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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 ALOHO 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 AlC 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

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no survivors. Again, the rain limitation of the HH-43, excessively delayed a mission.

THE 100TH SAVE

Mission Number 9-38-06, 21 Sep 68, two sorties, 1.3 hour, one combat save. At 0635Z 21 Sep 68, Pleiku tower advised the detachment that an Army UH-1 had crashed and was burning 320/16 miles from the Pleiku Tactical Air Navigation unit (14-10N - 107-48E) and that the fire suppression kit had been requested. The weather at Pleiku was approximately 600 foot ceiling and $\frac{1}{2}$ mile visibility in a thunderstorm. Pedro 74 (HH-43F serial number 63-9712) crewed by 1Lt Warren F. Kaufman, Crew Commander, Maj Thomas H. Goodwin, Copilot, Sgt Floyd M. Barnes, Flight Engineer and A1C Leif F. Arvidson, Pararescue Specialist, were standing local base rescue alert, but were unable to launch due to heavy rain. Pedro 98 (HH-43F serial number 63-9717) was airborne, remaining clear of the storm, on a local training mission, crewed by Capt Jerald D. Briscoe, Crew Commander, Maj Robert W. Hastings, Copilot, Sgt Roger E. Lawson, Flight Engineer, and Sgt Luther T. Jones, Pararescue Specialist. Capt Briscoe upon hearing the call for assistance, proceeded toward the crash site and contacted Gladiator 101, an Army UH-1, which was on the scene. After advising Gladiator 101 that Pedro 98 was enroute, but without fire suppression kit, Capt Briscoe was told that he would not be needed. Gladiator 101 then began calling for a "Dust-Off" (Army UH-1 Helicopter Ambulance) with a hoist. Capt Briscoe advised