

FROM: Det 6, 38th ARRS, APO 96227 (Charles W. Burrige, RCC)

21 March 1968

SUBJECT: Mission Narrative Report (6-38-10 20 March 68)

TO: Det 6C
38th ARRS C
3rd ARRGp (JSARC)
IN TURN

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

2. At 1405Z (1905L) this unit was notified by JSARC that an O-1 had gone down at 350 radial/22 miles Bien Hoa Tacan. No other information was available and we were told to contact III DASC. III DASC reported that Sidewinder 32 had crashed at XT-670 457. Sidewinder 35 was orbiting the crash site, a Spooky flare ship was being dispatched and they requested an HH-43F to pick up any survivors. RESCORT was requested from Det 14. They reported that they could not provide one but could cover our LBR during the rescue effort. Pedro 95 launched at 1430Z (1930L) after further information from III DASC indicated that the crash site was secure, and an Army UH-1 gunship would be available. Radio contact was established with Sidewinder 35 who had been orbiting the crash site for about thirty minutes. He confirmed that they was no enemy activity on the ground. He directed Pedro 95 over the O-1 which was in a dense forest that bordered a dirt road. Trees were 10 to 20 feet high with a few as high as 60 feet. The vegetation was so thick that the wreckage could be seen only when passing directly overhead. The fire that started on impact had burned itself out and only a few glowing embers and small grass fire marked the site. A hover was established a few feet over the tree tops and the pararescueman was lowered on the forest penetrator. In a few minutes he reported on the URC-10 radio that he had found a survivor near the wreckage. The survivor had crawled out of the burning O-1 shortly after impact. The only part of his clothing and equipment remaining was a gun belt with a .38 revolver and about twenty rounds of ammunition. Though badly charred the ammunition had not exploded. The pararescueman estimated he had third degree burns over 90 percent of his body. The forest penetrator was hoisted aboard and a semi-rigid litter was lowered. The survivor was strapped into the litter and lifted aboard. The pararescueman continued to search the area in hope that the other occupant had survived. A positive identification of the wreck was made by locating the tail section that had not been burned. A five minute search of the area was unsuccessful in locating the other crew member and the pararescueman was hoisted aboard on the forest penetrator. During the time of hover over the crash site (approximately 15 minutes) the support rendered by other aircraft was outstanding. The Army UH-1 gunship continually orbited at about 200 feet probing the forest with a search light watching for any enemy activity. Sidewinder 35 directed the flare drop by the Spooky aircraft. The Army UH-1 led Pedro 95 to Lai Khe Army airfield and they landed on the runway next to a DUSTOFF UH-1. One look at the survivor by the DUSTOFF crew and they decided not to waste time transferring him to their aircraft. They took off and led Pedro 95 to the hot spot in front of Lai Khe Army Field Hospital

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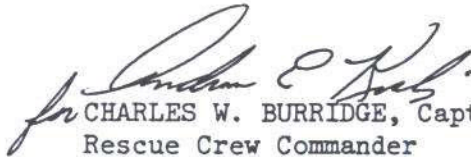
located about one-half mile from the airfield. The survivor was taken to the hospital by the medics who were waiting at the landing pad. Shortly after arriving at the hospital the survivor died. Pedro 95 returned to Bien Hoa. Shortly after arrival it was learned that an Army ground party had found the body of the other crew member of Sidewinder 32 under the wreckage.

3. A total of 1 hour 50 minutes was logged.

4. The recovered pilot was Captain Bruce A. Couillard, 19th Tactical Air Support Sq.

5. Det 6 crewmembers were:

Capt Charles W. Burrige, RCC
Major Andrew E. Kralj, RCCP
SSgt James P. Baldwin, FE
A1C Charles R. Ingulli, RS


for CHARLES W. BURRIDGE, Captain, USAF
Rescue Crew Commander

A1C Ingulli, PJ, Wins Silver Star in SEA

BIEN HOA (7AF)--A1C Charles R. Ingulli, Jr., a PJ with Det 6, 38th ARRSq, recently received the Silver Star for "gallantry in action" from Air Force Chief of Staff, Gen John P. McConnell. Less than 24 hours later he celebrated by adding two more combat saves to his record.

