



THE DUSTOFFER NEWSLETTER



DUSTOFF ASSOCIATION

NOVEMBER 1994

**16th ANNUAL REUNION OF THE DUSTOFF ASSN.
24, 25, 26, FEBRUARY 1995
SAN ANTONIO, TEXAS**



Vietnam Magazine's August 1994 edition featured a DUSTOFF aircraft with the following cover description: American wounded are medevaced by helicopter following an encounter with Viet Cong forces.

PRESIDENT'S MESSAGE

Dear DUSTOFFERS,

As the months fly by, the time for our annual reunion draws nearer and plans are well under way for us to have a great time. The dates are 24, 25, and 26 February at the Holiday Inn-Northwest. Application forms and a schedule of events are included in this issue of the newsletter. I ask that you take the time to fill out the application form and send it in as soon as possible (even if you live in San Antonio). Every year we have a terrible time estimating how many folks are going to attend because many do not send in applications; they just show up. We certainly want everyone to attend even if they don't send in an application, but it certainly helps our planning if we get the application! So, please help us by sending us your application. I urge you all to find a way to attend this year's reunion...you won't be sorry!

We will need to select a full slate of officers this year. Normally, the Vice President moves on to be the new President, but unfortunately, Steve Bailey recently resigned from the Vice Presidency. Steve really hated to resign, but thought it best as his company has undergone a major reorganization and his responsibilities and travel requirements have increased dramatically. It will hurt the Association as I know no one who loves DUSTOFF more than Steve or would do a better job as the President. Many thanks for his support this year!

I have truly enjoyed being the President of the Association this year and want to thank all for their support (particularly Joe Ponce, Chris Landers, and Jim Truscott). Have a safe and joyous holiday (Thanksgiving and Christmas) and I hope to see you all in February at our reunion!

Sincerely,

Bob Romines

DUSTOFF APPLICATION

NEW MEMBERSHIP AND CHANGE OF ADDRESS

[illegible]

_____ I wish to join as a Lifetime Member. \$100.00 (One-time Fee)

_____ Change of address.

RANK _____

LAST NAME _____

FIRST NAME _____ M.I. _____

MAILING ADDRESS _____

SPOUSE'S NAME _____

TYPE MEMBER: _____ Lifetime Home Phone (_____) _____ - _____
 _____ Regular Work Phone — DSN _____ - _____

DUSTOFF ASSOCIATION EXECUTIVE COUNCIL

CHAIRMAN ROBERT ROMINES
VICE PRESIDENT STEVE BAILEY
TREASURER CHRIS LANDERS
SECRETARY JOE PONCE

PAST PRESIDENTS:

CHARLES MATEER
JOHN HOSLEY
BYRON HOWLETT
ED TAYLOR
TOM SCOFIELD
JOE MADRANO
JIM RITCHIE
DON CONKRIGHT
ROY HANCOCK
GLEN MELTON
JERRY NOLAN
JIM TRUSCOTT
ROGER OPIO
ED BRADSHAW

FOUNDER

TOM "IGOR" JOHNSON

MEMBERS AT LARGE:

MIKE KELLEY
AL RHODES
FRED GRATES
CHARLES DAVIS
HANK MAYER

EXECUTIVE DIRECTOR

RICH BEAUCHEMIN

NEWSLETTER EDITOR

JIM TRUSCOTT

**TECHNOLOGY PROVIDED BY
MEDICAL SERVICES INTERNATIONAL**

DUSTOFF UNITS - LINEAGE AND HONORS

50th Medical Company (Air Ambulance)

The Army's only divisional air ambulance unit, the 50th Medical Company (Air Ambulance) has a history including two major and distinct predecessors: the 50th Medical Detachment and the 326th Medical Battalion of the 101st Airborne Division. The 326th was originally constituted in July 1918 as a Sanitary Train, only to be disbanded later that year. It was reconstituted as a reserve unit in 1921 as a medical regiment and received its designation as a medical battalion in 1942. In August of that same year, the 326th was consolidated with the 326th Airborne Medical Company in the Army of the United States and activated at Camp Claiborne, Louisiana. Following World War II, the unit was inactivated in France. A variety of redesignations, activations, and inactivations followed until 1957 when the 326th became the 326th Medical Company (Airborne). The unit was reorganized as a medical battalion in 1964 and, only a few years ago, the division structure eliminated separate functional battalions in favor of multifunctional support battalions. The 50th Medical Detachment began life in 1943 as a malaria control unit in New Orleans, changed organizations several times before being inactivated in India in late 1945. It became a Regular Army medical detachment in 1952 and was activated in Korea where it remained for ten years. Following yet another organizational change, it was reactivated at Fort Polk, Louisiana. The command was inactivated in 1968 as its assets became the air ambulance platoon of the 326th Medical Battalion. Medical Force 2000 (MF2K) reorganization in 1992 saw the 50th become a medical company (air ambulance), a unit unique in many ways.

CAMPAIGNS

World War II

EAME - Silver Band
Normandy and Rhineland w/ Arrowhead
Ardennes - Alsace
Central Europe
AP - Silver Band

Korea

Third Korean Winter
Korea, Summer 1953

Vietnam

Counteroffensive Phases III-VII
Tet Counteroffensive
Tet 69/Counteroffensive
Summer-Fall 1969
Winter-Spring 1970
Sanctuary Counteroffensive
Consolidation I and II

Southwest Asia

Defense of Saudi Arabia
Liberation and Defense of Kuwait

DECORATIONS

Presidential Unit Citations -
Normandy and Bastogne
Meritorious Unit Commendations -
Korea 1953, Korea 1953-1954,
Vietnam 1967-1968, Vietnam 1968-1969
French Croix de Guerre with Palm,
WW II, Normandy
Netherlands Orange Lanyard
Belgian Fourragere with Palm 1940,
Bastogne
Republic of Vietnam Crosses of
Gallantry with Palm,
1968-69 and 1971
Republic of Vietnam Civil Action
Honor Medal, 1968-70

236th Medical Company (Air Ambulance)

The 236th was constituted as a medical service detachment in the Army of the United States in October 1944 to be activated in France a little over a month later. The unit was redesignated a medical supply detachment

in 1945 and was inactivated following World War II. In May 1968, the 236th was redesignated the 236th Medical Detachment (Helicopter Ambulance), activated in July 1968 at Fort Polk, Louisiana, and proceeded to the Republic of Vietnam. In October 1989, the unit was redesignated as a UH-60 company in Augsburg, Germany, later moving to its current residence in Landstuhl, Germany.

CAMPAIGNS

World War II

EAME - Silver Band

Vietnam

Counteroffensive Phases VI and VII
Tet 69 Counteroffensive
Summer-Fall 1969
Winter-Spring 1970
Sanctuary Counteroffensive
Consolidation I and II
Cease-Fire

Southwest Asia

Defense of Saudi Arabia
Liberation and Defense of Kuwait



Lt Joe Ponce, then with the 498th Medical Company (Air Ambulance) in the Arabian Desert, supplements his Meals Ready to Eat (MRE) rations with a local delicacy.

DUSTUFF...

Did you know that...

