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SEARCH AND RECOVERY
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(C) Search and Recovery (SAR) activity reached a near record low during the quarter as the Sandy aircraft (A-1's of the 1st Special Operations Squadron) launched for only two efforts and were alerted for a third. That effort was for Falcon 86 Alpha and Bravo who egressed from their F-4 aircraft in the vicinity of Tacan Channel 108 in the Barrel Roll section of Laos. Their position was 23 miles from Channel 108 on the 040 degree radial. Jack declared the SAR and scrambled Sandy 01 and 02 at 1112L on 2 September 1971. However, the two survivors were safely recovered by an Air America helicopter at 1122L and the Sandy launch order was cancelled.⁵⁴

(C) A second effort was conducted for Sandy 09 who bailed out of his A-1 aircraft after experiencing control problems.⁵⁵ Sandy 09/10 were returning to Nakhon Phanom RTAFB after an uneventful alert tour at Da Nang Air Base, Republic of Vietnam, and were released to work with Raven 31, a Forward Air Controller (FAC) who was providing close air support for friendly indigenous troops. Sandy 09 encountered his control problems immediately after making an ordnance pass and bailed out 70 miles from Nakhon Phanom RTAFB on the 130 degree radial of Tacan Channel 89. Sandy 10 took charge as On-Scene Commander and a SAR was declared 1720L on 28 July 1971.⁵⁶

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54. SARCO Report for Falcon 86, 2 Sep 71, (Doc. 25)
55. See Aircraft Losses, Chapter III, for details
56. SARCO Report for Sandy 09, no date, (Doc. 26)

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(C) ~~Sandy 09~~ ~~observed the impact and followed~~

Sandy 09 as he descended with a normal parachute. In the meantime Sandy 03/04 were launched and Sandy 07/08 were directed to launch and escort Jolly Green 52/61 from Nakhon Phanom RTAFB. However, the effort would be over before these aircraft reached the scene. Immediately after landing Sandy 09 reported that his condition was good and that he had moved away from his parachute. Sandy 09 and Raven 31 had no problems locating the survivor but Raven 31 reached minimum fuel and was replaced by Raven 33, another T-28 aircraft.⁵⁷

(C) A helicopter, Romeo 07, was working in the area and was summoned to the scene to assist. He reported that he was very familiar with the area and that he could be there by 1810L. Sandy 10 and Raven 33 ascertained that the immediate area was permissive but there was much enemy activity approximately one mile away where the aircraft had been striking. The two of them decided on an immediate pick-up since darkness was approaching and the enemy could move into the area if the survivor were allowed to remain on the ground over night. At approximately 1800L Sandy 09's exact position was identified and the Initial Point (IP) was marked with a M-47 bomb approximately 1,000 meters to the west.⁵⁸

(C) Romeo 07 arrived and after being briefed agreed on an immediate pick-up attempt. However, he reported that he did not have a jungle penetrator on board and suggested that the survivor

57. Ibid
58. Ibid

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move to a small clearing approximately 75 yards west of his position.

Sandy 09 moved to the edge of the clearing and the pick-up phase was executed. The survivor was directed to expend a marking flare and did so but the smoke dissipated before the helicopter pilot could make visual contact. The helicopter held in the area and Sandy 09 was directed to expend a night marking flare. This time Romeo 07 spotted him and landed the helicopter in the extremely small area. Sandy 09 boarded the aircraft and the forces egressed from the area at 1810L as the other A-1's and Jolly Greens were approaching.⁵⁹

(C) Sandy 10 and Raven 33 escorted Romeo 07 and the survivor to Savannaket, Laos, and Sandy 10 returned to Nakhon Phanom RTAFB with minimum fuel. Sandy 03/04 and Jolly Green 52/61 were directed to pick up the survivor and return him to Nakhon Phanom RTAFB. Five A-1's, including Sandy 10, participated in the effort and flew a total of 6.8 hours. Other than marking devices, no ordnance was expanded and the SAR was completely unopposed.⁶⁰

