

~~UNCLASSIFIED~~

DECLASSIFIED

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
37TH AEROSPACE RESCUE AND RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96337



REPLY TO
ATTN OF: 370

SUBJECT: MISSION NARRATIVE REPORT (1-3-13, 20 Feb 68) (U)

TO: 37C *luc*
3rd ARRGp (JSARC)
IN TURN

22 February 1968
HAB
18
13
413

(24)

1. (U) This report is submitted IAW ARRSN 55-2/3 ARRGp Sup 1 dated 15 June 1967.
2. (C) Jolly Greens 03 (Low) and 10 (High) were scrambled from Marine Quang Tri Airfield at 0145Z, 20 February 1968. The rescue objective was two pilots who had bailed out during the early morning hours. Both Jolly Greens used Quang Tri GCA for radar vectors to a climb on top. The position was reported as 125°R/19 DME from Ch 85. Arriving in the area at 0200Z, both Jolly Greens obtained radio contact with both survivors and visual contact with the Sandys (A-1Es) at 0210Z. Sandy 5 led Jolly Green 03 down through a hole in the clouds in an attempt to visually locate the survivors. Having no luck and possessing an inoperative UHF/DF Jolly Green 03 climbed to VMC conditions at 6500 feet. During this time interval Trail 61, an O-2, was observed by Dacron 2 Alpha (the downed F-4C front seat pilot) during a low level search. Trail 61 then flew down a river and found a hole in the clouds. Jolly Green 10 was instructed to descend by both Sandy 5 and 6 in order to expedite getting below the overcast before the hole closed up. At 0230Z, Trail 61 escorted Jolly Green 10 up the river to the general area where Dacron 2 Alpha had observed Trail earlier. Alpha then heard the Jolly Green and was instructed to pop a smoke. The smoke was observed by both Jolly Green pilots. Tip tanks were dropped and a hover entered over the survivor. The penetrator was dropped at the survivor's feet, but he had trouble strapping into the penetrator. While in the hover Dacron 2 Bravo (the rear seat pilot) shot a penguin flare which was observed across the river, distance $\frac{1}{2}$ of a mile. Jolly Green 10 completed the hoisting of Alpha in 6 minutes. As Jolly Green 10 departed the hover Bravo shot another flare which was observed and confirmed on the radio. Bravo was instructed to pop another smoke which was again observed by both Jolly Green pilots. As Bravo had previously reported two broken legs, the Rescue Specialist was deployed. Although a hover was established over the smoke, visual contact was difficult due to the jungle canopy. A "move 25 feet to the right" command over UHF brought the survivor into the Flight Engineer's vision. Bravo was located on the side of a hill at 1000 feet altitude. Hoist procedures and the operation were normal and Jolly Green 10 and Trail 61 departed the area at 0300Z. Trail 61 reported ground fire as JG 10 departed the hover. The ceiling was 1000 AGL so Jolly Green 10 and Trail 61 climbed out to VFR on top at 6500 feet. Jolly Green 10 and Trail 61 landed at DaNang at 0345Z.

Classified by
SUBJECT TO GENERAL REGULATION
SCHEDULE OF EYES AND ORDER 11652
AUTOMATICALLY DECLASSIFIED AT TWO
YEAR INTERVALS
DECLASSIFIED ON *5/20/79*

Atch 1

DECLASSIFIED

[Handwritten signature]

~~UNCLASSIFIED~~

~~CONFIDENTIAL~~

3. (C) Weather was the main negative factor. Trail 61 had attempted to get into the area at 2345Z but was forced to return to Quang Tri due to 50 foot ceilings. Weather at Quang Tri was 1100 feet overcast at time of launch. The entire operation was conducted under an overcast. Had it not been for the one hole in the clouds three miles from the survivors, the Jolly Greens could not have gotten in.

4. (C) The survivors were: Dacron 2 Alpha, Capt Paul A. Brant, FR78163, 390 TFS, uninjured and Dacron 2 Bravo, 1st Lt Paul Seiler, FV3173627, 390 TFS, bruised ribs and sprained knees.