- The UH1 helicopter was built to satisfy the Army's need for a medical evacuation helicopter...and that the first UH1s in Vietnam arrived with the 57th Medical Detachment (Original DUSTOFF) in early 1962?
- Two of the four UH1 crew members ever to earn the Congressional Medal of Honor are DUSTOFFers...Pat Brady and Mike Novosel?
- Famed DUSTOFFer Ed Taylor, due to his towering stature relative to the native populace, was nicknamed "Beaucoup Kilo" during his first tour in the Republic of Vietnam?
- Then-Captain Fred Grates, nee Grizzuto, filed a hysterical hostile action report in late 1968 when his air ambulance collided with large bird over southern Saigon?
- WO Joe Wright was ticketed by the 1st Infantry Division Military Police following a minor collision between his helicopter and a 3/4 ton truck along Route 1 north of Ben Cat, Vietnam in 1968?
- Nowhere is the dedication to mission, selflessness, and just outright individual bravery more keenly demonstrated than in the DUSTOFF team? There are those who would argue that long range recon patrols, tunnel rats, and the Navy's carrier launch crews come close, but, day after day, DUSTOFF men and women quietly and often without any hint of recognition or gratitude, epitomize the finest that is the American fighting soldier.
- CPT Ken Radebaugh flew a REFORGER 1975 training mission for the visiting Big Red One wearing a "Groucho" nose, mustache, glasses, and a cigar clenched between his teeth?
- DUSTOFF Association historian Joe Kralich has designed a variety of innovative devices for DUSTOFF helicopters including: (1) velcro coverings for skids that will allow patient pickup on a low pass, (2) a dual rotor system featuring one set of blades below the fuselage to assist in clearing landing zones, and (3) an IV kit with a 400 foot line so that blood or expanders can be administered throughout a hoist mission?
- Then-Lieutenant Ken Ledford was the only U.S. Army soldier to be awarded the Navy Cross during the Vietnam War? According to the citation, Ken cleverly "...enlisted the aid of four Navy helicopters..." in making a pickup in a hot landing zone in An Xuyen Province in September 1970. All four took hits and two were shot down. Ken and his crew rescued the survivors but there is little indication that interservice relations were totally soothed by his bravery in action.
- Renowned DUSTOFFer Ed Preston has become an Aggie by virtue of a recent change in the affiliation of his alma mater?



From left to right: Lieutenant Walt Harris and Major Howard Huntsman rest their heroic bones while on a standby in a dry season rice paddy in Vietnam, 1965. The two are closely guarded by crew chief SP5 Ralph Kirby.

ROTOR WASH

The Command Suite at the Army Medical Command, formerly Health Services Command but now with a worldwide mission, is taking on a distinctly DUSTOFF aura with the Chief of Staff being Colonel Hank Tuell and the Secretary of the General Staff is Major Pauline Rodriguez Knapp. This is an obvious attempt to lend credibility to the newest of the Army's major commands...During DUSTOFFer Colonel Ed Bradshaw's recent retirement ceremony at Fort Sam Houston, LTG Marc Cisneros, Commanding General, 5th U.S. Army, had some very glowing comments for the DUSTOFF mission and its importance to American fighting forces...**WARNING! WARNING!** The skies are unsafe! Latest report confirm that renegade DUSTOFFers Jim "Warhead" Loomis, R.A. "Arrah" Johnson, and Bill "Wilbur" Stovall are still active in civil aviation, with all of the inherent hazards that such a situation portends. Jim and R.A. are running airports in Fort Smith, Arkansas, and Montgomery, Alabama, respectively, while Wilbur remains at their call to pilot one motor airplane as the occasion presents itself. All have vowed to attend the 1995 DUSTOFF Reunion in San Antonio...Much-traveled and well-worn DUSTOFFer Dick Scott has remarried...this is not a re-run...but has yet to introduce the lovely lady to a meeting of the DUSTOFF Association. Rumor is that he's a little reluctant to break all of his past to his new bride over a single weekend...Dick and Carole remain at home in the Kingdom of Saudi Arabia...DUSTOFF legend John Temperilli has been a tad under the weather recently, doubtless due to trying to accomplish vastly more than his aging frame could muster.

**NEED TO CONTACT
THE ASSOCIATION?
CALL JOE PONCE AT
(210) 221-6406/8357.**

DUSTOFF GRACES "VIETNAM" MAGAZINE

Philip Chinnery penned the following article in the October 1994 issue of Vietnam magazine with a heading that indicated that flying a DUSTOFF medevac chopper was one of the most dangerous jobs in Vietnam -

The Vietnam War took the lives of approximately 58,000 American servicemen, and an additional 300,000 were wounded. The death toll undoubtedly would have been much higher had it not been for the efficient battlefield evacuation service provided by the Army's ubiquitous Bell UH-1 Huey helicopter.

The first five medical evacuation (medevac) UH-1As arrived in Vietnam in April 1962 with the 57th Medical Detachment (Helicopter Ambulance), in response to a request from the Special Forces for improved support in the evacuation of the wounded. Later the medevac aircraft adopted the nickname "DUSTOFF" from the radio call sign of Major James L. Kelly, a medical evacuation helicopter pilot killed in action on July 1, 1964.

In those early days before the arrival of American combat troops, the South Vietnamese were the DUSTOFFs' main customers. They often insisted that the DUSTOFFs fly out the dead before the wounded, because many Vietnamese soldiers believed that the soul lingers between this world and the next if the deceased was not properly buried.

The evacuation of wounded depended on the seriousness of their wounds. They were classed as routine, priority, or urgent. Urgent patients—those in imminent danger of loss of life or limbs—required an immediate response. Priority patients were those with serious but not critical wounds or illness; they could expect up to a four-hour wait. In practice, any patient bleeding or in great pain was usually classed urgent.

Many DUSTOFF crews worked by the dictates of their own definitions of urgent or nonurgent. Many a bullet-riddled Huey arrived at an aid station full of wounded with its medic and

crew chief exhausted but still working at their own priorities of "Stop the bleeding and keep 'em breathing." It was a decided boost to troop morale to know that they could be evacuated to a hospital quicker than someone involved in an automobile accident on a highway back in the States.

DUSTOFF helicopters were ideal prey for the Viet Cong (VC), who knew for sure that after a firefight, or even during one, the DUSTOFF would come in. Usually unarmed, the Red Cross-marked Hueys made tempting targets. The DUSTOFFs of the 101st Airborne and those of the 1st Cavalry Division took exception to this lack of respect for the Geneva Convention and mounted door guns on their helicopters.

Warrant Officer Phil Marshall arrived in Vietnam in July 1969 and was assigned to the 237th Medical Detachment at Quang Tri. He recalls the procedure that was used for getting into a landing zone (LZ) as safely as possible: "When we approached an LZ, we would go to the ground troop radio frequency, which Operations had been given in the clear over our nationwide DUSTOFF frequency (which was sometimes jammed by the enemy). About two minutes out, we would ask for smoke to be popped and we would identify the color. There were instances of the ground unit calling the color and several smokes of that color appearing, as the Viet Cong monitored our radio calls and tried to lure us into a trap. On one mission, we called for smoke and spotted two green, one yellow and one red smoke. The ground commander said the yellow was his, so that is where we landed, avoiding the other smokes. This procedure helped us determine the wind direction, too; as long as the last three feet of an approach were made into the wind, you could do just about anything you wanted to do with the aircraft, and we usually did! Now *that* was flying.

