

Det 9, 38ARRSq Hist, Jul - Sep 68

THE C-7 CRASH

At 0022Z 25 Jul 68, the detachment was notified that a C-7A had crashed near Dragon Mountain (108-04E - 13-56N), the weather at Pleiku was 200 feet and $\frac{1}{2}$ mile visibility and heavy rain. The HH-43s were not launched because of the heavy precipitation, although one helicopter was started and while on the ramp at minimum rotor RPM the rain peeled the balloon cloth covering from the rotor blades of the right rotor head. By the time the rain had let up to where the HH-43 could operate, the survivors had been recovered by a ground party. The susceptibility of HH-43 rotor blades to rain damage and the lack of windshield wipers, which limit forward visibility in rain to nearly zero, has caused many mission delays or cancellations and extreme frustration in this unit.

THE U-6 INCIDENT

At 0324Z 31 Jul 68, the tower advised that an Army U-6A callsign "GOODGUY 959" had been shot down $4\frac{1}{2}$ miles northwest of Pleiku. Pedro 74 (HH-43F serial number 63-9712), crewed by Capt Derry A. Adamson, Crew Commander, Maj Robert A. Bunton, Copilot, SSgt Harril Barber, Flight Engineer and A1C David Patterson, Pararescue Specialist, responded and arrived at the scene in less than eight minutes. The U-6 had landed without further incident on a road. An Army UH-1 had picked up the wounded and was lifting off as Pedro 74 arrived on the scene. Pedro 74 then landed and determined that the uninjured crew-member would remain with the aircraft, but wanted Pedro 74 to provide

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combat air patrol until Army gunships arrived. Capt Adamson then took off and patrolled the area until other helicopters were in the area, then returned to base.

THE MISSING LOH

At 0845Z 12 Aug 68, "PEACOCK" (Ground Control Intercept) advised that an Army OH-6 helicopter, callsign ALOHA 03, had run out of fuel and crash-landed while attempting to find his base in poor weather. The weather at Pleiku was 200 feet and 3/4 mile visibility with moderate rain. Weather in the search area (220/20 miles from Pleiku) was obscured and 1/2 mile visibility and rain. The mission was delayed for weather. At 2210Z the Army advised that ALOHA 07 had gone out in search of ALOHA 03, but the base had lost contact with him and he was presumed down also. At approximately 0600Z 13 Aug, the pilot of ALOHA 03 was recovered by the Army. ALOHA 07 still missing. Weather in the Pleiku area was still too poor for an effective search. At 0830Z 14 Aug, the weather improved allowing a search to be started. Pedro 98 (HH-43F serial number 63-9717) crewed by Capt Derry A. Adamson, Crew Commander, Maj Robert A. Bunton, Copilot, Sgt Floyd M. Barnes, Flight Engineer and TSgt Francisco H. Lopez, Pararescue Technician, and Pedro 74 (HH-43F serial number 63-9712) crewed by Lt Col Harold O. Hoppe, Crew Commander, 1Lt Warren F. Kaufman, Copilot, SSgt Harril E. Barber, Flight Engineer and A1C Leif F. Arvidson, Pararescue Specialist, were launched. The HH-43s flew two sorties, totaling three hours, in the search area with negative results. At 1155Z, the Army reported that they had locate the crash site of ALOHA 07 and that there were