5. (U) Crew members of Jolly Greens:

JOLLY GREEN 10

RCC Capt Standley A. McGhan
RCCP Major Stuart H. Hoag ✓
FE SSgt Elmer L. Holden
RS Sgt Angus C. McDougall

JOLLY GREEN 03

RCC Major John W. Robey
RCCP Capt John I. Patterson
FE Sgt John Enriquez
RS Sgt Douglas J. McGill

Standley A. McGhan
STANDLEY A. MCGHAN, Captain, USAF
Rescue Crew Commander

GROUP 4
Downgraded at 3 year
interval: declassified
after 12 years

~~CONFIDENTIAL~~

DECLASSIFIED

**CITATION TO ACCOMPANY THE AWARD OF
THE SILVER STAR**

TO

ANGUS C MCDOUGALL

Sergeant Angus C. McDougall distinguished himself by gallantry in connection with military operations against an opposing armed force as Rescue Specialist near Khe Sanh, Republic of Vietnam on 20 February 1968. On that date, Sergeant McDougall penetrated an extremely hostile area under adverse weather conditions and rescued a seriously injured pilot. In defiance of reported hostile activity and fully exposed to hostile fire, Sergeant McDougall went down into the jungle and brought the injured pilot to safety before hostile forces could surround him. Hostile forces in the jungle directed intense automatic weapons fire at Sergeant McDougall as the rescue was completed. By his gallantry and devotion to duty, Sergeant McDougall has reflected great credit upon himself and the United States Air Force.

~~UNCLASSIFIED~~

DECLASSIFIED

~~SECRET~~

88

78

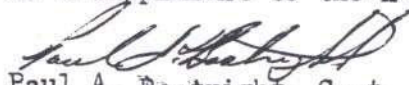
FROM: Capt. Paul A. Boatright

SUBJECT: Mission Nr 1-3-13, Dacron 2

20 FEB 68

TO: Commander
39 ARRSq

1. In accordance with para. 1, 3rd ARRGp Sup 1 to ARRSM 55-2, the following additional comments are made as a separate report to the mission narrative.
2. Dispite the unfavorable existing and forecast weather the Jolly Greens should have been launched and orbiting with Sandy 5/6. Even the most complete and extensive cloud coverage may have occassional breaks that can be exploited if the required forces are on hand and ready to commence operations. In the present instance, the first break in the weather lasted some forty minutes, from 0925-1005H. This would have been ample time to survey the area, pinpoint survivors and recover them. By not having the required forces on hand when they were needed, three unfavorable events took place: first the redovery took about one hour longer than it should have taken; second, the "sucker hole" closed in and this could well have been the only chance for the day as the cloud coverage North and East was extensive and was being pushed into the hills by a light northerly wind: ~~there~~, the first probe of the valley by Sandy 5 apparently attracted the notice of hostiles who had an hour and ten minutes to move into the area. Any additional lost time could easily have cost the two downed crewmembers as well as one or more aircraft with its crewmembers. Successful recoveries in this area require both the Sandys and Jolly Greens, plus the HCQ130P-for certain extended mission, and there is really not much point in sending out only a half of the system, in fact there is a definite drawback in that ~~in~~ the first aircraft alerts the hostiles to an area of interest to us.
3. Mission briefing by Queen was incomplete in that no mention was made of the fact that (1) Canastras had been orbiting the area of Dacron 2 during the night and therefore were a matter of interest to us as they were waiting to be relieved by the Sandys. (2) No mention was made of a search just southeast of CH109 for Dimmer 3-2 which was being conducted by Navy aircraft. As common frequencies are used and as one force may be of assistance to the other, the briefing when a Crown arrives on orbit should include all ~~known~~ search activities and SAR Forces. This practice will usually save time as it eliminates the piece meal extraction of information later on.
4. The Trimmer 61 an O-2 seemed to have definite advantages over the A-1s. Its slower possible speed and greater ~~maneuverability~~ in the confines of the river valley seemed to make a definite contribution to the rapid pinpointing of the Dacron 2 survivors. I recommend that Rescue further investigate its possibilities as a supplantment to the A-1 force.