"See if you can visualize this: 110 knots and a few feet off the deck, flying downwind. You spot your smoke and just as you are about to fly directly over

it you bottom the pitch, at the same time pulling up the nose of the aircraft. A split second later, you bank the aircraft into almost vertical turn and kick in pedal using the lift of the rotor system to brake you as you pass over the LZ. About the time the helicopter begins to sink in, you've done a 180-degree turn, and you pull up the nose and pitch, slowing the descent as you level the aircraft for the last three feet. All this takes a very few seconds and slows the aircraft down immediately without overstressing the aircraft, since the G force is down, from the top of the rotor system, which is actually pointing sideways. This also allows us to approach downwind and to get in and out in a hurry.

"I don't ever remember being misled by a ground commander," Marshall says. "They were usually pretty good about calling us in, although I did hear stories of cold LZs turning hot. Our policy was to not land until we could see a ground guide standing in the middle of the LZ with his hands and his weapon held over his head. We figured that if the guy was confident enough to do that, it was OK to land there. We even went one step further by landing so close to the ground guide that he had to back up, again figuring if it was safe enough for him to stand in that exact spot it was safe to put our skids there."

The busiest year for the air ambulances was 1969, when 140 DUSTOFFs were stationed around the country. Fifteen percent belonged to the 101st Airborne and the 1st Cav, which had their own aircraft, and the rest to various medical detachments. Each aircraft was flying four missions per day. By the end of the war 88 pilots had been killed. On the night of November 15, 1969, Phil Marshall became one of the 380 DUSTOFF pilots to be wounded.

Marshall was dozing on his bunk in the alert hooch as the call "DUST-OFF!" blared from the radio shack next door. Instantly awake, he leapt up and ran to the radio room to get the mission sheet as the copilot, crew chief and

(Continued on page 5)

DUSTOFF GRACES "VIETNAM"

(Continued from page 4)

medic ran to the Huey nearby. With the details of the location and radio frequency of the unit requesting a DUSTOFF in his hand, he emerged from the shack at a dead run.

The copilot's shout of "Clear!" and the slowly increasing whine of the turbine greeted Marshall as he jumped into the darkened left seat. Repositioning his .38-caliber revolver in its waist holster between his legs for extra protection of the vital areas, he crammed the mission sheet into his shirt pocket. It joined the letter from his girlfriend that he had received that evening but had only been able to read three or four times.

He fastened his seatbelt and shoulder harness and slid his armored "chicken plate" under the shoulder straps. He pulled on his helmet and continued the engine runup to 6,600 rpm, while Don Study, the copilot, buckled up and put on his helmet. Marshall continues the story: "Immediately upon reaching proper rotor speed, my intercom call of 'Coming up' was instantly answered by a 'Clear left' from the crew chief, Spc. 4 Zeb Dulin, behind me, and a 'Clear right' from the medic, Spc. 4 Randy Love, on the opposite side. The crew always sat on armored pads on the floor, with their backs to our armored seats for maximum protection. Their rear-facing positions thus gave us 360 degrees of eyesight in any situation.

"As we got light on the skids and lost contact with the ground, Don informed Quang Tri tower of our departure and direction. A DUSTOFF aircraft on an urgent medevac was rarely questioned or asked to hold. A low-level departure generally gave us a chance to scan the area as we climbed to altitude and to stay under the traffic pattern until well away from the city.

"While departing, the copilot normally made a call to the artillery command center for clearance, or at least a report of where artillery was firing from and where it was impacting, so that we could avoid or fly under the rounds.

"As Don made the call, I noticed the dim glow of flares on the north west horizon. I didn't even have to look at my map under the red lights; I knew

where we were going. The 101st Airborne was making a night combat assault out near the firebases along the DMZ. The artillery info was coming in over the radio, but it didn't register—my mind was about 40 klicks (9 kilometers) away.

"The crew was quiet. We knew what we had to do. Here we were, a very green 21-year-old aircraft commander, a 22-year-old copilot in-country for less than two months, a new crew chief all of 20 years old on his first trip to the field, and a 19-year-old medic who had a nice safe job back in some hospital in Da Nang, but was bored and wanted to fly. Young as we were, we had already flown together two days without a hitch, and it was as if we had known each other for years. We were professionals, and we had a job to do.

"When we arrived over the area, we realized that things were kind of bad. The assault was still going on and gunships were trying to suppress the groundfire. The ground commander, 'Click 66,' informed us that he had three wounded that he wanted evacuated; one had a sucking chest wound (a major chest wound that had pierced a lung), the next worst thing to being dead, and time was running out.

"We had trouble locating the correct LZ. There were flares going off and three or four strobe marking lights flashing at the same time. One of the gunships said he would fly over the correct LZ and switch on his position lights as he overflew it. This he did, but as we flared over the LZ, I looked out of my left window and saw a 'Slick' making an approach at the same time. He was 50 feet away and coming straight in, so I pulled pitch and got out of there as fast as I could.

"I asked Click 66 to turn his strobe light on and off, and eventually we found the correct LZ, in a bomb crater on the side of a hill, among some defoliated trees. I could not land, and had to hover about 6 feet above the ground with the rotor blades turning within a foot of the trees. We got the wounded on board and departed the LZ to the south."

As Marshall cleared the LZ, one of the VC aimed his AK-47 assault rifle in

the direction of the telltale *wop-wop-wop* of the Huey rotor blades and fired off his whole clip. One of the rounds came through the left door, struck the armored seat and shattered, sending shrapnel from the seat and bullet into Marshall's left arm and severing the nerves.

"My left arm went completely numb from the elbow down," he recalls, "and my arm jerked upwards. The engine began to die as I rolled off the throttle, and the low RPM audio warning began to sound. It felt like I had the whole of my left hand blown off, and the explosion was so great that I thought we had been hit by an RPG (rocket-propelled grenade). I looked across at Don Study and said, 'I'm hit, I'm hit,' and he grabbed hold of the controls as the aircraft began to fall like a stone. Although my life did not begin to flash before my eyes, I thought, 'This is it, Phil,' and I wonder how the folks back home were going to take it.

"Don bottomed the pitch and rolled the revs back on as I turned the radios from the ground to the gunship frequency. I called 'Mayday, Mayday, DUSTOFF 7-1-1. I'm hit and going down.' We continued to descend and were heading for the ridgeline, although by now the power was beginning to return. We hit one tree going over the ridgeline and severely damaged both rotor blades, but thankfully they stayed together and we headed for the hospital ship *Repose*, followed by one of the 'Batman' gunships."

Don Study made a very good approach to the helicopter pad on the ship. A doctor looked at Phil Marshall's arm and told him that he would be home for Christmas. The paratrooper with the sucking chest wound had died on the way in.

Statistics show that DUSTOFF aircraft suffered 3.3 times more losses to hostile fire than all other forms of helicopter missions. But, by the end of the war, some 390,000 South Vietnamese military and civilian patients, U.S. allies, and U.S. personnel had been evacuated by helicopter to a medical facility. Without the skill, devotion and bravery of the DUSTOFF crews, the number

(Continued on page 6)

MAJOR CHUCK KELLY REMEMBERED...

