



The VHPA Newsletter

Vietnam Helicopter Pilots Association ®

April 1993 Vol. 11, No. 2

Reunion edition



- Volleyball
- Banquet
- Vendors
- Golf
- Pool parties
- 5K run
- Seminars
- Mini-reunions
- Beer
- Static display
- Discounts
- Food
- Business meeting
- Dances
- Cookout
- Resort rooms

The 10th annual VHPA Reunion will be July 1-5 in Phoenix. Details on Pages 10-14.

From the President

Even though summer isn't here yet, several events important to the VHPA already have taken place this year. "The Gathering" was a success, thanks to Jack Jordan, Dave Owens and many others, plus corporate sponsorship from Aviation Spectrum, Saft America and Honeywell-Commercial Flights Systems. Please read Jack's "after action report" printed in this issue. Roger Harris and several other VHPAers represented us at the Naval Helicopter Association Symposium in Jacksonville, FL, just before the big storm hit. Some reunions from "brother associations" already have been held. Bill Greenhalgh, our Historical Committee chairman, attended the Dustoff Reunion in San Antonio, and has nothing but nice things to say in his "after action report."

Our multi-talented Membership Committee chairman, Jack Glennon, has been active on two fronts. First, an "Exit Questionnaire" sent to all VHPAers who have let their dues lapse for more than six months. We used a new bulk mail technique to keep our costs down and offered a VHPA bumper sticker as a gift to get them to "re-up." Any encouragement you active VHPAers can provide our "not-currently-participating" VHPAers would be greatly appreciated! Second, Jack is heading up the media advertising campaign for the Phoenix Reunion. This includes getting posters printed and distributed to VHPAers who will get them displayed in strategic places, plus efforts to get more announcements printed in newspapers and magazines. Gee, don't you just love this guy? By the way — if any of you want to serve on this OUTSTANDING committee — call Jack at [REDACTED] (Home, but good luck. He, too, has teen-agers.) or [REDACTED] (Work).

Only a few people see the completed VHPA Membership Applications. As directory editor, I have reviewed most of these forms for several years. Many of the comments written at the bottom (usually near the question: "How did you learn about the VHPA?" are very enjoyable. I'd like to share some with you:

- "Forced to join by VHPA Life Member Mike Murray." (About 100 pilots have joined the VHPA in the past year because of Mike!)
- "Several guys in the Arizona Guard said I should join."
- "From almost everyone I flew with in Vietnam or in the Guard and other guys I've run into while wearing my flight jacket."
- "All my friends will be surprised to know I stayed in the military and avoided prison for all these years."
- "Ran into one of my classmates and he told me about VHPA."
- "Sorry I've missed the reunions since the one in D.C. and I stopped getting your mailings. Guess the best way is to become a life member since I will be a "Panther 16" till the day I die."
- "I'm joining for a friend. Send him a form to complete and a Directory immediately."
- "Someone sent me a copy of the Newsletter; I am so excited to see a veterans organization worth joining!!"
- "From reunion announcement in the Retired Officers magazine."
- "From Prodigy bulletin board."
- "Too many guys who don't even know each other keep telling me I have to join; it must be good!"
- "Was attending AAAA with some of my friends. They led me to VHPA's booth to sign up."
- "Found this pamphlet in my mailbox at work."
- "From my ex — only good thing she's told me in years!"
- "From 114th Newsletter."
- "My boss told me I'd better join. I've been meaning to do it for years, so it really wasn't all that painful."
- "Too many guys tell me your reunions are a real hoot; I'm coming to Phoenix."
- "Read about the Atlanta reunion in the Newsletter. Man am I sorry I missed that one!"
- "You let my old roommate in, so you must have my kind of standards — none at all!"
- "My former crewchief made the effort to look me up and tell me about the 1993 Reunion."

— Mike Law, President and Directory Editor

Newsletter advertising

Display advertising

- Full page — \$500.
- One-half page — \$250.
- One-quarter page — \$125.

Classified advertising

Classified advertising — \$1 per line or \$7 per inch, whichever is highest.

Advertising is solicited and approved by the Newsletter editor and assistant editors.

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Calendar

July 28-Aug. 1

Lawyer-Pilots Bar Association meeting in Olympia Village, Oconomowoc, WI, in conjunction with the EAA Air Show at Oshkosh.

Contact: David E. Prewitt, 1

July 29-Aug. 1

The 11th Armored Cavalry's Veterans of Vietnam and Cambodia will hold its reunion at the Westin Hotel in Indianapolis, IN.

Contact: Len McFarling, c/o McFarling Foods, [REDACTED]. Or call [REDACTED].

Aug. 18-22

The 7th Squadron, 1st Air Cavalry "Blackhawks" will meet in Norfolk, VA.

