

1969 (cont)

5 Dec- Southeast Asia. The SAR task force flew 336 sorties in support
7 Dec 69 of this mission. Although the F-4C pilot was not recovered, the
F-4C navigator, First Lieutenant Woodrow J. Bergeron, Jr., was
rescued.

1970

1 Jan 70 The 39th ARR Wing was activated at Richards-Gebaur AFB, Missouri.

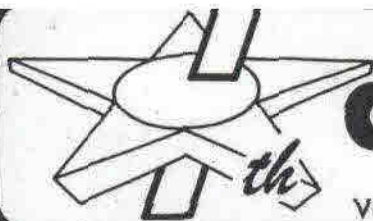
15 Apr 70 Major Travis Wofford and Captain Travis W. Scott, Jr., both won
the Air Force Cross during a rescue operation near Dak Nay Puey,
Vietnam. Two H-3s were scrambled from Da Nang AB, Vietnam, to
rescue survivors of a downed UH-1. The first H-3 to go into the
rescue area made three attempts, but enemy ground fire downed
this aircraft, piloted by Captain Scott, who was killed upon
impact. The copilot, Major Wofford, dragged the other two crew-
men from the burning aircraft. With his bare hands he extin-
guished the flames still burning on their bodies. The second
H-3 evacuated the survivors of the first H-3 but was unable to
rescue personnel in the downed UH-1. Major Wofford later
received the Cheney Award for 1970.

22 Apr 70 Brigadier General Frank K. Everest, Jr., assumed command of ARRS.

30 Jun 70 Captain Leroy C. Schaneberg, 40th ARR Squadron, qualified for
the Air Force Cross as a result of operations on 30 June 1970.
Piloting an HH-53, Captain Schaneberg and his crew were attempt-
ing to rescue an OV-10 pilot who went down in Laos. Earlier
attempts by H-3 aircraft from the 37th ARR Squadron had been un-
successful. On Captain Schaneberg's second pass, he reported
heavy ground fire. The aircraft went out of control and crashed
about one-fourth mile from the OV-10 crash site. The OV-10
pilots were later picked up by an H-3, but there were no survi-
vors from the HH-53 crash.

15 Aug- First Transpacific Helicopter Flight. ARRS personnel proved the
24 Aug 70 possibility of ferrying two factory-issued HH-53s from Eglin AFB,
Florida, to Da Nang AB, Vietnam, with the aid of ARRS HC-130 re-
fueling. Intermediate stops were: Minot AFB, North Dakota; Fort
Nelson, British Columbia; Elmendorf AFB, Alaska; Shemya AFB,
Alaska; Misawa AB, Japan; Kadena AB, Okinawa; and Clark AB,
Republic of the Philippines. The mission commander was Major
James L. Butera.

1 Sep 70 ARRS helicopters at Luke AFB, Arizona, and Mountain Home AFB,
Idaho, began participation in the Military Assistance for Safety



air force news

Vol. 6, No. 35

HQ. SEVENTH AIR FORCE

September 2, 1970



U.S. Air Force photo

24 AUG 70

Welcome spray

Major Heeter receives greeting after landing at Da Nang

9,000-mile journey

'Super Jolly Green' choppers span Pacific

DA NANG — Two Air Force search and rescue helicopters arrived here recently, successfully completing a 9,000-mile trans-Pacific flight.

The two helicopters, HH-53 "Super Jolly Green Giants," will be assigned to the 37th Aerospace Rescue and Recovery Squadron here where they will fly combat rescue missions. They will replace older and smaller HH-3s.

The flight began at Eglin AFB, Fla., and made six intermediate stops before completing the journey.

The Pacific Ocean crossing demon-

strated the capability of the Military Airlift Command's Aerospace Rescue and Recovery Service to deploy its rescue aircraft, through the aid of in-flight refueling, to meet any contingency world-wide.

The helicopters were manned by crews from the Aerospace Rescue and Recovery Training Center at Eglin and ARRS headquarters at Scott AFB, Ill.

Crews from the 54th ARRS at Pease AFB, N.H., and the 55th ARRS at McCoy AFB, Fla., flew the HC-130

Hercules tankers which refueled the HH-53s in flight during the mission.

Brig. Gen. Frank K. Everest Jr., ARRS commander, who is visiting rescue units in the Pacific and Southeast Asia, joined the crews for the final portion of the flight.

The crews on the flight were augmented by Maj. James L. Butera, who acted as mission commander; Maj. (Dr.), Gordon K. Lochridge, an ARRS flight surgeon who accompanied the flight to measure stresses on the body caused by long helicopter flights; and Capt. Robert Meyer, mission navigator.

Pilots on the first helicopter were Maj. Frederic M. Donohue, Capt. Larry N. Young and Maj. Clarence C. Campbell. Helicopter mechanics included TSgt. David V. McLeod and SSgt. Edward F. Pinnero.