Although many are aware of the story of Major Kelly's role in creating the DUSTOFF mission on the battlefield in Vietnam, many may have not read the Army Times account of his posthumous award of the Distinguished Service Cross in 1964 -

FORT GORDON, GA - The nation's second highest award for valor was pinned in ceremonies here on the breast pocket of four-year-old Charles Kelly Jr., son of a cold war hero who was killed in his Army helicopter over the marshes of Vietnam.

The Distinguished Service Cross was awarded posthumously to Maj. Charles L. Kelly, who was killed last July on a rescue mission. His widow, Mrs. Jessie Hillis Kelly, who now lives in Augusta, accepted the medal and 26 other awards, including the Silver Star Medal. The Silver Star is the third highest award for courage.

Also presented to Mrs. Kelly were the Distinguished Flying Cross with first and second oak leaf clusters, the first oak leaf cluster to the Purple Heart, 18 clusters to the Air Medal and two Vietnamese medals.

The citation for the Distinguished Service Cross acknowledged Kelly's demonstration of "exceptional courage, strong determination, and complete disregard for his own personal safety while participating in an aerial

medical mission to evacuate wounded soldiers from an area under heavy attack by hostile forces."

Mrs. Kelly accepted the medals, saying, "I feel very proud and I'm sure these awards will be an inspiration to our children in the years to come."

Mrs. Kelly said she would not like an Army career for Charles -- her only son -- but if it were what he wanted then "my only hope would be that he would follow in his father's footsteps and be the same kind of man his father was."

Present at the ceremony were Mrs. Kelly's daughters, Carol, 12, and Barbara, 11, and Maj. Kelly's mother, Mrs. Ruth Kelly. More than 80 persons attended the brief ceremony held in the Fort Gordon Officers' Mess.

Maj. Kelly flew an ambulance helicopter as commander of the 57th Medical Det. in Vietnam. He flew at night and in any conditions to rescue wounded from combat zones.

On July, he put his unarmed 'copter down in Viet Long Province to pick up wounded men, despite Viet Cong ground fire. Ground advisors warned him to leave but Maj. Kelly refused to go without the wounded and succeeded in loading them aboard the helicopter moments before he was killed by small arms fire.

DUSTOFF GRACES "VIETNAM"

(Continued from page 5)

of American dead would have been significantly higher.

Editor's Note: The more clever of our readers will have already picked up several inaccuracies in an otherwise pretty complimentary piece. Renaming Major Charles Kelly as "James" was probably poor form, however. The policy concerning not landing without a ground guide standing in the middle of an LZ with his weapon held over his head was something that would certainly have been wonderful but hardly ever occurred nor would you have gotten the mission accomplished had you insisted upon the practice. Joe Kralich says that the number of pilots killed was really 90, not 88, and

how anyone ever kept stats on the number wounded is news to the old-timers. Probably would have been a good idea to mention the 121 enlisted crew members who were killed incidental to conducting DUSTOFF missions. 40 clicks didn't translate into 9 kilometers in 1969 nor does it now. Finally, the real number of patients evacuated by DUSTOFF aircraft during the Vietnam War was almost 1 million, not 390 thousand. (Another Phil Marshall story, written by Phil himself, will be featured in the next DUSTOFFer. It would be great if many others of you were so prolific and put your experiences in writing!)

THE GENEVA ACCORDS IN PRACTICE

The 1st Cavalry Division's air ambulance and supporting medical company collaborated in saving a wounded North Vietnamese Army (NVA) sergeant as mentioned in this press report from Vietnam -

AN KHE, Vietnam (IO) - The captured North Vietnamese Army sergeant wept as he boarded a hospital-bound helicopter in the jungles in Pleiku Province--but the tears were of gratitude, not fear.

Less than three weeks earlier, the half-dead captive had been brought to the 1st Air Cav. Div.'s C Co., 15th Med. Bn., with two mortar fragments in his back and a gangrenous left leg.

"He was at death's door," explained Capt. James C. Morrison, the medical company commander who treated the soldier.

"Five days before, an NVA medic had removed three fragments from his leg without use of anesthesia techniques.

"The wound was partially sewn together with ordinary string. Dead tissue had been inadequately removed.

"When a Medevac chopper brought him to us he was very seriously dehydrated. Hundreds of maggots had begun to swarm in and around the gangrenous wound.

The patient was given blood, massive antibiotics, and intensive medical care by company medics.

Following three operations on his diseased leg and two operations on his back wounds the sergeant was almost completely recovered.

"During the short time he was with us he became very attached to our medics," the captain said.

"They communicated with him using a dictionary they had put together by pointing to objects in magazine pictures, which he translated into Vietnamese.

"They even taught him blackjack, but seldom mention the fact that he whipped them two nights in a row at their own game.

Before he was sent to an ARVN hospital near Pleiku, the sergeant was outfitted in GI clothes donated by his medic friends.

"The sergeant cried when he said goodbye to our medics--I guess he really didn't want to leave."

THE LATEST FROM WASHINGTON: BEAUCHEMIN SENDS

Colonel Rich Beauchemin, the Army Medical Department's aviation consultant keeps us up to date on issues affecting the force -

Greetings Again From Washington;

As the Army continues to "Right-Size" the force, the AMEDD has also been on-board this fast moving train. The net effects have been losses in personnel and soon, the force structure.

Although I don't know what the exact size of the structure loss will be yet, I do know that the number of aeromedical evacuation units will be reduced. We are just starting the Total Army Analysis 2003 (TAA 03) process now. As many of you know, this is the Army process to develop our force structure for the coming years. In TAA 01, the structure was validated with a requirement for 35 Air Ambulance Companies and 4

Detachments (546 airframes) but the DCSOPS resourced us at 31 units and 509 airframes. These requirements were based on the old NATO war in Europe scenario. The TAA 03 scenario will be two nearly simultaneous Major Regional Conflicts (MRCs) and incorporate the Bottoms Up Review Updated structure. What this all means is that the number of DUSTOFF units will be reduced with a corresponding reduced requirement for aviators.

BULLET HOLES TELL IT ALL

A Pacific Stars and Stripes article, penned in August 1967, confirmed to readers that "MEDEVAC 'Copters Fair Game to VC." It's a good bet that many DUST-OFF crews had already figured that out-

LANDING ZONE ENGLISH, Vietnam - "One time I asked them to pop smoke so I could come in and pick up the casualty, and three smoke grenades showed up; all the same color."

"Two of them turned out to be in Charley's positions."

WO Ed Bruner is sitting in his tent waiting for a mission. He's a Medevac pilot with the 1st Air Cav. Div.'s 15th Med. Bn.

Several other pilots are talking with him. That's all they do every day; wait and fly; wait and fly.

"They monitor our radio net and wait for us," says Bruner. "Just the other day I was going in, one started to talk to me. He couldn't speak any English, so he tried to confuse me by hollering, 'Medevac Bravo. Medevac Bravo' into my ears over and over again."

Ninety-nine per cent of Bruner's missions are battlefield pickups. His ship has taken more than 30 hits.