Contact: Al Moore, [REDACTED] r-

Sept. 16-19

The 11th Airborne Division Association will conduct its reunion at the Red Lion Hotel Jantzen Beach, 909 N. Hayden Island Drive, Portland, OR.

Contact: James Hembree, 11th Airborne Division Association secretary, P.O. Box 33, Oak Grove, KY 42262. Or [REDACTED].

Pilots who made medevacs sought

BILL GREENHALGH
HISTORICAL COMMITTEE CHAIRMAN

I recently was invited to and attended the Dustoff reunion in San Antonio, TX.

My purpose, among other things, was to gather information on the history of medical units.

The Dustoff Association is made up of any medical people — from today back to the earliest days of medical evacuation — including pilots, crewchiefs, medics and ground medical personnel.

Among the many people attending the reunion were generals and Medal of Honor recipients.

For more information about Dustoff, write to the association at P.O. Box 8091, Wainright Station, San Antonio, TX 78208.

While there, I received many

requests for information about VHPA and how to join. I met a couple of individuals who had never heard of VHPA and filled out applications on the spot.

Even when I find a person not interested in joining, I always ask that he fill out an application for identification purposes in the VHPA Membership Directory.

Although the information I received was of great value, I still need more information about medical evacuations in Vietnam. Of particular interest are accounts by early CH-21 pilots who performed medevacs before Dustoff arrived in Vietnam.

Any pilots who made medical extractions are asked to write accounts of the mission, all of which are valuable and some of which will be used in writing a history.

I am seeking write-ups from

slick pilots, gunship pilots (both "C" model and Cobra), scouts (OH-58s and OH-6s), Chinook pilots and any other type of helicopter pilot making medical evacuations.

This is not limited to Army aviators, but any helicopter pilot who performed such missions. Of course, accounts by Dustoff pilots are still needed.

As spring cleaning time approaches, please be on the lookout for old orders from Vietnam. Before returning them to a dusty box to be moved next year, please make copies and send them to the Historical Committee.

We have many, but have only scratched the surface and need many more.

You can send them to me via
VHPA Headquarters in Cincinnati
or directly to me at [REDACTED]

Crashed pilot sees giant hand in sky

This is a short story about my crash in an OH-13 helicopter, which took place during my first week of flying in Vietnam with B Company, 1st Aviation Battalion, 1st Infantry Division in August 1967.

I won't go into the circumstances surrounding the cause of the crash itself, except to say it was a mechanical problem.

But I will describe the memorable thing that happened during the crash.

My helicopter hit the ground leaning to the right, with the right skid touching the ground at about the same time the main rotor blade hit the ground.

At that precise moment, I was knocked unconscious while the helicopter continued to beat itself to death.

While unconscious, I had what you might say was a near-death experience.

I had flashbacks of my entire life right up to the current moment in which I thought I was about to be killed.

At that point, I saw a giant hand come out of the clouds. I felt safe and became quite calm.

I sensed that it was the hand of God.

I then saw some people, dressed all in white, walking away from me toward a great brightness beyond them.

I sensed they were guiding me toward the light and that it was a wonderful place to go. I was prepared to go, but then I sensed I was being given a choice and I chose to go on living.

At that moment, I became conscious and found a leaking fuel tank laying next to me in the passenger



John R. Becker's OH-13 after it crashed during his first week in Vietnam with B Company.

seat and the engine leaning up against my back.

I then crawled out the demolished helicopter as fast as I could.

Luckily, my only injuries were bruises all over and two neck vertebrae out of alignment, which still bother me today.

John R. Becker

Articles sought on close calls

The VHPA Newsletter is seeking articles from members about their close calls while flying helicopters in combat.

To share your close call with other VHPA members, write about it and mail the article — or letter — to:

Close Call
VHPA Newsletter

7 W. Seventh St., Suite 1990
Cincinnati, OH 45202

Photographs illustrating close calls are welcome.

VHPA member gets to fly 'his' UH-1H from Vietnam

As a reservist, I still fly Hueys and love every minute of it! The "wop-wop" sound of freedom is music to my ears.

The VHPA is my best friend because all you guys feel the same way, too, but we're older now and memories fade once in awhile.

A few years ago, I was training at Los Alamitos AFRC near Los Angeles.

There are some infamous VHPAers there: Russ Janus, Dick McCaig, Chuck Carillo (a classmate of mine) and others.

I was feeling young again until I flew with a 250-hour WO1.

The next day my assignment

called for me to fly UH-1H S/N 66-16837!

This was "my" ship in the 176th AHC, Chu Lai, in 1969!

And the WO1 could have been my son! Now he felt really young!

Talk about astonishment! I called my wife and had her send all my slides to L.A. so I could prove my mind wasn't playing tricks.

I flew that ship every day it was available while I was there.

The Army's special paint still smells the same! Don't you love it?!

