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Sandy Coordinator

SAR Effort Report (Raven 52A and B) (U)

16 NOV 1969

56 SpOpWg (DCO)

1. (S) On 6 November 1969 a successful SAR was conducted for Raven 52A and 52B. Raven 52 was a Royal Laotian Air Force O-1. The aircraft crash landed at UTM coordinates XB2597. The aircraft went down at approximately 0945 hours local on the morning of 6 November.
2. (S) The pilot stated that he was experiencing engine trouble while on a reconnaissance mission and that the engine had failed while he was attempting to return to his base.
3. (S) Sandy 01 and 02 arrived on scene at 1130 hours and with Raven 55 capped the survivors who were in good physical condition. There was no movement observed in the area and several low passes were made with no ground fire observed. Because of no opposition in the area and excellent HLZ next to the survivors it was decided that a landing by Jolly Green 17 and pickup would be attempted as soon as they arrived on scene.
4. (S) Jolly Green 17 and 19 arrived in the general area at 1155 hours escorted by Sandy 03 and 04. Sandy 02 was sent out to bring the helicopters to the survivors.
5. (S) At 1200 hours a Royal Laotian Air Force H-34 helicopter was sighted approaching the area. Sandy 01 and Raven 52 attempted to contact the helicopter unsuccessfully. The H-34 (tail #807) landed next to the survivors and pickup of both survivors was made with no problem.
6. (S) Sandy 01 and 02 escorted the H-34 to Pakxe Airport then RTB'd to channel 89. Sandy 03 and 04 escorted the Jolly Greens back to channel 89. Two CBU-19 aircraft were launched but were RTB'd before arriving on scene.
7. (U) The Sandy forces involved were:

Sandy 01	Major Edwin N. Moffatt
02	1/Lt Stanley V. Hair
03	Major Earle W. Deneau
04	1/Lt David J. Kantrud
Dip 40	Major Robert L. Bohan
Dip 41	1/Lt Anthony N. Wylie

PROJECT CORONA HARVEST

DO NOT DESTROY

No. 0221800

Fredrick A. Beebe
FREDRICK A. BEEBE, Lt Colonel, USAF
Sandy Coordinator

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

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pended their remaining ordnance and returned home. Spad 03 became on-scene commander. Spad 09 and Jolly Green 19 then successfully recovered Misty 11B with Sandy 11 and 12 assisting.⁸⁴

(U) Full details of this SAR effort can be found in the Rescue Narrative Report, support document 48.

(S) In November, the wing participated in five SAR efforts for the month.

(S) The first SAR effort was on 6 November when a successful rescue was made for Raven 52A and B. Raven 52 was a Royal Laotian Air Force O-1. The aircraft went down at approximately 0945 hours local on the morning of 6 November.⁸⁵

(S) The pilot stated that he was experiencing engine trouble while on a reconnaissance mission and that the engine had failed while he was attempting to return to base.⁸⁶

(S) Sandy 01 and 02 arrived on scene at 1130 hours and with the help of Raven 55, they spotted the survivors who were in good physical condition. There was no movement observed in the area and several low passes were made with no ground fire observed. Because of no opposition

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in the area and excellent HLZ next to the survivors it was decided that a landing by Jolly Green 17 and pickup would be attempted as soon as they arrived on scene.⁸⁷

(S) Jolly Green 17 and 19 arrived in the general area at 1155 hours escorted by Sandy 03 and 04. At 1200 hours a Royal Laotian Air Force H-34 helicopter was sighted approaching the area. Sandy 01 and Raven 55 were unsuccessful in attempts to contact the helicopter. The H-34 (tail #807) landed next to the survivors and picked them up without difficulty. Sandys 01 and 02 escorted the H-34 to Pakxe Airport then returned to Channel 89.⁸⁸

(U) Further details of this SAR can be found in the Rescue Narrative Report, support document 49.

(S) Two successful rescues were made on 12 November. The first was for Zorro 65, an A-1E. The aircraft went down at 0250 hours on the morning of the 12th.⁸⁹

(S) Zorro 65 stated that he could not advance the throttle above approximately 22 inches of manifold pressure without severe backfiring and he was unable to maintain altitude. He elected to leave the aircraft at approximately 7,000 feet MSL. Cause of the extraction was engine failure.

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