"I've been very lucky," he said. "I've never been scratched."

"You know," says Capt. Jake Mast, Bruner's companion in the chopper cockpit, "the helicopter is saving a lot of lives over here that would've been lost in WWII or Korea."

"That's right," says another pilot. "Suppose a guy gets his leg blown off by a mine or a booby trap. There's not much initial pain, but you'd better get him out of there or in about 20 minutes he'll be hurting. So his buddy slaps a tourniquet on to stop the bleeding. He doesn't know that the femur is a blood producing bone and the guy can bleed to death through it in spite of the tourniquet. These are the lives we're saving now that would have been lost before."

"Yeah, I remember Korea," says one sergeant. "I spent seven and one half hours in the back of a deuce-and-a-half with my leg opened up by a gook grenade. The only time there you could get a chopper for evacuation was in an emergency."

The 15th Med has 12 helicopters that do nothing but haul battlefield casualties out of Charley country and back to the field hospitals.

Now talk ends because an out of breath courier from the radio shack pants out a mission to Mast, the aircraft commander.

For the rest of the day, Mast and Bruner fly steadily, logging eight missions by afternoon's end. They heard one round come through the ship, but didn't have time to check it out on the ground.

Then they ate supper and went to bed; to wait for footsteps hurrying from the radio shack to their tent.

A problem that has faced us for many years now is flight time for flight pay. Years ago, aviators received flight pay regardless of whether they were in an aviation unit or not. We then transitioned into the "Cat B" aviator which meant that aviators in non-flying assignments had to get certain minimum flight time to receive flight pay. Next came the Aviation Career Incentive Act which requires aviators to meet certain "gates" (flying assignments) to receive flight pay. Over the past few years, these gates have increased which makes it extremely difficult for our aviators to meet them and also get the requisite non-flying jobs to enhance their promotion potential. We recently were successful in coding our Evacuation Battalion primary staff positions to receive gate credit when filled by an aviator. While the total number of positions is small, it is a very important first step in providing aviators important career progression positions and simultaneously getting them much needed gate credit.

Finally, our aviators continue to compete extremely well in selection for promotion, Senior Service College and 05/06 Command. While these DUSTOFFers deserve a lot of individual credit, I believe some of their success is directly attributed to the great leadership, mentoring and reputation of DUSTOFFers past and present. Congratulations to all!

THE BALLAD OF DUSTOFF

The Ballad of DUSTOFF was the idea of Major James Fisher, then Commander of the 254th Medical Detachment (Helicopter Ambulance) in early 1966 in the Republic of Vietnam. The chorus, refrain, and initial six verses were written by Captain Herb Halstead, assisted by Captain Joanne Dinga from the 93d Evacuation Hospital. Major Fisher added eight verses to the ballad which is sung to the tune of Kingston Trio tune "Everglades" and apparently accompanied by a significant number of "brewskis." The ballad goes something like this...

Listen fellow soldier. I've a story to tell
About a small unit that's doin' mighty well.
They fly a Huey with big red lips
They call them DUSTOFF Med Evac Ships.

Refrain:

Flyin' cra-zy pat-terns thru shot and shell...
(Flyin' like hell thru shot and shell...)

They've got a big job -- it's helpin' you
If you caught a bullet or caught the flu.
Look up high for the big red cross.
They'll be there -- they fly at any cost.

Refrain

Chorus:

Where a man must fly in a war torn land.
To give a buddy a helpin' hand.
But we gotta keep flyin' -- we can't sit still.
If DUSTOFF don't get him, then Charley will...

The troops went out on a search and kill,
Thru a steamin' jungle -- against their will.
But they were assured -- that up in the sky
Was a med evac chopper right close by.

Refrain

Now DUSTOFF went in -- and they brought him out,
And they saved his life -- there ain't no doubt
This man'll get home -- he's paid the price,
DUSTOFF picked him up outta the rice...

Refrain and Chorus

Our kinda flyin' -- ain't no fun,
DUSTOFF choppers -- ain't got no gun.
But now and then a medic will say
"A machine gun would just get in the way..."

Refrain

Weather tries to stop us and Charley too
But all our crews are tried and true.
Any day or night, we'll always fly,
Just throw smoke -- and we'll identify.

Refrain and Chorus

The green beret was at his best,
His medals shone upon his chest.
He cut his thumb on a C-ration can,
An urgent call and we evac-ed the man.

Refrain and Chorus

In the middle of the night we got a call,
A green Beret in the jungle tall;
He jumps on the chopper and starts to brag,
R & R orders and an AWOL bag.

Refrain and Chorus

We got a little careless -- thought it was a breeze,
Till Charley set Claymores in the trees,
Then on approach -- there was shrapnel like hell!
A mine went off and it hit us in the tail...

Refrain

The medics we have are brave and true,
They face hails of bullets that run them thru,
Yet some desk soldier calld an "ADJ"
Won't award the guy a Combat Medic Badge.

Refrain and Chorus

The General called for our first team;
Saigon answered "Who do you mean?"
'Scuse me, Saigon, I want the best,
The 254th has always led the rest...

Refrain

DUSTOFF went out on an urgent call.
The clouds were low and the rain did fall.
The guns went along to give them a lick,
The unit wouldn't wait and he died on a slick.

Refrain and Chorus

All our pilots -- just ordinary men
With a mission in mind and determined to win.
We find now and then they must give their life
In an attempt to end this strife.

Refrain

You don't hear our news on the radio,
So most folks will never know
If their son comes home with a Purple Heart
'Stead of under a flag ... we did our part.

Refrain and Chorus

DUSTOFF ASSOCIATION FINANCIAL STATEMENT

ACCOUNTING PERIOD:

6 JUN 94 - 6 NOV 94

BEGINNING BALANCE:

\$7000.25

RECEIPTS:

Dues\$1370.00
T-shirts and Coins\$129.40

EXPENDITURES:

Newsletter\$1398.00
Postal\$396.85
T&M Printing\$118.00
Office Supplies\$246.00
Awards Unlimited\$17.83

ACCOUNT STATUS\$6322.97

VHPA DUSTOFFERS GATHER IN PHILADELPHIA

During the 1994 meeting of the Vietnam Helicopter Pilots Association, a number of DUSTOFFers were able to put together a mini-reunion, followed up by a letter from Phil Marshall to the attendees—

First of all, let me tell you all how nice it was for all of us to get together for a couple of hours in Philadelphia. I hope we can do it every year.

As promised, here is a list of those attending the mini-reunion. We discussed similar hats (maroon – MSC colors? – ball caps, perhaps?) and I will look into that. If anyone would like to

suggest a design or emblem, please do so and send it to me or get some quotes on your own.

Those of you in the DUSTOFF Association got your newsletter recently and may have noticed a list of books in the back, none of which were Dustoff related. If you have read Phil Chinnery's "Life on the Line," you will know what I'm talking about when I say that I would like to work with an author to publish a book of DUSTOFF missions.

I am requesting that you relate to me your story or stories regarding an unusual mission, or your most fright-

ening or most rewarding (or whatever). Something so that others will know what we went through on an almost daily basis. You don't need to limit yourself to just one story. You can write it down or just simply put it on tape (any format, even open reel!) and we'll see what we can do with it.

