY RECEIPT

REFNO 1374

| | | | | | |
|---|--|---|--|-------------|------|
| 2. RECEIVING ACTIVITY Life Support Investigation Lab | | 3. LOCATION Kelly AFB, TX 78241-5000 | | DATE & TIME | ITEM |
| 4. NAME, GRADE AND TITLE OF PERSON FROM WHOM RECEIVED JCRC | | 5. ADDRESS (Include ZIP code) Commander, Joint Casualty Resolution Center NAS, Barbers Point, HI 96862-5200 | | | |
| <input checked="" type="checkbox"/> OWNER <input type="checkbox"/> OTHER | | 6. WORK PHONE (808) 684-0084 | | | |

| | | | | | |
|--|--|--|--|--|--|
| 7. LOCATION OF PROPERTY WHEN OBTAINED Savannakhet Province, Laos — GRID COORDINATES XD138601 | | | | | |
|--|--|--|--|--|--|

| | | | | | |
|--|--|--|--|--|------------------------------|
| 8. PURPOSE FOR WHICH OBTAINED <input type="checkbox"/> FOUND <input type="checkbox"/> IMPOUNDED | | <input checked="" type="checkbox"/> EVIDENCE <input type="checkbox"/> OTHER | | 9. TIME/DATE OBTAINED FEB 91 | 10. LOG NUMBER 005 |
|--|--|--|--|--|------------------------------|

| 11. ITEM | 12. QUANTITY | 13. DISPOSAL ACTION | 14. DESCRIPTION OF ARTICLE—MODEL NUMBER, SER NO, IDENTIFYING MARKS, CONDITION, AND VALUE WHEN APPROPRIATE |
|----------|--------------|---------------------|---|
| 1 | 1 | | Badly rusted revolver |

| | |
|--|--|
| 15. NAME AND SIGNATURE OF WITNESS (If available) | 16. NAME AND SIGNATURE OF RECEIVING PERSON |
|--|--|

| 17. CHAIN OF CUSTODY | | | | |
|----------------------|-------------|--------------------------|------------------------------|--------------------------------|
| ITEM | DATE & TIME | RELEASED BY | RECEIVED BY | PURPOSE |
| | | Chad Phibara, CPT | Mr. Groat | Analysis/Identification |
| | | JCRC | Life Support Inv. Lab | |
| | | <i>Chad Phibara</i> | <i>William Van Buskirk</i> | |
| | | | LSER/LSAS Brooks AFB | |
| | | | <i>William Van Buskirk</i> | |
| | | | | |

EXECUTIVE SUMMARY

Subject: Life Sciences Equipment Findings for Artifacts of
JTF-FA REFNO Case 1374.

Summary:

1. Based upon information provided to the Life Sciences Equipment Laboratory, Case REFNO 1374 pertains to the loss of a U.S. Air Force F-100D (# 56-3562) aircraft on 08 February 1968 in Laos, which left one crewmember unaccounted for.
2. Following receipt, and in processing of Case 1374 artifacts by the Life Sciences Artifact Section on 28 May 1996, a very extensive series of equipment studies and research, involving various agencies and the tracking of certain personnel, was undertaken commencing on 01 August 2001.
3. Artifact analysis concluded that the recovered artifacts potentially support an association with the loss of a U.S. Air Force aircraft, with the indicated presence of one individual at the recovery site.
4. Artifact evidence also potentially supports the involvement and loss of a U.S. Air Force F-100 series aircraft, during the cited JTF-FA Case REFNO 1374 time period.
5. Based upon the identified presence of equipment artifacts, as exemplified by escape system component and flight apparel items, no alternative escape methods (such as a manual bailout sequence) were evidenced as having been successfully accomplished.
6. Accordingly, the levels of fragmentation, general condition, and thermal involvement observed on various artifacts support that the life science equipment had been in a donned and cockpit installed state at the time of aircraft crash impact, with prevailing force levels then evidenced as being representative of a non-survivable nature, that would have culminated in the immediate demise of the involved crewmembers.

7. In Summation: Artifact evidence potentially supports the involvement of a U.S. Air Force F-100 series aircraft, with one individual on board at the time of terrain impact. The artifact evidence also supports a potential time period correlation with Case REFNO 1374.

**

**

7. In Summation: Artifact evidence potentially supports the involvement of a U.S. Air Force F-100 series aircraft, with one individual on board at the time of terrain impact. The artifact evidence also supports a potential time period correlation with Case REFNO 1374.

**

**

J24
1771
Ser: 153
01 May 03

Copy to:
USAF Casualty (2 Cys)
USAF Mortuary (1 Cy)
CILHI (1 Cy)
DPMO (1 Cy)
REFNO File (1 Cy)
J261 (1 Cy)



