

DET 3 38 ARRSQ

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HIST JAN - MAR 1968

MT	Sgt James M Payne
RS	Sgt Donald W Jowers
RS	Sgt John L Tracy

2. 4 January 1968. At 1630 hours on 4 Jan 68, Det 3, 38th ARRS was requested by the 8th USAF Dispensary to airlift an injured airman from the off base weapons storage area. Pedro and crew were scrambled and the airman was picked up, returned to base and released to base medical authorities at the base operations ramp. Actual time for the evacuation was 0+25.

Crewmembers

RCC	Capt Bobby L Meadows
RCCP	Capt Arthur C Plunkett
FE	SSgt Byrl D Proctor
RS	SSgt James E Robertson
MT	SSgt John A N Yarwood
RS	Sgt David J Meade

3. 02-9 January 1968. Det 3, 38th ARRS was alerted by primary crash phone at 1047L on 9 Jan 68, that a Marine F-8, 80 miles out inbound to Ubon had zero oil pressure, and a fire on board. Pedro 70 was scrambled with the FSK and established an orbit NE of the approach end of runway 23. The pilot of the F-8 was unable to extend the left main gear, and was considering landing when an aircraft accompanying him reported sparks coming from the tailpipe.

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The pilot immediately ejected. Position at this time was approximately 11 miles ENE of Ubon. The FSK was positioned between the runway and parallel taxiway, and Pedro 70 proceeded toward the smoke column from the aircraft crash. Chase plane reported good chute. Chute was sighted 8 miles out. Pilot and chute were observed descending into trees. After the pilot was located, recovery was effected using forest penetrator. The helicopter hovered approximately 2 feet off the ground, and a crewmember jumped out and recovered the pilot's chute and survival kit. Pickup was made at 1120L. Departure for the base was at 1125L. After returning to base the pilot was released to medical authorities at 1130L. The pilot was uninjured. FSK was recovered and returned to the rescue ramp at 1140L.

Crewmembers

RCC	Capt Bobby L Meadows
RCCP	Capt Arthur C Plunkett
MT	Sgt James M Payne
RS	Sgt David J Meade
RS	Sgt Daniel L Dieter

4. 03-29 February 1968. Det 3, 38th ARRS was alerted by Ubon Tower via the primary crash net at 0055Z, that an F-4D (Buick 4) was inbound to the field with hydraulic problems. The HH-43B scrambled with the FSK. Shortly after takeoff, the tower advised