Ken Fritz
Orangevale, CA

Old Huey brings back memories

The purpose of this letter is to solicit Vietnam photographs of a UH-1C gunship, tail number 66-00632, or just plain 632.

Records indicate that the helicopter in question was assigned to the following units in Vietnam during 1967-71:

The 134th Assault Helicopter Company, 57th Assault Helicopter Company, 129th Assault Helicopter Company, 604th Transportation Company, and 79th Transportation Company.

Somewhere along the line, 632 became a UH-1M. The helicopter was transferred from C Troop, 1/17 Cavalry at Fort Bragg to the 134th AHC in 1967. The 134th deployed from Fort Bragg to Phu Hiep in that same year.

Why interest in this particular gunship? This is an unusual story, and I'll reconstruct it from memory going back some 25 years.

In 1967, I was service platoon commander in C Troop, 1/17 Cavalry at Fort Bragg.

As I recall, 632 had an accident at Simmons Army Airfield and was relegated to a hangar awaiting parts. As many will recall, parts for UH-1s were not readily available for stateside units in the late 1960s, so 632 became little more than a readiness reporting problem.

Then an opportunity came along to solve my problem.

The 134th AHC was being formed at Fort Bragg for deployment to Vietnam, and we were asked to transfer some of our "best" aircraft to this new unit.

Again, many will recall what you do when asked to transfer some of your "best" troops or equipment to another unit. Consequently, 632 was picked up on the property books of the 134th Assault Helicopter Company.

My problem was over — so I thought.

About a week later, I received orders reassigning me to the 134th AHC and, as the gun platoon commander, 632 was once again one of my helicopters.

Fortunately, parts were more readily available to aviation units schedule for deployment, and 632 quickly became operational.

Unfortunately, as I recall, 632 never felt quite right and nobody especially liked flying the helicopter.

Soon we were ready to ferry the aircraft to California for shipment to Vietnam. Again going on memory, 632 had an engine failure about 50 miles east of Fort Huachuca, Ariz., on a leg of the ferry mission from El Paso to Palm Springs.

The crew successfully autorotated to the desert and, after we ascertained there were no injuries, we flew to Huachuca to find an engine.

Again, the problem with no stateside parts was encountered. Finally an engine was pulled from an operational UH-1 at Huachuca, trucked to the desert, the exchange was made, and somehow 632 made it to California.

I've forgotten the details, but I do recall a telegram from the two warrant officers who stayed with 632: "We're out of food, money, clothing and patience. When and how do we return to Bragg?"

Later in 1967, we arrived in Vung Tau — the 134th AHC went to Vietnam on the USNS John Pope — and 632 and our other helicopters were flown to Phu Hiep.

In 1968, we came home and 632 remained in Vietnam (no war stories here).

Still, I haven't answered the question of why the interest in 632.

Leaping forward to Thanksgiving 1992, I found myself at my sister's home about 10 miles from Monroe, Mich. This is where I grew up and attended high school before entering the Army for what turned out to be 24 years.

After dinner, my brother mentioned that he had seen an Army helicopter in a barn about four miles from the house.

The next morning I investigated and, to my surprise, found a

Cobra being restored at the home of Bill Walker, a former Vietnam crew chief.

While he and I were talking, he asked if I had ever visited the Monroe County Vietnam Veterans Memorial to see the UH-1 on display. The theme of the display was: "632 — The Final Mission."

Out of curiosity, I asked for the complete tail number of 632 and, on being told it was 66-632, I realized that the helicopter I had deployed with and flown in Vietnam some 25 years earlier had come to roost 10 miles from my boyhood home.

Among other things the Monroe County Vietnam Veterans asked was if I had any combat photos of 632. I haven't found any of my own, and have since located several of the original aviators from the 134th AHC who currently are searching.

I believe the habitual crew of 632 were Warrant Officers Gary Ogle and Orin Nagle who I have not been able to locate.

I did find a "combat" photo of 632, while assigned to the 57th AHC, on Page 15 of "UH-1 Huey in Action."

Any assistance your readers could provide would be appreciated. My address is 8894 Bond Court, Manassas, VA. Bill Walker's address is 4379 [redacted]

An aside: While assigned to C Troop, the squadron commander was so unfamiliar with aviation that on organization day, he directed that A Troop march by a reviewing stand dismounted, B Troop pass mounted in vehicles, and C Troop "hover" past the stands.

Needless to say, we argued. But the disaster followed as hats, garbage and other things that weren't nailed down left the stand unexpectedly when the first helicopter "hovered" in review. We had H-13s and a few UH-1s at the time.

Walter J. Chrobak
[redacted]

Black Cats save Marines in attack

I recently made the acquaintance of Walt Harris, a member of the VHPA.

I asked him about a particular group of pilots, the Black Cats, located in or around Quang Tri/Dong Ha (I Corps) in 1966-67.

