

CHAPTER III

OPERATIONS

<u>MISSIONS</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>TOTAL</u>
Local Base Rescue Sorties	73	57	56	186
Local Base Rescue Hours	12.1	10.7	12.6	35.4
Aircrew Recovery Sorties	0	2	0	2
Aircrew Recovery Hours	0	1.3	0	1.3
Personnel Rescued	0	3	0	3
Combat losses	0	0	0	0
No. Numbered Missions	0	2	0	2

Mission 6-38-006-5 Aug 70

Detachment 6 was alerted on 5 Aug 1970 at 1857Z by the primary crash net that a USAF O-2, Callsign Sleepy Time 08, had lost a rear engine. Pedro 95 was scrambled and at lift off was informed that the aircraft was going down. The last reported position was 265/10NM off the Bien Hoa Tacan. Pedro proceeded to the area and established contact on 243MHZ. It was requested that the downed pilot use his radio in the beeper function for 15 seconds so Pedro could get a bearing on his position. As the helicopter approached, a day/night flare was ignited and the downed aircraft's position noted as being YT008067. The O-2 was near the river in a rice paddy on firm ground. Pedro 95 landed and picked up the pilots, classified documents and secure speech device. The pilots were 1stLt Robert D. Messer, 19TASS and 1stLt Glenn Bell, 19TASS;

Mission 6-38-006-5 Aug 70 Con'd

both uninjured. Pedro 95 then returned to Bien Hoa Air Base with the O-2 pilots and the mission was terminated at 1940Z, 5 Aug 70. The crewmembers of Pedro 95 were (AC) Major Elmer Funderburk Jr., (GP) Capt Richard S. Dunlap, (FF) SSgt George W. Tatum, (FF) SSgt Harry Bryant, (MT) SSgt Glenn A. Mumpower.

Mission 6-38-007-11 Aug 70

Detachment 6 was alerted on 11 Aug 70 at 1430Z by the control tower that a crewmember on board a C-141 on the east end of Bien Hoa Air Base, had been wounded during an attempted hijacking. Pedro 95 was launched at 1435Z and arrived in the area less than one minute later. However, due to poor communications, the location and status of the injured victim were not immediately known. It appeared that the outgoing transmissions from Pedro 95 were not being received by the personnel on the FM crash net at the scene. UHF transmissions with the tower were good, but the tower was evidently unable to quickly relay to the on-the-scene commander. Almost ten minutes later it was monitored that the victim was out of the aircraft and awaiting evacuation from the east ramp. An approach and landing was quickly made and the victim was loaded on the aircraft at 1445Z. Pedro 95 lifted off and arrived at the 24th Evacuation Hospital at 1455Z. The victim was immediately taken into surgery and Pedron 95 returned to Bien Hoa Air Base, RVN. The mission was terminated at 1510Z. The

Det 6, 38ARRSq, hist, Jul - Sep 70

6-11

Mission 6-38-007-11 Aug 70 Con'd

Pedro crewmembers were: (AG) Capt Roy M. Litzen, (CP)

Russell T. Birmingham, (HM) Sgt Earl S. Wright, (MT) TSgt

Grady J. Mullins.

SAFETY OF OPERATION

Det 6 received a monthly Explosive Safety Survey administered by the 3TFW. In addition, a self-survey was accomplished by the Safety Officer and Safety NCO. On 24 September 1970, Major Frank Harris of Headquarters, Aerospace Rescue and Recovery Service conducted a Safety Survey with no major deficiencies noted. There were no ground or flying accidents or incidents during this quarter.