Piloting the second craft were Majors William F. Williams, William E. Cowell, and Owen A. Heeter. TSgt. Charles S. Tilley and SSgt. Donald LaBarre were the mechanics on board.



MAJOR BUTERA POSES BESIDE HIS HH-53 "SEA ANGEL"



HC-130N HERCULES ESCORTED THE GIANT HELICOPTERS

HELOS MAKE FIRST TRANSPAC FLIGHT

DaNANG AIRFIELD, Vietnam—The first helicopters to fly across the Pacific Ocean arrived here last week (Aug. 24) after a nine-day, 9,000-mile journey that started from Eglin AFB, Fla.

The 12 crew members of two HH-53 "Jolly Green Giant" helicopters were greeted with handshakes, champagne and

the traditional dousing with a fire hose.

Aerospace Rescue and Recovery Service officials said that the flight cut 75 percent off the time it normally takes to move such aircraft to Vietnam and showed the helicopter's world-wide tactical capability.

"We proved the concept of being able

to fly anywhere in the world and then doing our business," Maj. James L. Butera, mission commander, said.

The helicopters will be assigned to the 37th Aerospace Rescue and Recovery Squadron here. Its men, flying the HH-53s and smaller rescue aircraft, have saved the lives of hundreds of downed airmen and soldiers in Indochina.

The helicopters that landed Monday began their journey from Florida Aug. 15, stopping at Minot AFB, N. D.; Elmendorf AFB, Alaska; Shemya AFS, Alaska; Misawa AB, Japan; Kadena AB, Okinawa; and Clark AB, Philippines before arriving here.

They were delayed for a day at Ft. Nelson, B. C. Canada, for a maintenance check and another day at Elmendorf because of bad weather.

The longest leg of the trip was the 1,700-mile transpacific flight from Shemya to Misawa. The trip took 14 hours and required four aerial refuelings.

The final leg -- which took six hours and ten minutes -- was made from Clark. The helicopters were accompanied



HH-53 SILHOUETTED AGAINST AN ALASKAN SKY DURING THE MISSION

FIRST TRANSPAC HELO FLIGHT

(Continued from Page 1)

by HC-130N tankers from the 54th ARRSq, Pease AFB, N. H.

Each helicopter carried six men: one with four pilots and two flight engineers, and the other with three pilots, a flight surgeon and two engineers. The pilots rotated at the controls every two hours.

The flight surgeon, Maj. Gordon K.

Lochridge, was along on the trip to study stresses on the body caused by long helicopter flights. He said he was amazed at how well the airmen had passed their "stress tests."

ARRS officials added that plans are now being made for three more HH-53 helicopters to fly across the Pacific in October.

GAZETTE

VOLUME IV, NUMBER 28

DA NANG AIRFIELD

SEPTEMBER 5, 1970

HH-53C'S CROSS PACIFIC, LAND HERE

Two giant Air Force HH-53C search and rescue helicopters arrived here after a nine-day, 9,000-mile journey from Eglin Air Force Base, Fla.

The historic flight marks the first time that a helicopter accomplished a trans-Pacific crossing.

The HH-53Cs, unofficially nicknamed Super Jolly Green Giants, will be used for search and rescue missions in Southeast Asia by the

37th Aerospace Rescue and Recovery Squadron; (ARRS) stationed here.

The 14-hour, 1,500-mile trans-Pacific leg of the flight was flown from Shemya Air Force Station in Alaska's Aleutian Islands to Misawa Air Base, Japan.

The 9,000 mile flight shortened the delivery time of the choppers to Vietnam by 75 percent and again demonstrated the long-range capability of helicopters

refueled in the air.

During the trans-Pacific leg of the flight the two helicopters refueled in-flight using HC-130N tankers. The tanker feeds 300 gallons of fuel a minute to the Super Jolly Greens. Without refueling the HH-53C can fly 575 miles.

Inflight refueling is considered a breakthrough in helicopter operations. Once restricted to specific distances, helicopters can fly anywhere to the rescue of a downed pilot, with its range limited only by the endurance of the aircrew.

The feasibility of inflight refueling was first demonstrated by ARRS three years ago when two smaller HH-3E helicopters were flown non-stop across the Atlantic from New York to Paris. Since then, aerial refueling of helicopters during rescue missions in Southeast Asia has become almost routine.

Other stops for the helicopters on the long flight were Minot AFB, N.D., and Elmendorf AFB, Alaska prior to the Pacific crossing. From Misawa the aircraft stopped over at Kadana AB, Okinawa, and Clark AB, Philippines, before arriving at Da Nang.