I was a Marine, assigned to a Combined Action Platoon from January until June 1967.

Thirteen Marines and one Navy corpsman were assigned a village in the I Corps area. That village, and its surrounding area, became our TAOR. We were responsible for civic action, and military protection, of all hamlets and villages.

My particular unit, CAC PAPA 2, was located on Highway 1, between Quang Tri and Dong Ha. We were on a small island on the outskirts of the village of Phuoc My.

My most poignant memory is of the morning of May 12, 1967. We had come under heavy attack; we suffered a considerable number of casualties, and I was standing in

the middle of the compound trying to direct some medevacs into the LZ. The pilots simply could not land because we had not secured the area.

We found later that we had been attacked by a reinforced company from the 882nd, North Vietnamese Corps of Engineers. Estimates vary to as high as 180 North Vietnamese.

We had been upgraded to a double CAC consisting of 26 Marines and 2 corpsmen. We had one squad out on night ambush; the initial attack took several casualties, so we were down to some 16 to 18 able bodies.

We were in deep doo-doo!

That was when the Black Cat unit came up on our net and asked if they could help in any way. I was in no position to say, "Thanks, but we've got things pretty well under control," so we accepted their offer.

I had the medevacs back off a safe distance, and the Black Cats

virtually eliminated what was left of the 882nd.

In short time the medevacs were able to land, our wounded were taken out, and the attack was over.

Not wanting to appear melodramatic, I have given this considerable thought. It is no exaggeration to say that none of us would have lived through the night were it not for the Black Cat unit. We simply did not have enough firepower left.

We had all agreed that we were not going to be taken prisoner, and we were not going to leave anything the enemy could take to use against other units.

I think I speak for our organization when I say that we would love to hear from anyone who has any memories of working with a CAC/CAP unit.

Regards
Timothy A. Duffie

Aviator listed as KIA

Family would like more information

I received a phone call from the son and sister of a classmate (69-2) who died in RVN.

Capt. John Melvin Wheeler was a pilot with the 1st Aviation Brigade and was listed KIA on Nov. 13, 1969.

His family indicates there are many unanswered questions involving his death and that all records are sealed and the military is very non-cooperative.

If anyone can help answer those questions, or just help his sons to know more about their dad, please write or call:

Jay Wheeler

If, for any reason, you don't feel comfortable making contact with his family, please get in touch with me. I promise total confidentiality.

Daniel L. Higgins
3568 Wayne Circle



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I will be at the VHPA Convention in July.

Keeping up getting tougher

Just a word to let you know why I'm not sending my dues.

My first tour of combat was with the 27th Fighter Squadron, 1st Fighter Group in World War II. We are all in the same age group — 70s — and our dues are \$35. We are all P-38 pilots.

My second tour of combat was with the 67th Fighter Squadron, 18th Fighter Group — in Korea. We were P-51 pilots then — the 51 Association dues are \$20.

My third (and last) tour of combat was with the 71st Assault Helicopter Company ("Rattlers") in Nam. I flew the "Snake Doctor" then.

We had our first reunion this past February in Memphis. (It was really great!!) We are still undecided on dues.

"You men are all the best who ever walked on the face of this Earth!! I mean it!!"

— "Pappy" Morehouse

I'm 72 years old (I was "Pappy" to all the Rattlers in Nam). I just can't stay up with all you tigers!! I would love to — but I have to face it.

You men are all the best who ever walked on the face of this Earth!! I mean it!!

But you youngsters can drink me under the table — mighty

quick. (I found that out on the "Queen Mary.") We old-timers just can't take those big hangovers anymore — but it's great trying!!

I am mighty damn proud to have been a helicopter pilot in Vietnam — and damn proud of the Association, too!!

Sincerely,
Charley "Pappy" Morehouse
Santa Maria, CA

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Notice attracts member

This application is long overdue.

I know a few guys who are members, but it took the June 1992 Newsletter to get me going. On Page 16, under "Mini-reunions," the heading "128th AHC" and the information with "Doc" Daugherty's name hit me like a brick.

I contacted information and spent the next 1.5 hours on the phone with a guy I haven't seen for 25 years.

From there, this led to another fellow we flew with and then, the following week, three guys from my flight class.

I wish I had joined earlier. I could have made it to Atlanta. At least I can look forward to Phoenix this year.

William S. Palmer
New York

Mini-reunion

D/3/5 and C/3/17

Lighthorse pilots will hold a mini-reunion during the 1993 VHPA Reunion in Phoenix.

Those planning to attend should bring photos, color slides, war souvenirs and other memorabilia. Also, wear your white Cav hat, Cav scarf and plan to have a great time.

Contact: Rex Gooch, [REDACTED]

Typing names routine, until . . .