Guys, if we don't tell the stories, who will? What do you think?

I look forward to hearing from all of you and any others that we can contact to attend Kansas City. Nothing makes me prouder than to be associated with a group of guys like you. We done good!

Those attending the Philadelphia Mini-reunion:

Phil Marshall
DMZ Dustoff 711 1969
237th Med Det
Quang Tri and Camp Evans / I Corps

Brian W. Prah
Dustoff 23
45th Air Ambulance
4/70 - 4/71

Stan Marcieski
45th Air Ambulance
326th Med Bn. 101st
12/70 - 12/71

Fred Behrens
326th Med Bn. 101st
Eagle Dustoff 913

Angus B. Desveaux
254 Med Det.

Ted Riendeau
283rd Med Det.
67 - 68

Tom Slagle
54th Med Det. Chu Lai
236th Med Det. Da Nang

Dave Tousignant
237th Med Det. DMZ Dustoff 705
Nov 68 - Nov 69

Rich Gilpin
498th Med Det.
68 - 69

Carl H. Spriegel
571st Med Det. 68 - 69
Dustoff 502
1st Cav. Medevac/15th Med Bn. 69
/ Medevac 16

Mick Molish
1st Cav. Medevac/15th Med Bn.

Brian J. Conway
57th Med Det. 63 - 64

Howard "Mo" Modjeski
498th Med Co. Dustoff 13

Gary L. Mock
45th Med. Co. Dustoff 49

Joel C. Dozhier
237th Med Det. DMZ Dustoff 713
70 - 71 Lam Son 719

Dempsey L. Birmingham
498th Med. Co. 70 - 71
Dustoff 11

Louie R. Bell
45th Med. Co.
54th Med Det.

Tim Yost
236th Med Det. Dustoff 602
Da Nang Dustoff Feb - Sep 70

Art Jacobs
1st Air Cav. 67 - 68
Medevac 21 I Corps
Hue, Quang Tri, Khe Sanh

Jerry W. Graff C.E.
237th Med Det. 70 - 71

Addresses of those DUSTOFFers listed are available from the Editor, DUSTOFFer Newsletter, at the Association's address in San Antonio, TX, or by telephone at 210-524-7790, and fax 210-524-7791.

NOTE FROM THE EDITOR OF THE DUSTOFFER

Articles and other material in the newsletter are gleaned from historical documents and other correspondence from DUSTOFF Association members and associates. As much of the material available is from the Vietnam era, that's what appears most often in the newsletter. We'd welcome material from other times and climates, from active duty and reserve units, from those who've served in other theaters and had other experiences. The newsletter is your forum and if you choose not to use it as such, you'll have to continue to put up with those items otherwise available.

DUSTOFF MEDIC HIGHLIGHTED

A featured article in a March 1971 issue of Stars and Stripes reviewed the combat tour of flight medical aidman Jeff Morris —

Jeff Morris tempted death for 13 months and came away a winner. He was a U.S. Army DUSTOFF medic in Vietnam. He served with the 237th Medical Det. (Helicopter Ambulance) attached to the 18th Surgical Hospital at Quang Tri.

DUSTOFF helicopters are unarmed Huey UH1H models that evacuate wounded personnel from the field, often under enemy fire. Crewmen carry only light weapons they might need if shot down, but an escort of two Cobra gunships is provided if trouble is expected. DUSTOFF crews bet their professional competence against the aim of the enemy — they wager their lives to save others.

DUSTOFF crews are volunteers. With Morris' medic job he would probably have been assigned to the comparative safety of a hospital. But he volunteered to fly. "I did it for the excitement and because it's a chance to help people when they need it most," he said. "My job is to keep people alive until we can get them to a hospital."

Morris, 24, was drafted out of law school at Ohio State University two years ago where he was a first year student. He graduated from Indiana University with a degree in sociology and criminology. He worked as a counselor in an Ohio prison as a summer job.

"Most crew members don't stay more than four or five months," he said.

"They take rounds in the aircraft or get wounded or shot down and it gets to them. It doesn't pay to make good friends. There are about 25 people flying DUSTOFF in our unit at any one time. About half that number

have been killed since I've been here." About the constant presence of death Jeff is stoic: "Either you get it or you don't."

On taking fire: "When you're on the ground in the landing zone you forget about taking fire. You're too busy to think about it. It's a matter of getting people aboard the chopper and getting out of there as fast as you can, because you're most vulnerable on the ground."

"Morris has not been wounded, but he has gone down three times, twice from engine failure due to small arms fire. He was awarded the Silver Star for valor when his helicopter was shot down in June 1970.

"We were going into a hot landing zone to pick up some wounded soldiers," recalled Morris. "North Vietnamese had surrounded the position. A 57mm recoilless rifle round knocked us down, blowing out the windows and splitting the helicopter in half."

As the crew departed the ship amid a hail of enemy fire, Morris discovered that the crew chief was still aboard. The citation for the Silver Star described his actions:

"Although intense enemy fire swept the area surrounding the

wreckage, he ran to the helicopter and removed his injured comrade seconds before the aircraft burst into flames. After administering first aid to all injured crew members, Morris again exposed himself to intense enemy fire as he searched the adjacent area for wounded Allied ground combat troops. After treating several casualties, he insured that all the injured were safely loaded aboard a second evacuation helicopter that arrived on the scene a short while later."

Morris flew "first up" (first to go out on a mission) until a few days before he left Vietnam. It is customary for people nearing the end of their tour in DUSTOFF to quit flying "first up" 30 days before they leave. But Laotian operations were on and his unit was busy. Morris couldn't sit in the rear knowing what was going on so close.

Morris has a job waiting at Frontier College in Ontario teaching English to Canadian Indians. He's not going back to the States for a while. "I might be in Puerto Rico or Spain this time next year," he said. "It's pretty messed up in the States right now." Eventually he hopes to finish his law degree. But he isn't making any long range plans.

DON BISSELL RECEIVES MASTER WINGS

The late but not forgotten Don Bissell was awarded the highly coveted wings of a Master Army Aviator in the mid-1970's as detailed in a press release from Health Services Command on that occasion.

Lieutenant Colonel Bissell entered the Army in 1956 after earning his bachelor of arts degree and ROTC commission at Montana State Uni-

versity, Missoula.

Stationed initially at Fort Sam Houston, he began his career in Army aviation upon completion of helicopter pilot training in 1960 at Fort Rucker, Alabama. In Korea the following year, he was a medical evacuation pilot and operations officer, 49th Medical Detachment. After that, he

(Continued on page 11)

CATTLE PRODS USED FOR WEIGHT AND BALANCE ADJUSTMENT

The United Press reported, in successive articles, from Saigon in 1972 that aircraft flying "medical evacuation missions" were using new technology to ensure proper aircraft loading -

Helo Crews Use Cattle Prods

SAIGON (UPI) - U.S. helicopter crewmen flying medical evacuation missions in the An Loc area have been issued electric "cattle prods" to prevent South Vietnamese soldiers from mobbing the choppers, officers said Sunday.

The officers said the three-foot prods give a heavy shock to anyone who touches the bottom third of the sticks.