24 AUG 70

The powerful HH-53Cs are the largest helicopters in the Air Force inventory. They are capable of cruising at speeds near 200 miles an hour and can carry 640 gallons of fuel internally. In addition, they are equipped with two droppable exterior fuel tanks each holding 650 gallons for the trans-Pacific flight.



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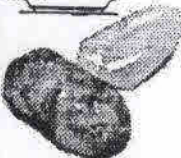
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1.49	NU-SOFT FABRIC SOFTENER	1/2 GALLON \$1.18
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.21	S and W BEANS	303 Cans 6 for .96
.35	CHICKEN NOODLE • RINGO LIPTON SOUPS	4 for \$1.00
.33	ALPENROSE FROZEN YOGURT	ALL FLAVORS ... 8 oz. 4 for \$1.00
.29	START INSTANT ORANGE DRINK	12 OZ. BOTTLES... CASE OF 12 5 for \$1.00
	MILLER'S BEER	(No Return) ... \$1.99

SHOP IN AIR-CONDITIONED COMFORT...
YEAR 'ROUND. PARCEL LOADING AT THE DOOR.

...can was instructed to attend the opening discussions and then return to Jerusalem to report to the Cabinet. Egypt will be represented by its U.N. ambassador, Mohammed Hassan El-Zayatt, and Jordan by Mohammad H. El-Farra, the Jordanian ambassador to Washington. Jordan's U.N. ambassador is not at present in New York.

2 Helicopters Span Pacific

DA NANG, Vietnam (AP) — The first helicopters to fly across the Pacific Ocean arrived here Monday after a nine-day 9,000-mile journey from Eglin Air Force base, in Florida.

The 12 crew members of two HH53 "Super Jolly Green Giant" helicopters were greeted with handshakes, champagne and a traditional dousing by a fire hose.

Officers said the flight cut 75 per cent off the time it normally takes to freight such aircraft to Vietnam and showed the helicopters' worldwide tactical capability.

"We proved the concept of being able to fly anywhere in the world and then doing our business," said the mission commander, Maj. James L. Buera, 38, San Diego, Calif.

The helicopters will be used by the 37th Aerospace Rescue and Recovery Squadron. Its men, flying H53s and smaller rescue aircraft, have saved the lives of hundreds of downed airmen and soldiers in Indochina.

Spokesmen said that plans are now being made for three more HH53 helicopters to fly across the Pacific in October.

The helicopters which landed Monday began their journey from Florida Aug. 15, flying via air bases in North Dakota, Alaska, Japan, Okinawa and the Philippines.

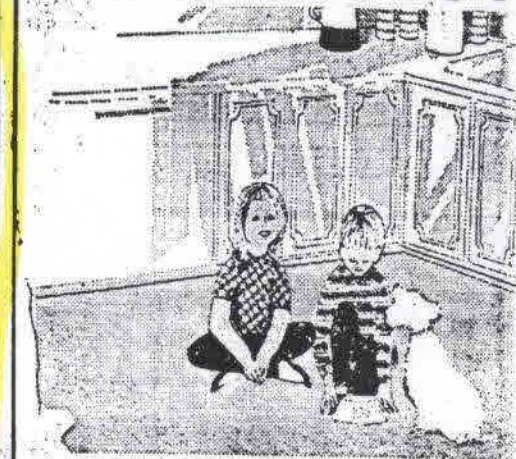
COSBY ENROLLS

AMHERST, Mass. (AP) — Negro comedian Bill Cosby, who has said at times he would like to quit show business and teach school, has applied and been accepted as a student at the University of Massachusetts as a graduate student in the School of Education.

...thou art with me. Thy rod and thy staff, they have comforted me. The New American Bible. The Lord is my shepherd. I shall not want. In verdant pastures he gives me repose. Beside still waters, he leads me. He refreshes my soul. He guides me in right paths for his name's sake.

tion the entire. The New Bible and comprehension reader more than date." Another of the in-chief who we entire project, t F. Hartman of iversity, died la His death broug number of scho not live to see t lished.

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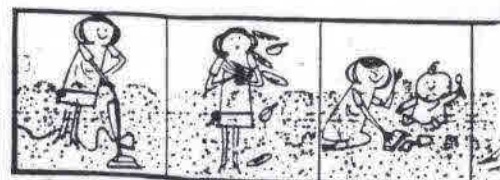
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PAULSONS

25 AUG 1970

U.S. Copters Complete 9,000-Mile Pacific Trip

DA NANG, South Vietnam (S)—The first helicopters to fly across the Pacific Ocean arrived here Monday after a nine-day, 9,000-mile journey from Eglin Air Force Base in Florida.

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Officers said the flight cut 75% off the time it normally takes to freight such aircraft to Vietnam and showed the helicopters' worldwide tactical capability.