ROSS RAINWATER
DATABASE COMMITTEE

Violating every military principle I ever learned, I actually volunteered at the Atlanta convention to help input information into the VHPA database. Shortly thereafter, Gary Roush's thick envelope of orders, social rosters, and graduation programs arrived . . . and the saga began.

Ask most typists about one of their least favorite activities with a keyboard, and they'll tell you it's the headache of inputting lots of numbers. For those who haven't looked at an old set of orders from the '60s, you may not remember the Army listed a service number AND a Social Security number (SSAN).

Couple that fact with orders listing row after row of the names and numbers of newly designated Army aviators, and you've got a fun evening's activities just typing a page or two into the database. Quick it ain't. But there are compensations.

It was interesting to see the variety of SSAN's, right beside the ascending numerical order of new warrant officers: Huggins, Gary M.

W3163640 (SSAN); Hunt, Terry C. W3163641 (SSAN); James, Hovey R. W3163642 (SSAN) . . . and so on.

And yet, there was the occasional oddity on a set of orders. On Special Orders 327, dated 4 December 1968, Headquarters U.S. Army Aviation School, Fort Rucker, Ala.; Miller, Michael J. W3163662 is followed immediately by Moon, Dale W. W3163664. W3163663, where are you? Did some air-cooled company clerk skip a number? Why was that serial number not used? Did it make any difference?

Then there was the moment when I was inputting the names and numbers without really paying attention, from those same 4 December 1968 orders for WORWAC 68-521 when I snapped to: "Joyce, Van J. W3163647."

My glasses misted over a bit and the lump returned to my throat like it did when I first read Van's name on The Wall in 1986, fifteen years after I was the safety officer investigating the crash in Cambodia that took his life, less than 30 days before he was due to go home after almost two years in country.

It was the same crash that killed his copilot, Joel Hageman, who changed slots with me about a month before; I lived, they died. And I remembered.

So, in this instance, I found myself in an interesting "book-ends" position with regards to Van Joyce:

I inventoried his personal effects and sent them home to his family in 1971. I input his name, rank, serial number, and SSAN into the VHPA database in 1992.

In between, I've visited The Wall a couple of times and traveling versions of The Wall as well, paying homage to Van, Joel, Ted Taylor, Gerry McGlone, and other classmates and comrades-at-arms who gave that last full measure of honor.

So, as I continue to input the data, I wonder how many of these names are also on The Wall? But enough nostalgia, there's work to be done:

. . . Neely, Gary L. W3163669 . . .
. . . Norton, John F. W3163670 . . .
. . . O'Connor, Leonard C. W3163671 . . .
. . . O'Keefe, Kenneth P. W3163672 . . .

Ross Rainwater was a member of ORWAC 70-24.

Brother seeks aviator who just disappeared

I wish to ask if you folks have my brother on your membership roster.

His name is Charles R. Strickland.

He was a helicopter pilot in Vietnam. He became deaf, extremely deaf. He blamed it on a certain type of helicopter motor.

His rank was colonel. Probably lieutenant colonel — I don't know if it was "bird" colonel.

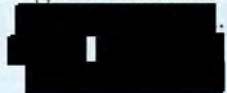
He was "pensioned" out at the end of the war.

Several years ago, one morning at 4 a.m., he drove away. Never has been heard from or seen again.

Better yet, maybe some member knows his whereabouts, his health, etc.

I am his oldest brother.