(C) The only other SAR occurred on 20 August when a helicopter, Crazy Horse 19, was reported down on the 287 degree radial 15 miles from Tacan Channel 103. Jack scrambled Sandy 09/10 from Da Nang Air Base, Republic of Vietnam, at 1140L and directed Sandy 01/02 and Sandy 03/04 to maintain alert at Nakhon Phanom RTAFB. Jolly Green 72/65 also launched from Da Nang Air Base, and as the four aircraft were outbound to the objective area they were diverted

59. Ibid

60. Ibid

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OPR	CYS
ARRS	1
INFO	CYS
DO	4
DOC	1
CSEH	1

RUHHABA/CINCPACAF/DOH

INFO RUHHHQA/CINCPAC/CC

RUHHABA/41ARRWG/CONTROL CENTER/DOC/HICKAM AFB HI

RUWTFJA/RANDOLPH AFB TX/USAFMPC/DPMCS

RUW/TBMA/MAC/MAOCCP

~~RHMSMVA/MACV/SAIGON RVN~~

RUMMBRSA/7AF TSN AB RVN/CC/DO/DOO/IN/DOCT/DP

RUMMRSA/3ARRGP TSN AB RVN/JRCC

RUMUJNA/OL-A 3ARRGP SON TRA AB RVN

RUMOBFA/5650W NAKHON PHANOM RTAFB THAILAND 2000

RUMOREA/40ABBS HAKHON PHANOM RTAFB THAILAND

RUMOKRA/40ARRS HARKON PHANOM RTAFB
RUMOKJAA/39ARRS CAM BAHN BAY AB BVN

RUMOUVA/AIRA VIENTIANE LAOS

Classified by 750617/DP
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
THAILAND/DOO
THAILAND
DECLASSIFIED ON 3/12/76

BT

CONFIDENTIAL JOPREP JIFFY/OL-B 3ARRGP/RESUCE 037/281020Z JULY

1. RESCUE OPENING/CLOSING REPORT- 28 JULY 1971
2. MISSION NUMBER - B-3-023 - 28 JULY 1971
3. SITUATION: SANDY 9 DOWN AT 1640N 10538E FROM UNKNOWN CAUSE.
A. DESCRIPTION OF SAR OBJECTIVE:
(1) A-1H/52-139702/SANDY 9
(2) TACTICAL FLIGHT PLAN
(3) PILOT - MAJOR DALE POTTON
(4) 1 SOB

MESSAGE NO. 1414

Individual
Contacted:

Local Time
and Date:

- (5) WEATHER IN AREA- 4 THOUSAND SCATTERED, 7THOUSAND SCATTERED 15
MILES VISIBILITY, AND ALTIMETER SETTING OF 29.67
(6) STANDARD USAF SURVIVAL EQUIPMENT
(7) LAST KNOWN POSITION - 1640N 10538E

B. ACTIONS TAKEN:

- (1) CONTROLLING AGENCY OL-B, 3ARRGP NOTIFIED AT 181016Z
(2) SAR FORCES ALERTED AT 281022Z
(3) TIME SAR FORCES LAUNCHED: 181038Z

C. PERSONNEL INFORMATION:

MESSAGE NOTIFICATION

Individual
Contacted:

Local Time
and Date:

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- (1) 1 INVOLVED, 1 LOCATED, 1 RECOVERED, 1 SAVED
(2) LOADING AGENCY: SANDY 10, 281Q15Z AT 1640N 10538E
(3) RECOVERY AGENCY: ROMEO 87 (ARMY UH-1)
(4) DISPOSITION OF SAR OBJECTIVE: SURVIVOR TAKEN BY ROMEO 87 TO
CH 99. JOLLY GREEN 61 TRANSPORTED SURVIVOR FROM CH99 TO CH89.
D. FLYING G ACTIVITY:

IMMEDIATE

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PT 00544

- (1) 39ARRS, 2 SORTIES FOR 3.7 HOURS
- (2) 40ARRS, 3 SORTIES FOR 5.4 HOURS
- (3) 56SOW, 5 SORTIES FOR 7.0 HOURS

E. SAVES DATA: 1 USAF COMBAT AIRCREW MEMBER SAVE ATTRIBUTED TO ROMEO 87.

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- (1) CREW MAKING SAVE - UNKNOWN
- (2) NAME OF SURVIVOR- MAJOR DALE POTTON
- (A) UNIT - 56 SOW
- (B) AIRCREW MEMBER
- (C) COMBAT SAVE

2/2

G. SUMMARY OF SAR ACTIONS:

OL-B, 3ARRGP NOTIFIED AT 1016Z BY 56TH SOW COMMAND POST OF A STRONG BEEPER AT LOCATION 164DN 10538E. KING 22 DIVERTED FROM ORBIT AT 1016Z TO INVESTIGATE. THE JRCC NOTIFIED OL-B AT 1020Z THAT BEEPER MAY

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BE THAT OF SANDY 9. SANDY 10 ESTABLISHED VOICE CONTACT WITH SURVIVOR (SANDY 9) AT 1022Z AND ASSUMED ON SCENE COMMANDER AT THIS TIME.

RESCUE FORCES (JOLLY GREEN 52/61 AND SANDYS 3/4, 7/8) ALSO ALERTED FOR LAUNCH AT THIS TIME. KING 26 ARRIVED ON SCENE AT APPROXIMATELY 1025Z TO ASSUME ABORNE MISSION COMMAND (AMC) DUTIES. AT 1026Z KING 26 LOCATED ROMEO 87 (ARMY UH-1) IN THE AREA AND ASSISTED IN LOCATING THE OBJECTIVE. ROMEO 87 ARRIVED ON SCENE AT 1106Z. PHASE ALPHA INITIATED AT 1107Z. PHASE BRAVO INITIATED AT 1108Z AND COMPLETED AT 1112Z WITH REOMIO 87 AFFECTING PICKUP BY LANDING NEXT TO SURVIVOR. SANCY 9 WAS TAKEN TO CH99, TRANSFERRED TO J661 AND RETURNED TO CH89. ALL SORCES DIRECTE TO RTB AT COMPLETION OF PHASE BRAVO. ONE AIR REFUELING ACCOMPLISHED IN SUPPORT OF THIS MISSION. GP-4

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#0753

NNNN#

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DATE: 2-12-80

20 July 1971

FLIGHT DESIGNATION: 10010

MILES ON OBJECTIVE: 1010 (1010)

LOCATION: MD 670410 (201/02/89)

SAVES: One (1) USAF Combat Aircrew Member credited to Army helicopters (ROMEO 87)

At approximately 1010Z, 20 July 1971 King 26 heard Raven 31 calling on guard for assistance. He had been directing air strikes by Sandy 09 and 10 and Sandy 09 was down at MD 670410. Our position was well south of Eastern Steel Tiger Sector 3 where HILLSBORO advised us Raven 31 was putting in the strikes. As we headed north toward Sector 3 we monitored additional calls from Raven 31, used SFUD 51 for relay until Sandy 10 became readable and finally established two-way contact with both on scene slow movers. We switched from Queen to Jack, asked for the CH 89 SAR Forces to be launched, requested King 22's position and his availability as tanker and used Air America common VHF 119.1 for resource search of available helicopters north of CH 99. Jack confirmed scramble of the 89 Forces and King 22 advised his position was near CH 70 due to orbit area weather and he was on the way to tank or help in any other way. CHURCHBELLS advised Air America helicopters Hotel 15 and Hotel 77 would be launching from CH 99 as soon as possible.