The military version of the battery-operated cattle prod was issued to medics and crewmen flying helicopters into the An Loc area about two months ago, according to U.S. officers who served in the units concerned.

Use of the prods began after several American choppers were rushed by dozens of South Vietnamese troops in and around An Loc during the heavy fighting for control of the province capital, 60 miles north of Saigon.

"I felt that a lot of the injuries around An Loc were from falling off helicopters," said one pilot.

The disclosure of the use of cattle prods came several days after U.S. spokesmen said tear gas had been issued to many American helicopter crewmen involved in the rescue of civilians.

Spokesmen said frantic civilians who did not know or care about the limitations on the number of persons a helicopter can lift were rushing helicopters to be taken to safety. They have caused several helicopters to crash.

The spokesmen said the tear gas had never been used. Officers Sunday said the cattle prods have been used regularly on missions in the An Loc area.

Cattle Prods Recalled

SAIGON (UPI) - The U.S. Command said Monday it is recalling the electric cattle prods issued to some medical evacuation crews in the An Loc area to prevent South Vietnamese soldiers from mobbing helicopters.

A command spokesman said "a small number" of the three-foot "shock batons" were issued to the units "in the belief that they might be useful as a safe method of discouraging individuals from attempting to crowd on overloaded helicopters and endangering the lives of U.S. crewmen and South Vietnamese passengers."

"To the best of our knowledge none has been used," said the command statement. "A determination has since been made that these items were not required and they are being withdrawn."

The prods were authorized after several American choppers were rushed by dozens of South Vietnamese troops in and around An Loc during the heavy fighting for control of the province capital, 60 miles north of Saigon.

"I felt that a lot of the injuries around An Loc were from falling off helicopters," said one pilot.

U.S. spokesmen said tear gas also had never been used.

It is not known if tear gas was on board a helicopter which overturned Friday near Quang Tri after it was mobbed by South Vietnamese Marines.

The crew chief on a second helicopter was shot and killed while trying to rescue the crew of the crashed chopper and keep Marines from crowding on board.

It is not clear from the articles that the aircraft belonged to DUSTOFF units as there was apparently plenty of rescue work going on at the time.

DON BISSELL

(Continued from page 10)

flew extensively in air ambulance units in the U.S. and overseas. During two tours in Vietnam he commanded the same unit -- the 82nd Medical Detachment -- both times. Between assignments he added both single and multi-engine fixed wing aircraft to his aviator skills. Before taking over HSC's Flight Detachment, he headed concurrently for three years the academics and prevention division and the officer instructional division of the U.S. Army Agency for Aviation Safety at Fort Rucker.

Highly decorated for combat flying, LTC Bissell was equally proud

of the accident-free record maintained by HSC's Flight Detachment throughout the two years it had been operating here.

Among his other awards, he earned the Distinguished Flying Cross, the Bronze Star Medal with "V" device and two oak leaf clusters, the Air Medal with "V" device and 42 oak leaf clusters, and the Army Commendation Medal.

His wife, Joyce, now resides in Belt, Montana.

His parents, Mr. and Mrs. Clarence Bissell, are long-time residents of Big Sandy, Montana.

THE LATEST FROM MEDEVAC PROPONENCY - LOVELY DOWNTOWN DALEVILLE

The 1995 Army Medical Evacuation Conference (AMEC) will be conducted at the Holiday Inn Northwest, Loop 410, San Antonio, from 26 February through 3 March 1995. Registration will be held from 13-1800 hours and a welcome ice-breaker from 18-2000 hours on Sunday the 26th. This year's conference will have central funding available for selected attendees. The implementation message and application instructions should be published by the time you receive this newsletter. LTC Al Rogers is in charge of this year's conference and may be reached at 205.255.1179 or DSN 558.1170.

Final approval for an Army Medical Department aviation pre-command

course is on schedule. The course is intended for Medical Service Corps aviators scheduled to assume command of air ambulance units during FY 1995. This course, also centrally funded, will be held at Fort Rucker from 17-27 April 1995. Seats are limited and the priority for attendance goes to active component officers.

Modernization efforts appear to be back on track with the high capacity air ambulance in the forefront. The UH-60Q requirements have been approved by the Training and Doctrine Command and are being worked in "the building." Some funds appear to be available to sustain this cornerstone program. The National Guard Bureau is working very hard to support the

AMEDD's modernization efforts and deserves your praise.

The Medical Re-Engineering Initiative (MRI) evacuation panel has completed its initial work and briefing to the AMEDD Center and School. After the MRI recommendations are approved by the Surgeon General, the results will be announced. A complete MRI update will be presented at the AMEC.

Mike Deets has been promoted to LTC and is now assigned to the United States Army Aviation and Troop Command. He replaced LTC Paul Gillette who retired earlier this fall. Both officers have performed exceptionally in support of the modernization of Army medical evacuation.

- Colonel Frank Novier

SOMALIA DUSTOFFERS ON THE CASE

The European edition of Stars and Stripes reported on intrepid, expert DUSTOFFERS extending their talents to the East African country of Somalia during their 1993 deployment -

BELI DOGLE, Somalia - Sgt. 1st Class Rafael Lozano says there's never a dull moment for Germany-based members of Task Force 5-158 here.

Lozano, a medical platoon sergeant from the 159th Medical Co in Wiesbaden, says on a given day, he might be treating a wounded Somali, be involved in a firefight or flying with his UH-60 Black Hawk crew to evacuate a malaria-stricken soldier.

"I just never know what I'm going to be doing," he said.

Things can get hectic, he says, when helping Somalis, who seldom speak English.

"We picked up a Somali who had suffered a head injury when his truck overturned," Lozano said. "The first thing I had to do was put an intrave-

nous solution into his arm (and) he started hitting me because he didn't understand what I was doing.

"He was finally tied and strapped down for his own safety, until I got the IV in. I still have bruises from that."

Lozano has treated about 10 Somalis since he arrived in January.

Spec. Robert Gay, also from the 159th, is a motor pool wrecker operator.

"Business has been pretty slow. In fact, I haven't had any. Not one breakdown or accident in my area," he said.

For Gay, among others, the worst part of being here is the anguish of not receiving mail. "That's our biggest problem here," he said.

Task force members are making do in primitive working and living conditions in various parts of this decaying, Soviet-built air base.

The buildings have been stripped of windows, electrical wiring, roof panels or anything else not cemented in place. Such items were taken and

often sold by marauding Somalis.

In addition, the buildings are often infested with bats, scorpions and deadly snakes.

Lozano tells of a soldier who was temporarily blinded when a cobra spit venom into his eyes.

"Because he was close to our medical unit, we saved his sight by constantly irrigating his eyes with water until we got him to a hospital in Mogadishu," he said.

The environment, it seems, poses as formidable a risk to soldiers as sniper fire, but task force members seem to be making the best of it.

Sgt. Tony Thomas, 159th administrative specialist, says working six days a week, 12 hours per day, in a hostile environment, is worthwhile.

"If we leave this country too soon, it might go back to what it was. We're helping people every day. I can see that. Don't get me wrong. I miss my wife and son in Germany, but this is important."