TRAINING PROGRAM

The training program for this quarter was extensive. This was due to a heavy personnel turnover. Major Elmer Funderburk Jr, Detachment Commander, completed training and was upgraded to Aircraft Commander on 26 July 1970. Capt Roy M. Litzen was upgraded to Instructor Pilot on 4 Sep 70. Capt Russell T. Birmingham began upgrade training to Aircraft Commander. At the end of the period covered by this report, Capt Birmingham's training was 85% completed. Sergeant James W. Warf was upgraded to Instructor Helicopter Mechanic and at the present time is training Sergeant Allen G. Morten as a Helicopter Mechanic. Sergeant Morten's training is 90% completed. Captains Birmingham and Troolin were upgraded to Co-Pilots. 1stLt John W. Mack was also upgraded to

Mission 6-38-006-5 Aug 70 Con'd

both uninjured. Pedro 95 then returned to Bien Hoa Air Base with the O-2 pilots and the mission was terminated at 1940Z, 5 Aug 70. The crewmembers of Pedro 95 were (AC) Major Elmer Funderburk Jr., (CP) Capt Richard S. Dunlap, (FF) SSgt George W. Tatum, (FF) SSgt Harry Bryant, (MT) SSgt Glenn A. Mumpower.

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SUPPORTING DOCUMENT #12

DATE: 13 AUG 70

16 August 1970

MISSION NUMBER: 3-38-005-13 AUG 70

AIRCRAFT DESIGNATION: KING 26

LOCATION: 360/21/93

DISTRESSED AIRCRAFT: Skycap 36 (CH-3)

SAVES: 2 Non-Combat

1. (C) At approximately 0705Z, Hillsboro informed King 26 that Lion (GOI) had lost contact with Skycap 36. King 26 contacted Lion and found that contact with Skycap 36 had been lost 20 nm north of Ubon. Hillsboro informed King 26 that Wolf 02 had voice contact on Guard frequency with Skycap 36 and was proceeding toward their area. Skycap 36 had crashed approximately 20 nm north of Ubon and was on fire. There were 5 POB, 2 burned, 1 very badly. King 26 contacted Wolf 02 on Guard and confirmed the information received from Hillsboro. King 26 contacted Ubon tower to launch Pedro. Pedro 08 had already been alerted and was airborne at 0715Z. King 26 put all forces on Pedro's primary frequency, 274.5. Talking to Wolf 02, King 26 learned that the 2 burned survivors were away from the crash and did not know if the other 3 POB had gotten free. All 5 were aboard when Skycap 36 hit. Spike 45, an OV-10, was in the area also and had the crash in sight. Spike 45 was made On-Scene Commander (OSC) at 0725Z and Wolf 02 departed the site. Jack had alerted Jolly Green 61 & 56 at Ubon, and after talking to Pedro 08, King 26 decided to launch Jolly Green 61 & 56. After Pedro 08 landed at the site, they advised that the seriously burned must be evacuated immediately. Pedro 08 left the site with the 2 known survivors on board at 0740Z, leaving 2 firefighters to secure the area and search for the 3 missing persons. Pedro 08 advised that one survivor had 3rd degree burns over 95% of his body and would probably need to be evacuated out of Ubon, Jack was advised. Ubon tower confirmed that an ambulance and doctor were awaiting Pedro 08. Jolly Green 61 arrived at the scene and sent his 2 PJ's to search for the missing persons. Shortly afterward, Jolly Green 56 arrived with a doctor on board and their PJ's joined the search. During this time, approximately 200 Thais had gathered at the crash site, including 7-8 militia. Ubon TUOC (Wolfpack) was contacted to arrange for a ground/security team to be sent into the area. Jolly Green 61 asked if there was any armament on board Skycap 36. Wolfpack confirmed that there were 2000 rounds of 7.62 and 12 Mk 79. Meanwhile, the bodies of the 3 missing persons were found. Two of the bodies were recovered, but the 3rd could not be removed from the still burning wreckage. Once it was determined that there were no survivors, the ground team was pulled back, away from the wreckage. Wolfpack was advised that they would need to send someone with the ground team to recover the 3rd body. Spike 45 was cleared to depart the area and Jolly Green 61 was placed in charge of recovery forces. Pedro 88 was launched with a ground team from Ubon aboard. Jolly Green 61 & 56, with 2 bodies aboard Jolly Green 56, departed the crash site at 0835Z, leaving the 2 Pedro firefighters at the site. Pedro 88 and Skycap 32 arrived on scene at 0850Z and took over the operation. King 26 departed.