Sandy 10 was designated OSC at 1020Z with an initial Bingo fuel of 1215Z. Raven 31 had Bingo fuel of 1145Z and would remain with Sandy 10 as long as possible. No ground fire was observed and neither aircraft had seen unfriendly movers in the area. Both reported good weather: 4000' scattered to the west of the river bank on which Sandy 09 was located and 7000' scattered in the immediate objective area with altimeter of 29.67. Sandy 09's position was in a stand of trees slightly west of a moderate size river. He was up and in good condition.

We were using VHF 119.1 for SAR Forces, CHURCHBELLS advisory on progress of the Hotel helicopters and King 26 - King 22 cross talk. A HILLSBORO/LION/INVERT discrete was established on 350.9 and at 1028Z fast mover mixed ordnance resources were beginning to check into the FM holding point at 113/60/89.

I asked Sandy 10 to try and get Sandy 09 off Guard and up Delta frequency which was accomplished after two attempts. King 22 advised helicopter Romeo 87 was diverting to the AR scene with instructions to contact King 26 or Sandy 10. Jack advised at 1040Z that JG 61/52 were off CH 89 and Sandy 01, 02, 03 and 04 would launch at about 1050Z.

GROUP-4

Downgraded at 3 year intervals.
Declassified after 12 years.

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At 1100Z, the SAR forces were advised that the SAR force, JG 61/52, was en route to the area with 15 minutes fuel at 1115Z. JG 30 was advised that the SAR force was diverting to the area and that the SAR force was advised to launch recovery aircraft as required. At 1100Z, a SAR force was launched from CH 89 as replacement for JG 61/52. The SAR force now had GUNFIGHTER 20/62 with 2000 lbs, CH 26 with 2000 lbs of 2000 lbs, each Charrer 412/406 with 10 MK 82s, each 2000 lbs, each 500/500 with 8MK 82s and 20MM each. The SAR force flight was directed to Cherry Tank and had a Bingo time of 1125Z. The SAR flights had 1100Z and 1115Z bingo fuel times.

At 1152Z phase Alpha commenced with Sandy 10, Raven 31, Raven 33 who had just arrived with four pairs of rockets and Romeo 87. Both Ravens reiterated the indication of lack of hostile forces, the absence of ground fire and the overall permissive quality of Sandy 09's area for a prompt recovery. Sandy 10 and King 26 reached the same conclusion and I decided not to wait for additional SAR Forces.

At 1110Z phase Bravo began with Sandy 10 directing Romeo 87 to a clear area near the river's edge and advising Sandy 09 to move the short distance required to meet the helicopter. A ground pick-up had been decided upon since Romeo 87 was sling equipped only and a nearby clear area was large enough to permit a landing. Sandy 09 popped his first smoke which Romeo 87 spotted immediately and the landing and pick-up was completed at 1112Z. Sandy 09's condition was dirty, thirsty and injuries!

As the SAR Forces withdrew we released all fast movers, Raven 31/33, RTB Sandy 07/08 to CH 89 and at Jack's request sent Sandy 03/04 with JG 61/52 to CH 89 to retrieve Sandy 09 from CH 99 to CH 89. Sandy 10 RTB CH 89.

JG 30 requested an A/R in order to RTB direct to CH 70 and King 22 took over that requirement. I also requested King 22 assume COMM CAP for the CH 99 to CH 98 Sandy 09 shuttle upon completion of A/R with JG 30. King 22 confirmed this request at 1150Z when he took over COMM CAP. King 26 departed for night A/R training off CH 77 at 1158Z and terminated participation in this mission.

King 26 Crewmembers

AMC Major Jerry J. Felmley
CP Captain Rondall E. Skinner
NAV Major James E. Good
NAV Captain Frank W. Young
RO ALC Dwight H. Blackwelder III
FE MSgt Billy E. Gartman
FE MSgt John R. Yagodzinski
LM TSgt Johnny B. Mullins

SAR Forces Utilized

RAVEN FAC's 31/33
SPUD 51
SANDY 10 (OSC)
ROMEO 87 (Air Attache flight
from Udorn-Army crew)

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