Morgan Strickland



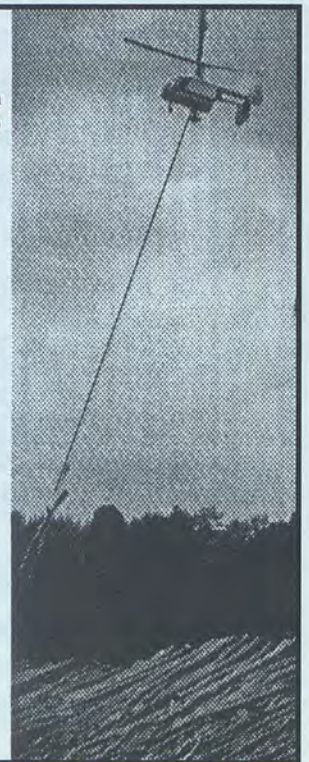
Helicopter Logging Pilots

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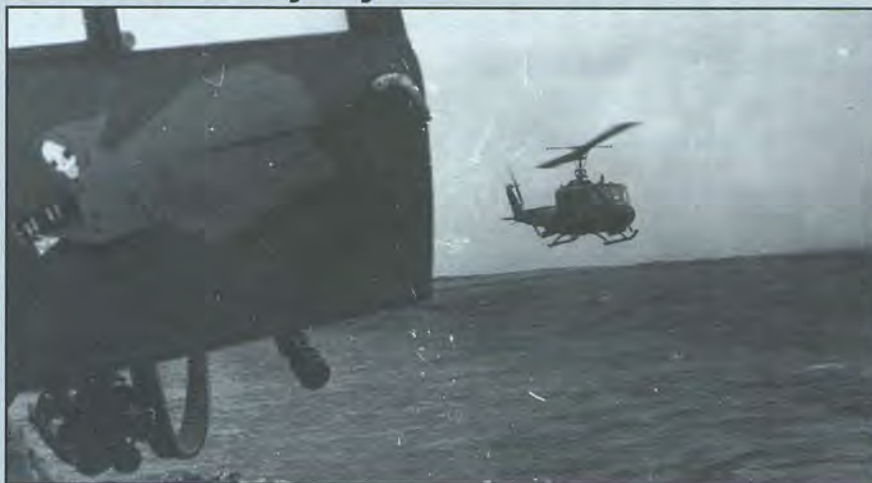
These are not co-pilot, training or contract positions. While pace is demanding, weather and terrain are more predictable than the North country and living arrangements more affordable. Restructured pay and comprehensive benefits include relocation assistance. For immediate consideration, send resume and/or detailed letter to: Personnel Department (MHA).

SCOTT
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Blue Ghost fly-by



Glen Opheim photo

A UH-1C from F Troop, 8th Cavalry, Americal Division hovers near another "Blue Ghost" gunship (with door open) on Hill 29 at LZ Prazzo (Chu Lai) in January 1968.

Seeking

I would like to contact/locate Gary Bridges, who was in the 1st Cav 227th AHB "A" Flight during 1969.

John Wotring

I am a VHPA member and have lost contact with a good friend of mine from flight school named Frank Anderson from New Hampshire.

I know there was a pilot named Frank Anderson from

Portland, Ore., who was killed in Vietnam, but I am trying to find out what happened to the Frank Anderson from New Hampshire.

If anyone has any information, please get in touch with me.

Jeremiah A. Denton III
The Viking Building

I am trying to locate three Vietnam vets who I served with in Germany: John H. Shirley Jr., Edgar P. Grabowski and James F. Mahoney.

Edward L. Gambone

Thanks for work

Thanks so much for all the hard work on the directory. The feelings that I get when I see some of the names is one that would never come from another source.

W.H. Vanover
Bloomfield Hills, MI

Bulletin board

VHPA seeking CPAs

For the past several years, VHPA has contracted with various CPA firms to provide an annual audit and to complete the IRS Form 990 required of nonprofit veterans associations.

Our requirements for 1993 (concerning 1992 financial matters) have been addressed.

Any CPA, especially someone living near Cincinnati, who might be able to help the VHPA next year is encouraged to contact President Mike Law at [redacted] (home) or [redacted] (office).

Book tells Navy flyer's war story

"Captain Hook" by Capt. Wynn F. Foster, USN (Ret.) Publication date: November 1992 by Naval Institute Press. 242 pages. 47 photographs. 2 maps. List price: \$26.95

On July 23, 1966, Wynn Foster was flying his 163rd combat mission of the Vietnam War when anti-aircraft artillery hit his A-4 Skyhawk and severed his right arm at the elbow.

Bleeding profusely, his still-gloved hand lying on the starboard console, Foster flew his plane out over the Tonkin Gulf and ejected.

As recounted for the first time in this book, Foster's story of his injury and rescue is spellbinding.

But "Captain Hook" is more than a description of an air casualty. It is an honest insider's look at naval aviation during the early Vietnam War years.

Foster tells of his experiences in 1965-66 as executive officer and commanding officer of VA-163, stationed aboard the USS Oriskany, including the shooting down of James Stockdale's A-4.

Describing the people he worked with and led, Foster details their frustrations and despair, as well as their moments of joy and camaraderie.

Foster also provides an incisive evaluation of the medical care he received after his own ordeal, and explains how his aggressive response to his injury threw him into conflict with care providers, and officers and bureaucrats in the Navy hierarchy.

Confident he could continue to be of service to the Navy, Foster embarked on a long legal battle to remain on active duty, finally winning the right to complete his naval career.

Promoted to captain and awarded the call sign "Captain Hook," he made two subsequent deployments to the Western Pacific.

Reunion lineup includes sports

PAUL USTER

1993 REUNION CHAIRMAN

Sports will be a high point of VHPA Reunion 1993 in Phoenix July 1-5.

There will be a variety of organized tournaments, as well as more informal recreational activities.

Outdoor sports are being set up in the mornings, while it's cooler.

Racquetball tournaments also will be conducted in the morning, in air-conditioned, indoor courts. Walleyball could be played in the morning or afternoon, depending on scheduling.

There will be a small entry fee charged to cover the hourly cost of indoor court activities.

Russ Janus will have his hands full with the tennis tournament.