2. (U) King 26 Crewmembers:

AMC/AC	CPT WESTBROOK
CP	CPT MILLER
NN	CPT HOST
RO	SSG SWINSON
FE	MSG DUNCAN
FE	TSG CONDOVA
LM	TSG LORENZ

CLYDE O. WESTBROOK JR., Captain, USAF
Airborne Mission Commander/Aircraft Commander

~~SECRET~~

XX

PRIORITY
PRIORITY

19/1020Z/AUG 70

FOR OFFICIAL USE ONLY

56TH SP OP WJ/MAKING PHANOM RTAFB THAI

13AF/DCA/DO/DM/CLARK AB PI

INFO: 7/13AF/DCA/DO/DM/UDORN RTAFB THAI

7AF/DOG/TAN SON NHUT AB RVN

PRIVILEGED DOCUMENT

SECRET 56 IGY

FOR OFFICIAL USE ONLY (SPECIAL HANDLING REQUIRED. SEE AFR 127-4).

SUBJECT: COMMANDER'S 48 HOUR MISHAP ANALYSIS REPORT (U).

REFERENCE 56SON OPREP-3 181027Z AUG 70.

On 13 AUGUST 1970 A CH-3E, SN 63-9681, CALL SIGN SKYCAP 36, CRASHED 1 MILES NORTH OF UDORN RTAFB AT 1110 (G). THE AIRCRAFT, ASSIGNED TO THE 21ST SOS WAS COMPLETELY DESTROYED BY FIRE. OF A CREW OF FIVE, THERE WERE FOUR FATALITIES AND ONE INJURY. THE INSTRUCTOR PILOT WAS CAPTAIN ALAN B. CHEESEMAN, [REDACTED] R. HE WAS OCCUPYING THE JUMP SEAT AND HE WAS GIVING AN INSTRUCTOR PILOT UPGRADE CHECK TO THE LEFT SEAT PILOT. CAPTAIN CHEESEMAN RECEIVED FATAL INJURIES IN THE CRASH. HE HAD 11 AND ONE HALF MONTHS IN SEA AND HAD COMPLETED 129 COMBAT MISSIONS. THE PILOT, CAPTAIN VICTOR L. GENEZ, [REDACTED] WAS OCCUPYING THE LEFT OR COPILOT'S SEAT. HE WAS RECEIVING AN INSTRUCTOR PILOT CHECK RIDE. CAPTAIN GENEZ, THE ONLY SURVIVOR, RECEIVED BURNS.

AUG

1 4

CRAFT
VC
EX

DCO

TUOC

180H

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22808

602808

606808

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BJA

BCH

BDO

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BTO

CES

EPS

BES

SUPS

70

DATE

OFFICE

ORIGINATOR/RELEASING

OFFICE

RUBEN M. WARE, Lt Colonel, USAF
Chief of Safety~~SECRET~~

ABBREVIATED JOINT MESSAGEFORM
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

SECRET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
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INFO			

ABOUT HIS FACE, HANDS, AND KNEES. HE HAS TEN MONTHS IN SEA AND HAS
FLOUN 96 COMBAT MESSAGES. THE OTHER PILOT WAS CAPTAIN GEORGE D.
HENRY, 432-76-5278FR. HE WAS IN THE RIGHT OR PILOT'S SEAT. HE WAS
RECEIVING PART OF HIS INITIAL THEATER CHECKOUT TRAINING. HE
RECEIVED FATAL INJURIES. THERE WERE TWO FLIGHT ENGINEERS: SGT
WILLIAM L. REPLEY, ~~XXXXXXXXXX~~, AND SSGT TERRY D. REAMS, ~~XXXXXX~~
~~XXXXXX~~ SGT REPLEY WAS KILLED IN THE CRASH. SSGT REAMS SURVIVED
THE CRASH, BUT DIED ENROUTE TO THE ARMY BURN CENTER AT CAMP ZAMA
JAPAN. BOTH FLIGHT ENGINEERS WERE HIGHLY QUALIFIED COMBAT VETERANS
IN THE CH-3E.