Paul A. Boatright, Capt, USAF
Rescue Crew Commander

~~SECRET~~

DECLASSIFIED

68-0028

~~UNCLASSIFIED~~

DECLASSIFIED

~~SECRET~~

87

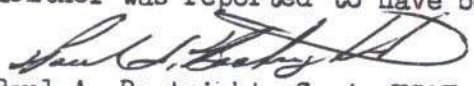
77

SUBJECT: Mission Narrative 1-3113 (Dacron 2)

20 February 1968

TO: Commander
39 ARRSq

1. The crew of Crown 4 was notified at 20/0100H to launch acft 211 at 0510H. No difficulties were encountered at launch or enroute. Crown 4 was on station 0555H. Weather was not a factor at T.O. or enroute: weather in recovery area was reported by Dong Ha as; 500', 1000' overcast, 5 miles in fog, winds 360/5, with no improvement forecast through out day light hours. Tops of clouds observed at 5-6000'. Queen briefed Crown 4 on the mission: objective was two crew members of Dacron 2, downed the previous night at 125/18/CH85: SAR Forces were Sandys 5-6 and Jolly Greens at Cigar and Channel 103. Trail 61 came up on VHF, asked location of search area, and stated that he would attempt to proceed from the coast up river to search area: later he reported turning back due to weather and going to CH103 for fuel. Sandy 5/6 were on scene at approx 0615H and shortly established voice contact with Dacron 2A. They informed him that they would orbit the area, the area, wait for break in clouds, and make hourly comm. checks. Dacron 2A reported no sign of anyone moving in the area. ~~Comm~~ Comm checks were made with Dacron 2A at 07,08 and 09H. At about 0900H voice contact was established
- 2B. Trail 61 reported airborne at 0920 proceeding low level. At 0925 Sandy 5 reported break developing in clouds at search area and after dropping below the clouds reported good visibility in the river valleys; also that there was no sign of movement or habitation. Sandys 5 and 6 agreed that a recovery was feasible: Queen was asked to launch Jolly Greens, relayed ~~was~~ by Crown 4 at 0935H. At 0945 Queen reported JG 03(L) and 10 airborne from Cigar: JG 03 and 10 arrived on scene at 1005. Sandy 7/8 arrived on scene at 1000H. Sandy 5 attempted to lead JG 03 down but at this time the hole closed: another hole nearby was attempted, also unsuccessful. An attempt to proceed approx 10 miles southwest to the edge of the cloud coverage and come up the valleys underneath was made by Sandy 5 and JG 03 but terminated when another hole developed over the search area and JG 10 was escorted down to make the pickups at approx. 1035H. The decision to have JG 10 make the pickups vice JG 03 was concurred by both Sandys and Jolly Greens: the route from the SW underneath the clouds might be blocked, the hole might close again, and a definite opportunity for recovery might be lost. JG 10 was turned over to Trail 61, who had arrived on scene via a low level route by Khe Shan, and escorted to Dacron 2A, who was recovered at 1044H. Dacron 2B was recovered at 1053H. A pararescueman was lowered to assist 2B, who had reported both legs broken. The recovered crewmembers were taken to Da Nang AB landing 1155. Enroute 2B was found to have rib, back and knee injuries. Just as JG 10 was completing the second pickup, Trail 61 reported ground fire directed at the two aircraft, neither was reported to have been hit. No A.R. was performed


Paul A. Boatright, Capt, USAF
Rescue Crew Commander

P Nabors, Robert G.
N Hannan, George P.
RO Cruse, Doyle R.
FE Hawkins, Lewis M.
FE Barkley, Clarence H.
Im Weber, Edward E.

