

UNCLASSIFIED

238

~~SECRET~~
Date: 19 Jan 1969

21 Jan 1969

Mission Number: 2-3-007-9019

Flight Designation: Crown 1

Distressed Aircraft: Covey 264 (0-2)

Location: 223/45/109

Saves: One (1) Combat

1. Crown 1 arrived on scene at 2245Z. Covey 268 (0-2) was on scene and in contact with the downed pilot, Covey 264. His condition was good with no injuries. He reported hostiles in the area to the south-east of his position. Misty 11 (F-100) was also on scene at 2245Z. No attempt was made to use ordnance until Sandy 1/2 arrived at 2315Z. Jolly Greens 69L and 71 were escorted by Sandies 3 and 4 to within 10 NM of the scene. They arrived at 2315Z and held in safe area until pick-up was started. Sandy 1 was appointed OSC upon his arrival and after he had located the survivor. 259.0 MH was set-up as SAR Primary for this mission. 311.1 MH was used with Invert to control resources in and out of the area. There were 5 flights of F-4s and F-105s used to secure the general area. No AAA was noted. After the fastmovers were used, 4 flights of A-1Hs were used to secure the area nearest the survivor. After the strikes, the survivor was questioned as to any movement in the area. He indicated that there was hostile movement in the area 1,000 yards to the south of his position. At this time, Sandy 1 called in Spad 7/8 with CBU-19. The total area to the south was blanketed. The Jolly Greens were advised to use smoke masks. The code word for CBU-19 was not used, however, all forces were aware of its use. Shortly after the CBU-19 was laid down, the Jolly Greens were brought in for pick-up. The survivor advised that he was in the smoke and getting very sick. He was told that if he got too sick, he was to turn his beeper on and leave it on. The survivor got so excited about the gas that it was almost impossible to get him to direct the Jolly. Pick-up was made at 0120Z by Jolly Green 69L. All Sandies and Spads available flew cover and escorted Jolly Green 69L from the area. All resources, other than those that were prepositioned, were secured from Invert and returned to them after expending or completion of the mission. All SAR forces were RTB at 0130Z. The survivor was taken to Channel 89.

2. No refueling was necessary after the pick-up, however, Crown 3 was airborne and available.

3. Problem area: In general, the mission went as planned. Blue Chip did attempt to take one flight of fastmovers from the SAR effort after they were in the area and familiar with SAR objective.