THE PURPOSE OF THE FLIGHT WAS A COMBINATION OF TRAINING AND COMBAT
SUPPORT. THE FLIGHT DEPARTED NKP AT 1245 (G) ON A VFR FLIGHT TO
UBON TO PICK UP SOME CARGO. ENROUTE, CAPT GENEZ WAS TO RECEIVE
HIS INSTRUCTOR PILOT CHECK. AFTER DEPARTURE THE FLIGHT FLEW TO
NKP (EAST) THEN FOLLOWED THE MUKONG RIVER TO TACAN CHANNEL 99,
MUKDAHAN, THEN ENBOUND ON THE UBON 360° RADIAL. FLIGHT WAS CON-
DUCTED AT 1500 FEET ISL (1000 FEET AGL) AND 100 KNOTS. THE
SURVIVING PILOT RELATES THAT AFTER APPROXIMATELY ONE HOUR AND
TWENTY-FIVE MINUTES HE HEARD A LOUD BANG (NOT AN EXPLOSIVE TYPE
BANG) FOLLOWED IMMEDIATELY BY LOSS OF ALL AC ELECTRICAL POWER.
THIS WAS CONFIRMED BY THE WARNING PANEL. CAPT GENEZ IMMEDIATELY

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ABBREVIATED JOINT MESSAGEFORM
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

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PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
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TOOK CONTROL OF THE AIRCRAFT AND INITIATED AUTOROTATION. AT ABOUT THIS TIME ONE OF THE FLIGHT ENGINEERS REPORTED A FUEL FIRE AND ASKED CAPT CHRISTIAN FOR THE COCKPIT FIRE EXTINGUISHER. FLIGHT ENGINEER NEXT REPORTED A FIRE IN THE ROTOR HEAD AREA. THE COCKPIT FILLED WITH HEAVY BLACK SMOKE MAKING BREATHING AND VISION DIFFICULT FOR A FEW SECONDS. INSTRUCTOR PILOT REACHED UP AND SHOT OFF THE ENGINE SPEED SELECTORS. FLAMES WERE NOW ENTERING THE COCKPIT FROM CARGO COMPARTMENT FORCING THE INSTRUCTOR PILOT FROM HIS SEAT. AT APPROXIMATELY 200 FEET AGL A "HARD OVER" WAS EXPERIENCED. (STICK MOVED FULL RIGHT AND AFT FREEZING IN THIS POSITION). AIRCRAFT ENTERED A RIGHT TURN WITH A PITCHED UP OF ABOUT 30°. AIRCRAFT STRUCK THE GROUND IN THIS POSITION AT 1000 - 1500 FT/MINUTE. THE TIME SPAN FROM HANG TO IMPACT WAS 60 SECONDS OR LESS, THE TIME REQUIRED TO AUTOROTATE THE 1000 FEET TO THE GROUND. CRASH OCCURRED ON THE UBON TAGAN 360° RADIAL AT 21 MILES. A LOGICAL EXPLANATION FOR MULTIPLE EMERGENCIES AND SUBSEQUENT FAILURES OF UNRELATED AND REDUNDANT SYSTEMS COULD NOT BE REACHED BY THE BOARD MEMBERS OR BY A SIKORSKY TECHNICAL REPRESENTATIVE. WEATHER AND CREW REST WERE NOT A FACTOR. THERE WAS NO SIGNIFICANT MAINTENANCE HISTORY. ON THE SCENE INVESTIGATION REVEALED THAT THE ENGINES WERE INTACT AND PROVIDED NO EVIDENCE OF MALFUNCTION. (THIS WAS CONFIRMED BY

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DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