~~SECRET~~

DECLASSIFIED

39-68-0027

UNCLASSIFIED

DECLASSIFIED

SECRET

88

78

FROM: Capt. Paul A. Boatright

SUBJECT: Mission Nr 1-3-13, Dacron 2

20 FEB 68

TO: Commander
39 ARRSq

1. In accordance with para. 1, 3rd ARRGp Sup 1 to ARRSM 55-2, the following additional comments are made as a separate report to the mission narrative.
2. Dispite the unfavorable existing and forecast weather the Jolly Greens should have been launched and orbiting with Sandy 5/6. Even the most complete and extensive cloud coverage may have occassional breaks that can be exploited if the required forces are on hand and ready to commence operations. In the present instance, the first break in the weather lasted some forty minutes, from 0925-1005H. This would have been ample time to survey the area, pinpoint survivors and recover them. By not having the required forces on hand when they were needed, three unfavorable events took place: first the redcovery took about one hour longer than it should have taken; second, the "sucker hole" closed in and this could well have been the only chance for the day as the cloud coverage North and East was extensive and was being pushed into the hills by a light northerly wind: ~~there~~, the first probe of the valley by Sandy 5 apparently attracted the notice of hostiles who had an hour and ten minutes to move into the area. Any additional lost time could easily have cost the two downed crewmembers as well as one or more aircraft with its crewmembers. Successful recoveries in this area require both the Sandys and Jolly Greens, plus the HC130P-for certain extended mission, and there is really not much point in sending out only a half of the system, in fact there is a definite drawback in that ~~the~~ the first aircraft alerts the hostiles to an area of interest to us.
3. Mission briefing by Queen was incomplete in that no mention was made of the fact that (1) Canastras had been orbiting the area of Dacron 2 during the night and therefore were a matter of interest to us as they were waiting to be relieved by the Sandys. (2) No mention was made of a search just southeast of CH109 for Dimmer 3-2 which was being conducted by Navy aircraft. As common frequencies are used and as one force may be of assistance to the other, the briefing when a Crown arrives on orbit should include all known search activities and SAR Forces. This practice will usually save time as it eliminates the piece meal extraction of information later on.
4. The Trimmer 61 an O-2 seemed to have definite advantages over the A-1s. Its slower possible speed and greater maneuverability in the confines of the river valley seemed to make a definite contribution to the rapid pinpointing of the Dacron 2 survivors. I recommend that Rescue further investigate its possibilities as a supplement to the A-1 force.


Paul A. Boatright, Capt, USAF
Rescue Crew Commander

SECRET

DECLASSIFIED

68-0028

~~UNCLASSIFIED~~

~~SECRET~~

DECLASSIFIED

87

77

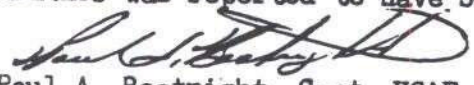
SUBJECT: Mission Narrative 1-3113 (Dacron 2)

20 February 1968

TO: Commander
39 ARRSq

1. The crew of Crown 4 was notified at 20/0100H to launch acft 211 at 0510H. No difficulties were encountered at launch or enroute. Crown 4 was on station 0555H. Weather was not a factor at T.O. or enroute: weather in recovery area was reported by Dong Ha as; 500', 1000' overcast, 5 miles in fog, winds 360/5, with no improvement forecast through out day light hours. Tops of clouds observed at 5-6000'. Queen briefed Crown 4 on the mission: objective was two crew members of Dacron 2, downed the previous night at 125/18/CH85: SAR Forces were Sandys 5-6 and Jolly Greens at Jigar and Channel 103. Trail 61 came up on VHF, asked location of search area, and stated that he would attempt to proceed from the coast up river to search area: later he reported turning back due to weather and going to CH103 for fuel. Sandy 5/6 were on scene at approx 0615H and shortly established voice contact with Dacron 2A. They informed him that they would orbit the area, the area, wait for break in clouds, and make hourly comm. checks. Dacron 2A reported no sign of anyone moving in the area. Comm checks were made with Dacron 2A at 07,08 and 09H. At about 0900H voice contact was established.

