

DET 3 PARC-26
CLOSING RPT

~~CONFIDENTIAL~~

CZCSHA937ZCJVD638

00 RUCQSH
DE RUMSAR 184 09/1639Z
O 091622Z
FM DET 3 PACARESCUECEN TAN SON NHUT AFLD RVN
TO RUEAHXHQ USAF WASHINGTON D C
RUECW/CNO WASHINGTON D C
RUHPA/CINCPAC CAMP HM SMITH HAWAII
RUEAHQ/JCSWASHINGTON D C
RUHLKM/PACARESCUECEN HICKAM AFB HAWAII
RUHLKM/PACAF HICKAM AFB HAWAII
RUCQSHAIR RESCUE SERVICE ORLANDO AFB FL
RUCDAA/MATS SCOTT AFB ILL
RUMALC/THIRTEENTH AF CLARK AB P I
KHPB/CINCPACFLT PEARL HARBOR HAWAII
RUATZL/COMSEVENTHFLT
RUMFZAJ/CTG 77.4
RUMGZN/CTV77.6
RUMFS/COMNAVPHIL
RUMSMA/MACV SAIGON RVN
BT

26

F8D

DOWNGRADED

IAW AFR-205-2

HALD FOR
OPENING

20

28 MAY 1970

Classification (cancelled) (changed to - UCAS)
effective on 15-5-75, under the authority of
645, by MA

SECRET DET 3/64-110-F. HQ UAF FOR AF-XOPH, PACAF FOR PFOCC-H,
ARS FOR ARODC, MATS FOR MAOCO/AT, 13AF FOR JURCC.

1. CLOSING REPORT.
2. MSN NBR: DET 3 PARC - 26 - 7 JUNE 1964.
3. DATE OF REPORT: 9 JUNE 1964.
4. SAR OBJECTIVE LOCATED BY AIR AMERICA H-34 AT 08/0701Z
COORDINATES 140N-10313E.
5. NUMBER OF SURVIVOR: ONE SURVIVOR.
6. AGENCY AND METHOD OF RESCUE OF SURVIVOR: SURVIVOR TAKEN TO
UDORN BY AIR AMERICA H-34.

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7. DISPOSITION OF SURVIVOR: USAF B-57 TO TAN SON NHUT AND USN A-3B
TO HOMEXASE.

8. TOTAL SORTIES/FLYING HOURS BY TYPE ACFT AND AGENCY:
7 JUNE 1964

CLAF	T-28	6/15 PLUS 10
AIR AMERICA	H-34	3/09 PLUS 30
AIR AMERICA	CV-2B	S 3/10 PLUS 20
AIR AMERICA	HELIO	3/09 PLUS 00
AIR AMERICA	DORNIER	2/08 PLUS 30
AIR AMERICA	C-46	1/01 PQS 00
BIRD & SONS	C-46	2/07 PLUS 15

9. NBR GND PERSONNEL PARTICIPATED IN SEARCH: NO KNOWN GND PERSONNEL.
10. ADDITIONAL INFO: ADDED FLYING ACTIVITY FOR 7 AND 8 JUN WILL BE
TRANSMITTED IN SUPPLEMENTAL REPORT. FOR PAC, THIS IS MSG NR 184.

GP-3
BT

DOWNGRADED AT 12 YEAR
INFORMATION NOT AUTOMATICALLY
DECLASSIFIED. DOD OIR 5200.10

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ARODC # 6410 25 am

NNNN

7 Jun 64

The following day Pathet Lao and North Vietnamese gunners brought down a second Navy fighter. Old Nick 110, an F-8D piloted by Cdr. D.W. Lynn, was hit while escorting an RF-8A reconnaissance plane in the same area where Corktip 920 went down. Old Nick's wingman called the mayday at approximately two in the afternoon, reported that the commander's chute had opened, and passed coordinates to controllers at the Air Support Operations Center at Udorn. The controllers there passed the information to the Air Operations Center in Vientiane, and to Detachment 3, Pacific Air Rescue Center at Tan Son Nhut.⁸⁰ Air America H-34 Choctaws and Laotian-based T-28s responded in a rescue attempt that included an area search three miles either side of a point given as the downed pilot's location.⁸¹ However, Lynn's reported position was incorrect. Moreover, the search forces did not know that the Navy used a homing beacon transmitted on a different frequency from the one employed by the Air Force. Air America C-7 Caribous were equipped with compatible receivers and located the downed airman before darkness postponed the rescue. A low overcast covered northern Laos the next morning as the Air America Caribous flew back to the search area with their receivers open for a signal. When they picked up the signal, the downed pilot's exact location was pinpointed about forty miles south of the originally reported position. When Commander Lynn heard the drone of aircraft above the foggy mist, he fired a flare. An Air America H-34 helicopter dipped beneath the clouds and snatched the weary pilot to safety.⁸²

Extracted from CHECO SEA SAR -

As a result of the action on 6 June, the reconnaissance flights on 7 June were escorted by F-8B's. The fighters very quickly got an opportunity to carry out their mission. Commander D. W. Lynn was hit on his second strafing pass over gun positions and was forced to eject. This caused a considerable amount of consternation since the Pathet Lao were then provided with tangible evidence that the U.S. role in Laos was not merely one of passive reconnaissance.

[REDACTED]

The ensuing SAR operation was a better coordinated effort among Air America, RLAF, and Bird and Son (A company similar to Air America, which has since been bought by Continental Air Service.) aircraft. Commander Lynn was located by his beeper, in spite of an error in the initial fix of 20 miles, and was picked up early on the morning of 8 June. 83/

Even though this SAR was successful, it again pointed out the limitations of the H-34 helicopter, which was and still is used extensively by Air America. Commander Lynn had worked himself onto a wooded ridge at about 4800' elevation. At that altitude the hover power of the H-34 is limited and Mr. Estes, the Air America pilot, found himself in danger of settling into the trees. Rescue effort were further hampered because the cable was about 15' too short in the 120' high forest. 84/

The need for better coordination and communication highlighted during the attempted rescue of Klusmann, resulted in a meeting at Udorn on 15 June. Colonel Tyrell, the AIRA in Vientiane, partly attributed the success of the 8 June effort to the control of Air America rescue forces by a single agency. When his office and the Special Air Warfare personnel assumed responsibility for coordination and control the operation went very smoothly. Colonel Tyrell was emphatic that one single agency operating through an on-scene-commander should be designated for control. Mr. Ben Moore, representing Air America, indicated that while his company's five H-34's, numerous STOL