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(4.3K(3))

SUBJECT: Mission Narrative, 19 November 1967; Msn # 2 - 3 - 91

TO: 3ARRGp (C)

~~CONFIDENTIAL~~

23 NOV 1967

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1. (U) This report is submitted in accordance with ARRSM 55-2/3ARRGp Sup 1, dated 15 June 67.

2. (S)(GP-4) Jolly Greens 37 (low) and 55 (high) were sitting alert at L36 when Tile lead was hit and declared an emergency at approximately 1610L. Coordinates for Tile lead at that time was 21° 15'N, 105° 35'E. Four minutes later the downed position was reported as 20° 45'N, 105° 09'E. Compress and Crown 2 notified Jolly Greens 37 and 55 to scramble at 1625L. Both aircraft were airborne at 1627L. Sandy's 5 and 6 had contact with JG 37 and 55 immediately after takeoff and headed for North station which had the TACAN off the air. LF/ADF was primary for navigation. Weather was a undercast 6000 - 7000 feet broken to overcast. Flight level varied from 7.5M to 8.5M. The Jolly Greens were directed to proceed to the border and hold at 080/50 off of channel 97. Iron hand declared a SAM threat in the SAR area at 1641L. Jolly Green 37 and 55 with Sandys 5 and 6 reached the border at 1705L and set up an orbit over a 7000' solid undercast. At 1708L negative beeper was reported by Iron hand and Sandy lead. At 1715L Iron hand reported that 3 SAM's had been launched in the rescue area. Sandy reported ground fire in the area and poor weather conditions complicated by approaching sunset. Compress called off the SAR effort at 1719L and withdrew all forces. No further electronic indications were received, from the survivors. Jolly Green 37 and 55 departed the orbit area at 1723L after all support aircraft were clear of the area. Sandy aircraft escorted the Jolly Greens to south of Channel 97 where they were cleared to RTB. Jolly Green 37 and 55 climbed to 11,000' to clear weather and were RTB'd to Channel 89 arriving there at 2010L.

3. (U) The name of the survivor(s) is unknown
4. (U) Crews of Jolly Green 37 and 55 were:

Jolly Green 37
Powell Moore, Maj, RCC
Andrew J. Gonos, 1st Lt, RCCP
Bernard W. Grau, SSgt, FE
Jules C. Smith, Sgt, PJ

Jolly Green 55
David A. Richardson, Capt, RCC
Billy N. Privette, 1st Lt, RCCP
Carl L. Warmack, SSgt, FE
Claude E. Colip, SSgt, FE
Roy A. Taylor, Sgt, PJ

Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS. 7 FEB 1977

Powell Moore ~~CONFIDENTIAL~~

POWELL MOORE, Major, USAF
Rescue Crew Commander

GROUP 4

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

Downgraded to CONFIDENTIAL

1-370ps 67-44

25 MAR 1970

LAW AFR 205-2

Cys 1 of 6 Cys

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ARDC# 671392

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61 AS-5442

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Capt Donald J. Donovan

Mission Narrative 2-3-89

19 November 1967

Crown 1 on Pak Sene orbit at 23.5 feet. At 0110Z, Covey 672 an C-2, requested intercept for his wingman Covey 655 who had battle damage. Crown 1 began an intercept course from his position 061/106/51. At 0115Z a Laredo 4 called that Waco Lead 105 was down and had a beeper. Crown 1 advised Brisaam that Covey 672 was under Lion control and to try to keep track of him, that Crown 1 was breaking off intercept to begin a SAR attempt. At 0119Z, several calls came in nearly simultaneously that Garage 3 (F-105) and Vegas 1 (F-105) were down in the target area. Vegas 2 recommended no SAR attempt. Waco 1 Lead (F-105) was also reported down in the vicinity of the target, also at this time Waco 2 called that Waco 4 ejected at position 030/130 North Station. JG 55 and 37 were launched from L-36, and Sandy's 1-4 headed for the area. The area determined to be safe and the Jolly Greens redeployed with the Sandys. Two high performance flights were located for Mig Cap, Bison flight 4 (F-105) and Petros flight 4 (F4C). Crown 1 moved approximately 50NM north of Chan 79 and climbed to FL 250. Firefly flt 13 and 14 were also orbiting at North Station ready to assist if needed. Sandy one Lead Jolly Green 55 to the survivor and brought him aboard at 0210 local the survivor was reported in condition one. Jolly Greens 55 and 37 headed for L98 and all SAR Forces were RTB AT 0230Z. Crown 1 suggested an Electronic search for the other possible survivors in the target area, but do not know if one was conducted. The Fac aircraft Covey 672 recovered successfully at CH51.

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