2B. Trail 61 reported airborne at 0920 proceeding low level. At 0925 Sandy 5 reported break developing in clouds at search area and after dropping below the cloud reported good visibility in the river valleys; also that there was no sign of movement or habitation. Sandys 5 and 6 agreed that a recovery was feasible: Queen was asked to launch Jolly Greens, relayed ~~xxx~~ by Crown 4 at 0935H. At 0945 Queen reported JG 03(L) and 10 airborne from Cigr: JG 03 and 10 arrived on scene at 1005. Sandy 7/8 arrived on scene at 1000H. Sandy 5 attempted to lead JG 03 down but at this time the hole closed: another hole nearby was attempted; also unsuccessful. An attempt to proceed approx 10 miles southwest to the edge of the cloud coverage and come up the valleys underneath was made by Sandy 5 and JG 03 but terminated when another hole developed over the search area and JG 10 was escorted down to make the pickups at approx. 1035H. The decision to have JG 10 make the pickups vice JG 03 was concurred by both Sandys and Jolly Greens: the route from the SW underneath the clouds might be blocked, the hole might close again, and a definite opportunity for recovery might be lost. JG 10 was turned over to Trail 61, who had arrived on scene via a low level route by Khe Shan, and escorted to Dacron 2A, who was recovered at 1044H. Dacron 2B was recovered at 1053H. A pararescueman was lowered to assist 2B, who had reported both legs broken. The recovered crewmembers were taken to Da Nang AB landing 1155. Enroute 2B was found to have rib, back and knee injuries. Just as JG 10 was completing the second pickup, Trail 61 reported ground fire directed at the two aircraft, neither was reported to have been hit. No A.R. was performed


Paul A. Boatright, Capt, USAF
Rescue Crew Commander

P Nabors, Robert G.
N Hannan, George P.
RO Cruse, Doyle R.
FE Hawkins, Lewis M.
FE Barkley, Clarence H.
Im Weber, Edward E.

~~SECRET~~

DECLASSIFIED

39-68-0027

37th ARRSq, Hist, Jan-Mar 1968

6.

returned to DaNang.

(6)(U) 1-3-10, 6 Feb 1968. At 0310Z Jolly Green 30 was scrambled from DaNang to a point ten (10) miles southeast to extract four wounded indigenous personnel. Even though this area was reported hostile, no escort was provided. At 0320Z Jolly Green 30 established radio contact with the ground party. A landing zone (LZ) was located close to the ground party's position and was utilized by Jolly Green 30 in picking up three (3) WIAs. No hostile fire was encountered. The survivors were transported to NSA hospital and the mission was terminated upon landing at DaNang.

(7)(U) 1-3-13, 20 Feb 1968. At 0145Z Jolly Green 03 and 10 were scrambled from Quang Tri to recover the crew of a USAF F-4C down twenty (20) miles southeast of Khe Sanh, RVN. The Jolly Greens arrived in the area at 0200Z and made contact with the SAR forces - four (4) USAF A1Es and a USAF FAC O-2. Because of a low cloud deck, it was necessary to utilize the fixed wing aircraft in locating the survivors' positions before committing the helicopter to the pickup. At 0230Z the FAC led Jolly Green 10 down through a hole in the overcast to the survivors' general location. Jolly Green 10 then requested smoke flares be ignited by the survivors. The flares were spotted approximately one-half mile apart. Jolly Green 10 dropped his tanks and proceeded to pick up the first survivor, Capt. A. Brent, FR78163, 390 TFS,

APO 96337. The pararescueman, Sgt Angus C. McDougall, was lowered on the hoist to assist the second survivor who reportedly had two broken legs. However, despite his injuries, the second survivor, 1st Lt Paul Sieler, FV3173627, 390 TFS, APO 96337, managed to run to the penetrator and Sgt McDougall. The survivor and pararescueman were hoisted aboard and Jolly Green 10 followed the FAC up through the overcast. The mission was terminated upon landing at DaNang.

(8)(U) 1-3-14, 22 Feb 1968. At 1420Z Jolly Greens 07, 04, 30 and 10 were utilized to transport thirty one (31) litter and sixteen (16) ambulatory MEDIVACS from "Delta" hospital, Dong Ha, RVN, to NSA hospital, DaNang. The reasons Jolly Greens were used for this unusual mission were the extremely low cloud ceiling, darkness, and poor visibility at Dong Ha precluded any fixed wing aircraft landing there. The patients were in critical condition and had to be transferred immediately.

(9)(U) 1-3-15, 22 Feb 1968. At 1824Z Jolly Green 25 was scrambled from DaNang to search for the crews of a USMC A-6 and an F-8 that had collided twenty (20) miles southeast. Since this mission took place entirely at night Jolly Green 25 was assisted by a USAF C-47 flareship. At 1800Z Jolly Green 25 made a night water landing and picked up the survivors - Capt Lawrence E. Pabin, 092192, and Capt Roderick Smith, 094204, VMA (AW) 533. A