"We proved the concept of being able to fly anywhere in the world and then doing our business," said the mission commander, Maj. James L. Suerd, 33, of San Diego.

trip from Shemya Air Force Station in the Aleutian Islands to Misawa Air Base, Japan. The trip took 14 hours and required four aerial refuelings.

Each helicopter carried six men, one with four pilots and two flight engineers, the other with three pilots, a flight surgeon and two engineers.

The helicopters will be used by the 37th Aerospace Rescue and Recovery Squadron. Its men, flying HH-53s and smaller rescue aircraft, have saved the lives of hundreds of downed airmen and soldiers in Indochina.

Spokesmen said that plans are now being made for three more HH-53 helicopters to fly across the Pacific in October.

The helicopters which landed Monday began their journey from Florida Aug. 15, flying via air bases in North Dakota, Alaska, Japan, Okinawa and the Philippines.

Their longest stop was the 1,700-mile transpacific

Ocean-Conquering Copters Welcomed

DA NANG, Vietnam (AP) — The first helicopters to fly across the Pacific Ocean arrived here Monday after a nine-day, 9,000-mile journey from the United States.

The 12 crew members of two HH53 "Super Jolly Green Giant" helicopters were greeted with handshakes, champagne and a traditional dousing by a fire hose.

6 Pacific Stars & Stripes
Wednesday, August 26, 1970

Officers said the flight not only cut 75 per cent off the time it normally takes to freight aircraft to Vietnam but the helicopters demonstrated their worldwide tactical capability.

"We proved the concept of being able to fly anywhere in the world and then doing our business," said the mission commander, Maj. James L. Butera, 38.

Spokesmen said that plans are now being made for three more

HH53 helicopters to fly across the Pacific in October.

The helicopters which landed Monday began their journey from Florida Aug. 15, flying via air bases in North Dakota, Alaska, Japan, Okinawa and the Philippines.

They were delayed for a day at Fort Nelson, British Columbia, Canada, for a maintenance check, and at Elmendorf Air Base in Alaska by bad weather.

Their longest hop was the

1,700-mile transpacific trip from Shemya Air Force Station in the Aleutian Islands to Misawa Air Base, Japan. The trip took 14 hours and required four aerial refuelings.

The final leg, which took six hours and 10 minutes, was made from Clark Air Base in the Philippines, 917 miles away.

The aircraft were accompanied on most of the journey by fixed wing refueling planes.



U.S. Copters Complete 9,000-Mile Pacific Trip

DA NANG, South Vietnam (P)—The first helicopters to fly across the Pacific Ocean arrived here Monday after a nine-day, 9,000-mile journey from Eglin Air Force Base in Florida.

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Information on Hyde County Veterans



Lt. Col. William Farrow "Billy" Williams
U. S. Air Force (1953-1973)

William Farrow "Billy" Williams was born 17 January 1929 in Swan Quarter at home. Attended school in Swan Quarter until graduation in 1947. Graduated East Carolina Teacher's College in 1953 with a BS in Music Education and was commissioner 2nd Lieutenant, USAF in May 1953.

Billy was Aircraft Commander on the first Trans-Pacific Helicopter Flight from 15 to 24 August 1970. He flew Sikorsky HH-53C #69-5788 for Air Rescue and Recovery Service, USAF. The HH-53 C's, unofficially nicknamed Super Jolly Green Giants, began the historic flight on Saturday, August 15 from Eglin Air Force Base in Ft. Walton Beach, FLA. The flight shortened the delivery time of the choppers to Vietnam by about 75% and demonstrated the long-range capability of helicopters refueled in the air. The 14-hour, 1,500 mile transpacific leg of the flight was flown from Shemya Air Force Station in Alaska's Aleutian Islands to Misawa Air Base, Japan. The copters were delivered to Da Nang Air Force Base, Vietnam.

He retired as a Lieutenant Colonel in September 1973 while serving as Commander of Detachment 5, 39th ARRS, Tyndall AFB, Panama City, FLA. During his career he earned the Air Medal with one Oak Leaf Cluster and the Commendation Medal. After retirement in 1973 he and his family returned to Swan Quarter and built a house on the family farm next to the home of his parents. After retirement from the AF, Billy served as County Commissioner for Hyde, served as a member and then Chairman of Hyde's Board of Elections, worked as Weighmaster for Farm Bureau Hog Market for many years, was Chairman of Eastern Carolina Health Systems Agency, was Chairman of Hyde Rural Health and Contracting Officer for Hyde County on the West-Double-Quarter-Bay Canal Drainage Project.

Billy was approved for membership in The National Society, Sons of the American Revolution, NC Society on August 13, 1990, a descendant of Captain Joseph Gibbs, Jr.(NC Society Number 1912 and National Number 135467).

Contributed by Ellen A. Williams

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