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not aware of this

suspected ground fire. As Jolly Green 71 was making the pick up under the overcast, Jolly Green 16 and Firefly 16 and 15 were having difficulty joining up above the overcast at 7500 feet. Since it was undercast and North Station was only giving out azimuth information, all SAR forces were having difficulty maintaining their positions. Using dead reckoning, tacan azimuth, various mountain peaks through the overcast and landmarks through occasional holes in the undercast, Crown 3 was able to position over the SAR scene. From this position, using UHF-VHF/DF, visual sightings and vectors, Crown 3 was able to bring Firefly 15 and 16, orbiting north of the scene, and Jolly Green 16 who was 10 miles east of the scene together over the SAR area. At approximately 0800Z, Jolly Green 71 completed the pick up and said he would climb out through the overcast and be ready for air refueling when VFR on top. Shortly after lift off however, Jolly Green 71 reported he had lost an engine and was losing power on the other one. He then reported that the one with a loss of power was now back on speed but would be leveling off below the overcast and attempt a re-start. When Jolly Green 71 was unable to re-start the engine, he requested the nearest safe Lima site. A quick check determined it was Lima 36 on a vector of 240 for 80 miles. With Sandy 3 and 4 in escort and straffing ahead, Jolly Green 71 proceeded along this heading below the overcast. After about 15 miles, Jolly Green 71 came to a hole in the overcast and decided to climb to clear the hills and highly probable ground fire areas. At approximately 0812Z, Jolly Green 71 climbed on top at 7200 feet and was joined on his right by Crown 3. Flying at 100 knots IAS, skimming the overcast, and vectoring around clouded peaks, Crown 3 provided Jolly Green 71 and the rest of the SAR forces with continuous vectors toward Lima 36. Approximately 10 miles from Lima 36, Jolly Green 71 decided to descend through a hole in the overcast and proceed to Lima 36 under the overcast. Since another hole might not be found, Crown 3 concurred. Shortly after Jolly Green 71 descended, Crown 3 was able to contact an Air America Porter aircraft at Lima 36. By having the Porter (23X) remain at Lima 36 and give VHF hold downs, Crown 3 was able to proceed the short distance to Lima 36, finding a hole over the field. From an orbit point over Lima 36, Crown 3, through the use of UHF/DF, determined Jolly Green 71's position to be SSE of Lima 36 behind a high ridge. At this time, Jolly Green 71 turned to the south to proceed around the ridge. Also at this time, Jolly Green 16 arrived over the Lima 36 hole and descended and proceeded on the opposite side of the ridge to intercept Jolly Green 71. Jolly Green 16 sighted 71 and escorted him to Lima 36 without further incident.

6. At the start of the second SAR effort on the 17th of Jan. 68, Crown 3 was orbiting channel 79. Since Crown 1 was briefing Crown 2 on the mission, Crown 3 took command of the Crown mission till Crown 2 arrived on scene. Crown 3 requested Mig CAP for the area and received Buick 1,2,3,4 (F-105). Crown 3 moved to the area of Lima 36 for possible refueling and Crown 2 took command of the Crown mission. During the entire mission Crown 2 kept Mig CAP in the area of the SAR. The CAP flights always overlapped so that there were always at least 4 CAP aircraft in the area. The Mig CAP flights were: Buick 1,2,3 and 4 (F-105), Vagas 1,2,3 and 4 (F-4), Zodiac 1,2,3 and 4 (F-4), Hudson 1,2,3 and 4 (F-4), and Ozark 1, 3 and 4 (F-4). All flights' bingo time allowed each flight to remain in the area for approximately one hour. Ethan Charlie (EC-121) was contacted by Crown 2 and requested to monitor UHF 259.0, so that the Mig CAP could receive information from both Crown 2 and 3 plus Ethan Charlie. About midway through the SAR effort Crown 2 was unable to maintain radio contact with all SAR forces due to weak radios. Crown 3 took communication control of the SAR forces in the immediate area and relayed to Crown 2. Crown 2 continued to maintain constant Mig CAP for the area and relayed all directions from Compress and King.

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