33 DUSTOFF INTRO

Imagine for a moment that you are seated in a theatre. The lights go down and the audience becomes silent in anticipation of the start of the film. The screen is black. In the quiet, darkened theatre, your auditory senses are more acute and you are suddenly aware of the very faint, yet very distinctive sound of a helicopter . . . an approaching UH-1 "Huey." As the sound begins to grow in intensity, the first graphic appears on the black screen –

"DUSTOFF"

(Working Title)

An Original Screenplay
By
WILLIAM YORK BOOTH

OPEN BLACK SCREEN.

THE SOUND of a helicopter in flight, first almost inaudible.

THE SOUND gradually become louder as GRAPHICS begin and progress.

FADE IN: OPENING GRAPHIC

During the Vietnam War, nearly one million combat related casualties were transported by Army air ambulances.

CUT TO: NEXT GRAPHIC

These unarmed helicopters often landed under hostile enemy fire to evacuate the wounded.

CUT TO: NEXT GRAPHIC

The casualty rate among the dedicated men who flew these missions was among the highest of all combat troops in Southeast Asia.

CUT TO: NEXT GRAPHIC

The large red crosses displayed on their aircraft was their trademark.

CUT TO: NEXT GRAPHIC

Their radio call sign was . . .

THE SOUND of the helicopter reaches its peak in intensity as the LAST GRAPHIC appears.

CUT TO: LAST GRAPHIC

"DUSTOFF"

THE SOUND of the helicopter quickly begins to fade.

GRAPHIC FADES TO BLACK SCREEN.

THE SOUND of the helicopter fades to silence.

During the Vietnam War, nearly one million combat related casualties were transported by Army air ambulances.

These unarmed helicopters often landed under hostile enemy fire to evacuate the wounded.

The casualty rate among the dedicated men who flew these missions was among the highest of all combat troops in Southeast Asia.

The large red crosses displayed on their aircraft was their trademark.

Their radio call sign was . . .

"DUSTOFF"

16TH ANNUAL REUNION OF THE DUSTOFF ASSOCIATION • 24, 25, 26 FEBRUARY 1995

REGISTRATION FORM

Member's Name _____ Spouse's Name _____
 Home Address _____ Military Address _____

 Home Phone _____ DSN _____

PRICE:

1. DUES: Annual Dues: \$15.00 + \$10.00 (New member initial fee -- Past dues are \$10.00 annually) \$ _____
 Life Member Dues: \$100.00 (one-time payment) \$ _____
2. REUNION REGISTRATION NUMBER ATTENDING:
 Member/Spouse Costs -- \$12.50 Each X _____ = \$ _____
 Non-member/Guest Costs -- \$15.00 Each X _____ = \$ _____
3. FRIDAY NIGHT MISSION BRIEFING
 Steamship Round of Beef, Chicken Florentine, Etc. -- \$17.00 X _____ = \$ _____
4. SPOUSE'S LUNCHEON -- \$15.00 X _____ = \$ _____
5. CHUCK MATEER MEMORIAL GOLF CLASSIC
 \$18.00 Club Member X _____ = \$ _____
 \$25.00 Non-Club Member X _____ = \$ _____
 Golf Handicap: _____
6. SATURDAY NIGHT REUNION DINNER -- \$20.00 X _____ = \$ _____
 Cocktail Party -- Cash Bar
 Roast Prime Rib or Chicken Cordon Bleu Beef # _____ Chicken # _____

TOTAL PRICE.....

\$

Please make checks payable to The Dustoff Association.

Refunds cannot be guaranteed for cancellations made after 17 February 1995.

Please mail this form with payment to: **The Dustoff Association**
 P.O. Box 8091 -- Wainwright Station
 San Antonio, Texas 78208

MEAL PREFERENCE REUNION DINNER

Member ☐ Beef ☐ Chicken

Spouse ☐ Beef ☐ Chicken

Guest Name(s):

☐ Beef ☐ Chicken

☐ Beef ☐ Chicken

☐ Beef ☐ Chicken

☐ Beef ☐ Chicken

The reunion will be held at The Holiday Inn -- Northwest,
 Loop 410 at I-10, San Antonio, Texas 78213, (210) 377-3900.
 Hotel room reservations should be made directly with the hotel.
 Ensure that you tell them you're with **The Dustoff Association**
 to obtain our contracted room rate of \$60.00!



SCHEDULE OF EVENTS

FRIDAY -- 24 FEBRUARY

1200-1800 Registration -- Holiday Inn-Northwest
 1300-1800 Annual Chuck Mateer Golf Classic
 FSH Golf Course
 1500-1800 Hospitality Suite Open
 1900-2200 Cocktails and Buffet
 2200 Hospitality Suite Open

SATURDAY -- 25 FEBRUARY

0900 Assemble for the Professional Meeting
 0900 Opening Remarks -- President Bob Romines
 0905-1145 Professional Meeting
 1145 Closing Remarks -- President Bob Romines
 1215-1430 Spouse's Luncheon
 1330 Business Meeting
 1330-1340 Opening Remarks -- President
 1340-1350 Minutes, Annual Business Meeting -- Secretary

SATURDAY - CONTINUED

1350-1400 Financial Report -- Treasurer
 1400-1415 Old Business and Report of Activities
 1500 Adjournment -- President
 1500-1800 Hospitality Suite Open
 1830-2000 Sociability Exercise
 2000-2200 Dinner
 2100-2115 Remarks -- President
 2115-2130 Guest Speaker
 2130-2145 Presentation of the Lucas Life Saving Award
 2145-2200 Introduction of the New Officers
 2200-2215 Closing Remarks
 2215 Hospitality Suite Open

SUNDAY -- 26 FEBRUARY

0900-1000 Memorial Service

NEW* ENTRIES ON THE FLIGHT MANIFEST

Ronald Wilson - Annapolis
Ronald Mann - Cooper City
Thomas Bass - Canyon Lake
Tomas McKemey - Wyndmoor
Alex DeBlois - San Antonio
Steven Gilreath - Europe
Michael Olsen - Valley Stream
David Woods, Brighton
Marvin Walker - Ozark
Robert Morrit - San Antonio
Ralph Lauder - St. Louis
Richard Murphy - Irving
Thomas Casey - Canyon Lake
Fred Hughes - St. Marks
David Fell - Columbus
John Dargle - San Antonio
William Sorenson - Manhattan



Kevin Gillin - Newport News
Robert Padilla - Pass Christian
Kenneth Shields - Columbus
C. Austin Carroll - San Antonio
Michael Salvitti - Roy
Chris Knapp - Europe
Raymond Armour - Woodlands
John Coof - San Antonio
Ediberto Perez - San Antonio
Brian Robertson - Kayolei
Catherine Dixon - Cameron Park
Frank Mayer - Midland City
Steven Lawson - Lorain
Michael Collins - Daleville
Johnny Cardona - Manhattan
James Toler - Manhattan
Mike Bowie - San Antonio

*Includes some renewing previous memberships.

DUSTOFF ASSOCIATION

P.O. BOX 8091 • WAINRIGHT STATION
SAN ANTONIO, TEXAS 78208

BULK RATE
U.S. POSTAGE
PAID
SAN ANTONIO, TX
PERMIT NO. 864