There are courts at The Registry and The Plaza, so tennis buffs should get all the play they want during the reunion.

I'm sure Russ would appreciate anyone volunteering assistance in setting up and running the tournament. Call him at [REDACTED].

Likewise, Dick McCaig will be more than willing to accept any help you may wish to offer for the racquetball tournament. He can be reached at [REDACTED].

Wonder how many of the ladies can wax some of the macho helicopter drivers? Wonder which unit can beat another?

The team concept can be put to the test even better in the volleyball and walleyball tournaments.

The Plaza has the grass volleyball court and should be the scene of some heated competition. I'm sure B Troop, 7/17 Air Cav can whip the Blue Ghosts!

For those of you who haven't heard of walleyball, it's played similar to volleyball — but on a racquetball court. That's right, inside in the air conditioning. That's where B 7/17 is really going to kill the Ghosts!

Rod Dykhouse will be looking for help here, too. He can be



Front view of The Plaza, one of the two primary reunion resorts.

reached at [REDACTED].

The golf tournament on Friday will be played at the McCormick Ranch Golf Course adjacent to The Registry.

The ladies are certainly welcome to play, also. "Green fees" include transportation to and from the golf course, cart, tax and two drinks on the course.

Tee off will be at 7 a.m., with a shotgun start. Scores will be kept for you, along with longest drive, longest putt, and so on.

Those interested in playing should immediately get their name and handicap to Don Klick.

His work number is [REDACTED]; his fax is [REDACTED].

Larry Clark will honcho the 5K Run, which will be conducted near the resorts so it can be a spectator sport also. Again, the ladies are welcome. Kids, too, for that matter.

So, come out and cheer your favorite on.

Larry can be contacted at [REDACTED].

Last, but certainly not least, is the Kenny Bunn 10M Crawl.

We probably should conduct this about 1 a.m., when many people are crawling anyway. It involves crawling on your belly with a beer in each hand.

Contestants will crawl halfway down the course, chug a beer, and then head for the finish line. After crossing the line, contestants will have to chug the other beer.

Kenny is in charge of this

event. Call him at [REDACTED].

Registration strong

Early registration is running strong, with many more people currently registered than attended the first reunion in Phoenix 10 years ago.

All suites at both resorts are booked. If you haven't made reservations yet, you'd better hurry.

The percentage of those registered who are attending the Sunday night banquet and the Western cookout and dance Saturday night is very high. Keep in mind, the Western dance will have a live band.

Dress for all events is casual or Western, whatever you're comfortable wearing.

A fantastic Fourth of July fireworks display will be presented immediately after the banquet.

Food at the in-house eateries will be specially priced to encourage VHPA members and guests to spend time at the resorts. Please plan to use these services, as the resorts need the volume to make up for the reduction in prices.

Transportation

Ground transportation between the resorts and Sky Harbor International Airport will be provided by The Plaza.

The transportation will take you to either resort for the same price the Super Shuttle charges — \$7 per person, each way.

VIETNAM HELICOPTER PILOTS ASSOCIATION

10th Annual Reunion Phoenix, AZ July 1-5, 1993

REUNION REGISTRATION FORM

Mail to: VHPA, 7 W. Seventh St., Suite 1990, Cincinnati, OH 45202

FAX signed credit card registrations to: (513) 721-5315

Name:	Member No.:	Expected arrival date:
Wife/Guest name:	No. of children:	Is this your first reunion?
Names of additional guests:	How many reunions have you attended?	
Address:	Check here if notifying VHPA of an address change []	
City:	State:	ZIP: Phone: ()

REGISTRATION FEES

	No. of people	Price	Total
Registration before 6/1/93*		@ \$ 10.00	
Registration after 6/1/93*		@ \$ 20.00	
Golf Tournament (includes cart & r/t trans.)		@ \$ 44.00	
Western Dinner/Dance Saturday evening July 3		@ \$ 28.00	
Banquet July 4		@ \$ 37.00	
Dues (if included)	1 year	@ \$ 30.00	
You can make 3 payments over 6-month Installment period if you wish	Life installment No. 1	@ \$150.00	
	Complete Life Membership	@ \$450.00	

Indicate if you want to participate in these activities	
Tennis	
Racquetball	
Volleyball	
Team Volleyball	
Walleyball	
5k Run	
Kenny Bunn 10m Crawl	

* Each adult 18 and older must pay the registration fee.

- ☐ Enclosed is my check or money order payable to "VHPA Reunion '93"
- ☐ Please charge my: MasterCard VISA Discover (circle one)

Credit card No.: Expiration date:

Signature:

REUNION NAME TAG INFORMATION

Name you want on name tag: Call sign:

Name of wife/guest: Flight school class:
(Number or year for Army; branch and year for other services.)

