

Helicopter 66-00710

Information on U.S. Army helicopter UH-1 tail number 66-00710

Date: 670731

Incident number: 670731011ACD Accident case number: 670731011 Total loss or fatality Accident South Vietnam

Number killed in accident: 4 Injured: 0 Passengers: 0
costing 789679

Loss to Inventory

Crew Members:

AC W2 CAUTHEN HENRY CLAY SR KIA
P W1 DAVIE RODNEY OWEN KIA
CE E5 ALLWOOD JOSEPH WAYNE BRYA KIA
G E4 WILLIAMS PAUL EDWARD KIA

Accident Summary:

The subject helicopters were gun ships on a night reconnaissance mission in an area south and west of Phu Hiep AAF, RVN. At a point 2.1 miles southwest of the Phu Hiep complex, the two helicopters lost contact with each other, resulting in a mid-air collision at approximately 2345 hours. Both aircraft were totally destroyed in the resultant crash and fire. There were no survivors. The two gun ships became separated while approaching the RVN compound, one half mile northwest of the crash site. Helicopter 66-707 circled to the left. This fact is borne right from the statement of one witness, that the aircraft he was trying to follow appeared to be further away, as the sound moved west and south. Also the radio transmission between the two aircraft indicated that 66-707 was in a left turn. After the first pass over the area, helicopter 66-710 circled left toward the bridge and then turned back right over the bridge and to the southeast. At the time the two helicopters collided in the air, 66-710 was on a heading somewhere between 140 degrees and 180 degrees. Helicopter 66-707 was at a heading somewhere between 320 degrees and 360 degrees. At the point of contact, it is assumed that 66-710 was turning away from 66-707 or 66-707 was turning away from 66-710. This fact is evidenced by the rotor blade marks on the left door of 66-710. It was a glancing blow with the under side of the rotor blade marking the door. The force of 66-707 striking 66-710 and the resultant vibration caused the transmission and rotor head to become separated. The transmission fell straight down, or nearly straight down. The rotor blade and head, having some aerodynamic characteristic, fell south of the point of mid-air collision. Helicopter 66-707 became a flaming ball falling to the southeast. Witnesses stated they saw the burning wreckage falling to their left, which some believed to be to the north. Helicopter 66-710 did not burn until after ground impact. Parts of 66-710 fell in the general direction of south, with the main wreckage making contact with the ground at a heading 160 degrees. The helicopter struck a rice paddy dike, flipped around, causing the engine to tear loose, and continue another 25 feet. The helicopter burst into flames at, or shortly after, ground contact. The pilot in the left seat of 66-710 was thrown clear along with the pilots seat shortly after the mid-air collision. He became separated from the seat prior to ground contact.

The following is crew member information for this incident:

Name: SP5 Joseph Wayne Brya Allwood
Status: Killed In Action from an incident on 07/31/67 while performing the duty of Crew Chief.
Age at death: 22.3
Date of Birth: 04/23/45
Home City: Williston, FL
Service: regular component of the U.S. Army.
Unit: 188 AHC
Major organization: other
Service: U.S. Army.
The Wall location: 24E-053
Aircraft: UH-1C tail number 66-00710
Service number: 14925034
Country: South Vietnam
MOS: 67N2F
Major attributing cause: aircraft connected not at sea
Compliment cause: weapons
Vehicle involved: helicopter
Position in vehicle: crew chief
Started Tour: 04/30/67
"Official" listing: helicopter air casualty - other aircrew
Current status: non-hostile dead - died out-right
Length of service: 01
Location: Unknown Province
Reason: aircraft lost or crashed
Casualty type: Non-hostile - died while missing
single male U.S. citizen
Race: Caucasian
Religion: Baptist - other groups
The following information secondary, but may help in explaining this incident.
Category of casualty as defined by the Army: non-battle dead Category of personnel: active duty Army
Military class: enlisted personnel
This record was last updated on 07/30/95