The day after receiving his award, Ingulli was on alert with three other members of an HH-43 crew.

The alarm sounded; an Army CH-6 "Bumble Bee" observation helicopter had gone down in the jungle 45 miles northwest of Bien Hoa. It was shortly after 4:30 p.m. when the Pedro crew, commanded by 1st Lt John F. Kolar, scrambled. Less than 50 minutes later they were hovering above the crash scene.

Ingulli had to be lowered 125 feet to the crash scene because of the dense double-canopied jungle growth. Below, an Army pilot lay under the wreckage.

"As I hit the ground," Ingulli recounted, "I saw another crewman walking around in a daze." He brought the dazed man to safety and then quickly tied a nylon rope to the helicopter wreckage. He then called for Kolar to lift off.

As night closed in the Pedro strained upwards, trying to lift the wreckage off the injured pilot. An Army patrol arrived. Ingulli and the soldiers pushed while the Pedro pulled--and the tug of life was won.

The Pedro's flight engineer, SSgt James P. Baldwin, then lowered a litter to the ground to lift the injured Army pilot to safety.

The 10-man Army patrol quickly set up a perimeter defense. Ingulli decided to remain on the ground with the second Army crew member, who also required medical care. He advised Kolar, who had remained in a hover for 45 minutes, to rush the more severely injured man to the hospital.

"When the chopper left it looked like a long night ahead for the rest of us," Ingulli remembered.

After leaving their patient at Quan Loi, Kolar decided to return to the scene despite the darkness. Kolar, Baldwin and the co-pilot, Capt Harvey B. Bell, were back on the scene 20 minutes later. Awaiting Army gunships before going into their in-place hover the Pedro crew lost sight of the survivors.

Moments later Ingulli lit a flare to show the Pedro to its hover point, and the PJ and injured crewmember, who had a broken leg, were taken safely aboard the chopper.

For Ingulli, who now has four of the 1400 combat saves by members of the 3rd Gp, it was the second eventful day in a row.

CONGRATULATIONS...

CAPT BILLY J. JOHNSON, formerly with Det 9, 38th ARRSq, and now with Det 12, CARRC, who earned an Air Force Well Done Award. He and his crew were practicing autorotations in their HH-43 near Pleiku on March 13, when the Pedro's rotor system failed. This caused severe directional oscillations making controlled flight difficult. In spite of their problems, Capt Johnson and crew managed to bring the bird down safely.

MAJ JUAN H. MIGIA, and welcome aboard. Maj Migia, a 12-year Air Force veteran and HH-43 pilot, recently assumed command of Det 13, 38th ARRSq at Phu Cat AB, RVN.

ARRS MAINTENANCE AWARD WINNERS. SMSGT JOHN C. BRECKENRIDGE, Det 5, AARRC, is a double winner. He is the ARRS LBR Maintenance NCO of the Year and went on to claim the title of MAC Services Maintenance Man of the Year. In his letter of 4 Nov, Maj Gen W.H.Reddell, DCS/Materiel for MAC, explained that these awards recognize "outstanding performance, superior leadership, management and personal accomplishment." The ARRS commander, Gen Brooks, added in a personal message: "It is a privilege to have you as a member of this command." A1C ROBERT E. BALLEY, III, Det 15, EARRC, in the same competition, was named ARRS LBR Maintenance Airman of the Year. The LBR Unit of the Year is DETACHMENT 11, EARRC.

Sikorsky to Award Winged-S

Any ARRS helicopter pilot who has at least 1,000 hours at the controls of a particular Sikorsky helicopter is eligible for Sikorsky's "Winged-S", according to a company spokesman.

The award, open to military and civilian pilots, is a blue and gold lapel pin bearing Sikorsky's Winged-S symbol and the inscription "1,000 hours".

It is retroactive to cover pilots whose flight hours date back to the helicopter's pioneer days.

Eligible pilots can apply through their local field service rep, or by writing to the Field Support Manager, Product Support Department, Sikorsky Aircraft, Stratford, Connecticut.