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DOC A²³

diverting around a thunder storm the Sandys came under heavy fire from the Ashau Valley and Sandy 07 was hit and forced to bail out at 280/35/69. It was decided to pick-up Sandy 07 first since he was in the more dangerous area. Sandy 07's position was determined after some trouble due to poor weather in the SAR area. Night fell before a pick-up could be organized.

The next morning (Sandys 03/04/11/12 (Capt Clevenger/Lt Brown/Lt Hukee/Lt Erady) launched from Da Nang with four Jolly Greens. The area around Sandy 07 had been prepared by FAC's during the night and an immediate pick-up of Sandy 7 was accomplished. Sandy 03/04 then went to Nickle 102 area to prepare him for rescue. The source of ground fire from the previous day was smoked off and Nickle 102 was rescued. Sandy 12 had taken a hit in a hydraulic line and was forced to take the approach end barrier at Da Nang.

On 25 Jun the Sandys launched on four SAR's Moon 02 (T-28), Chappat Kawa Sky (T-28), Loggy 03 (F-4), and Salter 04. Both T-28's were down near the PDJ and rescue efforts were hampered by bad weather, enemy ground forces and lack of radio. Chap Sky was later rescued by ground forces. Salter and Loggy were down in North Vietnam and rescue efforts began immediately to locate survivors. After two days of searching Loggy 03B was located on a mountain near Thud Ridge. Higher headquarters refused to allow the Sandys to attempt a rescue at that location so the survivor was told to move. He later reported captured. No contact with Salter was ever established.

On 26 Jun Covey 27 (C-2) was shot down by a SA-7 about two

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there also. A Jolly Green also picked up this man without being fired upon. Battle damage to the Sandys was light, requiring one to use the approach barrier at Da Nang.

MOON Ø2 - CHAPPAKAWA SKY¹⁴⁸

(C) On 25 June, two Laotian T-28s were downed near the PDJ. Rescue attempts were hampered by weather and the survivors' lack of radios. Chappakawa Sky later rescued by ground forces. Nothing was heard of Moon Ø2.

LOGGY Ø3 - SALTER Ø4¹⁴⁹

(C) Also on 25 June, two F-4s were down in North Vietnam. Contact was made with Loggy Ø3B. He was located on a mountain near Thud Ridge and higher headquarters would not allow a SAR force into such a high threat area. The survivor was given directions and told to move to a more permissive environment. He was later reported captured. Neither his pilot or the crew of Salter Ø4 were ever contacted.

COVEY 27¹⁵⁰

(S) On the night of 26 June, Covey 27 (O-2) was downed 8 miles Southwest of Hue. A Pave Nail located the survivor and directed the expenditure of area denial ordnance around the

- 148. 1st SOS Historical Data Reports
- 149. Ibid.
- 150. 23rd TASS Historical Data Reports

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survivor. A US Army helicopter made the pickup the next morning. One Sandy received light damage from ground fire.

¹⁵¹
COVEY 87B

(C) On 26 June, Covey 87 sustained a hit from an SA-7 while flying near Quang Tri. Though the aircraft was flyable, damage precluded a normal landing. Bravo's chute had been burned after the hit and he could not bail out. Alpha could have bailed out, but then Bravo would have surely died since Bravo was not a pilot. Despite repeated warnings from an accompanying Nail, the pilot elected to ditch the aircraft so that Bravo might at least have a chance to live. The aircraft was ditched, but nosed over and flipped. Bravo did live, Alpha died. Bravo was picked up by a Marine helicopter.

¹⁵²
VALENT Ø3A - VALENT Ø4A

(S) On 27 June, Valent Ø3 and Ø4 (F-4 Mig Caps) were shot down by Migs 80 miles West of Hanoi. Four good chutes were sighted by Laredo 11, a fast FAC in the area. With the Mig Cap lost the Sandys and Jolly Greens that were in SAR orbit were ordered from the area until more assets could be brought up. Laredo 11, a fast FAC in the area, was in radio contact with Valent Ø3 Alpha and Bravo.

151. 23rd TASS Historical Data Reports.

152. 1st SOS Historical Data Reports and SARCO report for Valent Ø3A and Ø4A, 27 Jun 72, (Doc 39). For Valent Ø3A's story, see "Evasion and Recovery of Valent Ø3A," Air Intelligence Review, (S/NF), PACAIR 11-72, 27 Jun 72.

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