Name: CW2 Henry Clay Cauthen, Sr.
Status: Killed In Action from an incident on 07/31/67 while performing the duty of Aircraft Commander.
Age at death: 36.1
Date of Birth: 06/22/31
Home City: Clarksdale, MS
Service: AV branch of the reserve component of the U.S. Army.
Unit: 188 AHC
Major organization: 1st Aviation Brigade
Flight class: 63-7W
Service: AV branch of the U.S. Army.
The Wall location: 24E-54
Short Summary: Gunship mid-air w/Rodney O. Davie. In other ship was Robert Wallace and James

Poggemeyer near Tuy Hoa/Phu Hiep.
Aircraft: UH-1C tail number 66-00710
Call sign: Black Widow
Service number: W2215523
Country: South Vietnam
MOS: 062B = Army rotary wing aviator, warrant officer
Primary cause: Mid-Air
Major attributing cause: aircraft connected not at sea
Compliment cause: weapons
Vehicle involved: helicopter
Position in vehicle: co-pilot
Started Tour: 04/27/67
"Official" listing: helicopter air casualty - other aircrew
Current status: non-hostile dead - died while missing
Length of service: 18
Location: Unknown Province
Reason: aircraft lost or crashed
Casualty type: Non-hostile - died while missing
married male U.S. citizen
Race: Caucasian
Relgion: Baptist - other groups
The following information secondary, but may help in explaining this incident.
Category of casualty as defined by the Army: non-battle dead Category of personnel: active duty Army
Military class: warrant officer
This record was last updated on 07/28/94

Name: WO1 Rodney Owen Davie
Status: Killed In Action from an incident on 07/31/67 while performing the duty of Aircraft Commander.
Age at death: 22.8
Date of Birth: 10/26/44
Home City: Park Forest, IL
Service: AV branch of the reserve component of the U.S. Army.
Unit: 188 AHC
Major organization: other
Flight class: 66-15R/66-13
Service: AV branch of the U.S. Army.
The Wall location: 24E-54
Short Summary: Mid-air at Tuy Hoa/Phu Hiep W/AC W2 CAUTHEN, CE E5 ALLWOOD, G E4 WILLIAMS killed. In other gunship was Poggemeyer & Wallace.
Aircraft: UH-1C tail number 66-00710
Call sign: Black Widow/Spider
Service number: W3154297
Country: South Vietnam
MOS: 062B = Army rotary wing aviator, warrant officer
Primary cause: Mid-air

Major attributing cause: aircraft connected not at sea
Compliment cause: weapons
Vehicle involved: helicopter
Position in vehicle: co-pilot
Started Tour: 11/13/66
"Official" listing: helicopter air casualty - other aircrew
Current status: non-hostile dead - died of wounds/injury
Length of service: 01
Location: Unknown Province
Reason: aircraft lost or crashed
Casualty type: Non-hostile - died while missing
single male U.S. citizen
Race: Caucasian
Religion: Protestant - no denominational preference
The following information secondary, but may help in explaining this incident.
Category of casualty as defined by the Army: non-battle dead Category of personnel: active duty Army
Military class: warrant officer
This record was last updated on 08/20/95

Name: SP4 Paul Edward Williams
Status: Killed In Action from an incident on 07/31/67 while performing the duty of Gunner.
Age at death: 19.9
Date of Birth: 09/20/47
Home City: Chicago, IL
Service: regular component of the U.S. Army.
Unit: 188 AHC
Major organization: other
Service: U.S. Army.
The Wall location: 24E-058
Aircraft: UH-1C tail number 66-00710
Service number: 16896260
Country: South Vietnam
MOS: 11B20
Major attributing cause: aircraft connected not at sea
Compliment cause: weapons
Vehicle involved: helicopter
Position in vehicle: door gunner
Started Tour: 04/01/67
"Official" listing: helicopter air casualty - other aircrew
Current status: non-hostile dead - died out-right
Length of service: 00
Location: Unknown Province
Reason: aircraft lost or crashed
Casualty type: Non-hostile - died while missing
single male U.S. citizen
Race: Negro

Religion: Baptist - other groups

The following information secondary, but may help in explaining this incident.

Category of casualty as defined by the Army: non-battle dead Category of personnel: active duty Army

Military class: enlisted personnel

This record was last updated on 09/07/96

Please send additions or corrections to:

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