ABBREVIATED JOINT MESSAGEFORM
and/or CON—LATION SHEET

SECURITY CLASSIFICATION
SECRET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE...
ION			
INFO			

THE PILOT IN A SECOND INTERVIEW). THE ENTIRE AIRCRAFT WITH THE EXCEPTION OF THE STEEL AND TITANIUM COMPONENTS, THE AFT TAIL SECTION AND THE ROTOR BLADES WAS CONSUMED BY THE ENSUING FIRE. INSPECTION OF THE ROTOR BLADES REVEALED ONE 50 CALIBRE HOLE IN A BLADE POCKET AND WHAT APPEARED TO BE ANOTHER BULLET IMPACT ON THE LEADING EDGE OF ANOTHER BLADE INDICATING GROUND FIRE FROM AN AUTOMATIC WEAPON. OTHER EVIDENCE OF GROUND FIRE WAS NOT FOUND DUE TO THE COMPLETE BURNING OF THE AIRCRAFT FUSELAGE. THE ANGLE THE BULLET ENTERED AND EXITED THE BLADE IN FLIGHT INDICATES THE PROBABILITY OF THE AIRCRAFT RECEIVING ADDITIONAL HITS IN THE AREA IN QUESTION. GROUND FIRE

WO EXPLAIN THE MULTIPLE MALFUNCTIONS AND SOURCE OF THE FIRE. BECAUSE OF THE PARTICULAR EVENTS, THE SEQUENCE IN WHICH THEY OCCURRED AND THE DISCOVERY OF BULLET HOLES IN THE AIRCRAFT, THE BOARD CONCLUDES THAT AUTOMATIC WEAPONS FIRE WAS THE CAUSE OF THE CRASH.

INTELLIGENCE REPORTS CONFIRM CT ACTIVITY IN THE AREA. INTERVIEWS AT THE SCENE REPORTED THAT GROUND FIRE WAS HEARD AT THE TIME OF THE CRASH.

THIS LOSS IS DETERMINED TO BE A COMBAT LOSS AS A RESULT OF A HOSTILE AUTOMATIC WEAPON IN THE 50 CALIBRE CLASS. GP-4

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Information on Hyde County Veterans



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

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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).

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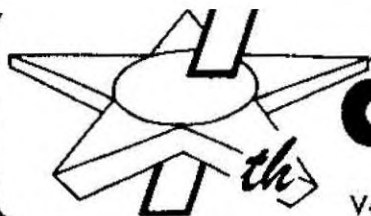
Contributed by Ellen A. Williams

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 Nang 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



24AVL-70

U.S. Air Force photo

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.

Loehrige, 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.

Ocean-Conquering Helicopters 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.

BIG DISCOUNTS

DIET PEPSI

10 oz. Bottles

Cin. of 6

Comp. at 79¢

49¢



DITTO ... U.S. No. 1 RUSSETT

POTATOES



10 lb. 44¢

GOLDEN RIPE HANDS

BANANAS

10¢

WATCH FOR

WHY PAY

BORDE

DUTCH

IMPERIA

MARGA

LIPTON.

MAIN DI

NU-SOFT

FABRIC SOFTENER

• CHICKEN • BEEF • TURKEY

BANQUET MEAT PIES

• GARBANZO • KIDNEY • CHILI

S and W BEANS

CHICKEN NOODLE • RINGO

LIPTON SOUPS • COUNTRY VEG.

ALPENROSE FROZEN

YOGURT

START

INSTANT ORANGE DRINK

12 OZ. BOTTLES... CASE OF 12

MILLER'S BEER

(No Return)...

6¢

8¢

66¢

\$1.18

5 for 86¢

6 for 96¢

4 for \$1.00

4 for \$1.00

5 for \$1.00

\$1.99

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

... Ambassador in Washington. Jordan's U.N. Ambassador is not at present in New York.

me repose... Besides... leads me... soul... Ho guide... for his name

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.

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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 in-flight 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 Kadena 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 300 miles an hour and can carry 640 gallons of fuel internally. In addition, they were equipped with two droppable exterior fuel tanks each holding 650 gallons for the trans-Pacific flight.

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

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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.

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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