1st combat unit: Year(s):

2nd combat unit: Year(s):

3rd combat unit: Year(s):

Hometown or current residence:

Refund policy: No refunds will be granted prior to the Reunion. All refund requests must be submitted to VHPA headquarters no later than Aug. 5, 1993 and must include all tickets received, plus proof of payment. Refunds will not be granted for fixed-price events (the Western Dance and Banquet are fixed-priced events) that lose money unless the entire Reunion has a positive cash balance. The VHPA headquarters will process and pay all refund requests within 10 days of completing the Reunion accounting balancing.

Mini-reunions, seminars encouraged

Mini-reunions and seminars are not new to a VHPA reunion but this year, the VHPA really wants to encourage these activities.

The facilities the VHPA has at its disposal from both resorts provide opportunities for many successful activities.

For the Phoenix Reunion, the VHPA will:

- Advertise the activity in announcements in the June Newsletter and in the packet everyone receives at the on-site registration booth.

- Schedule activities so meeting rooms are the proper size for the expected number of people attending.

- Ensure the meeting rooms are configured with tables and chairs to meet the activities' needs. For example, one combat unit may want to display memorabilia, while another may only want to show slides.

- Maintain, in the registration area, an up-to-date schedule of activities.

- Provide a professional photographer to take group pictures.

- Provide normal audio-visual equipment desired. This includes a 35mm slide projector with screen, a VCR player and moni-

tor, an overhead projector with screen, and a microphone and public address system for large audiences.

- Provide signs outside the meeting rooms.

- Provide awards to the flight class and company-size combat unit with the best attendance.

Mini-reunions are ideal get-togethers for anyone with a common bond. Examples: Flight school classmates; any size combat unit, from platoon to division; anyone who fought in a given battle; anyone who lived on the same compound.

Seminars

Seminars can be entertaining or educational, and are based on a specific subject that might be of interest to anyone attending the VHPA Reunion.

Examples are: "The Merry-men," who advertised in the February Newsletter, will perform, and several people who have had Vietnam-related books published will share their experiences.

The Executive Council will hold an open forum question-and-answer session that is especially meaningful to pilots attending a reunion for the first time or those

who recently joined the association.

There also will be a seminar for anyone interested in running for an office or serving on a VHPA committee. As in Atlanta, food and drink "on the go" will be available so members can attend as many of these activities as they desire.

Complete, submit form

Anyone interested in scheduling a mini-reunion or a seminar is encouraged to send a completed copy of the Mini-Reunion and Seminar Registration Form which appears in this Newsletter to VHPA Headquarters as soon as possible.

Members who have submitted forms by May 1 will have first priority in scheduling times and rooms, and will be announced in the June Newsletter. Forms received after May 1 will be honored on a first-come, first-served basis with what resources remain.

Former President Roger Gould is coordinating the scheduling and support for these activities. He is available to answer questions on weekends and evenings at [REDACTED]

Reunion bound? Follow these simple steps

Here's a simple, step-by-step guide on making arrangements to attend the 1993 Reunion:

- Complete the VHPA Reunion registration form and mail or FAX (if paying with a credit card) it to VHPA Headquarters in Cincinnati.

- To book your accommodations, call the Scottsdale resorts where the reunion will be held. The Registry can be reached at **(800) 247-6606** and The Plaza at **(800) 832-2025**.

- Call Media Travel USA at **(800) 283-8747** to book your air transportation and rental car.

Be sure to tell the reservation clerks and booking agents you are a member of the VHPA.

The Executive Council has approved a travel arrangements contract for the 1993 Reunion with Media Travel USA, part of the Carlson Travel Net-

More VHPA
reunion news
on Page 14.

work.

Please do not call the airlines or car rental firms direct, but call Media Travel USA, which will monitor bookings for the 1993 Reunion.

VHPA will receive one free round-trip entitlement per airline — from America West Airlines and United Airlines — for every 40 tickets issued. Alamo Car Rental will provide a complimentary car, plus other entitlements based on bookings.

These entitlements are used as reunion prizes and to defray expenses for future reunion site selection and other required VHPA travel.

Members should be aware the Fourth of July weekend — especially July 2 and 5 — make up the biggest air travel days of the summer, so make your bookings as soon as possible.

VIETNAM HELICOPTER PILOTS ASSOCIATION

10th Annual Reunion · Phoenix, AZ July 1-5, 1993

MINI-REUNION and SEMINAR REGISTRATION FORM

Mail to: VHPA, 7 W. Seventh St., Suite 1990, Cincinnati, OH 45202

Or FAX to: (513) 721-5315

Coordinator: _____ Member No.: _____ Expected arrival date: _____

Address: _____

City: _____ State: _____ ZIP: _____ Phone: () _____

☐ Mini-Reunion Registration ☐ Seminar Registration

Activity name: _____ Is this your organization's first VHPA Reunion? _____

(EXAMPLES: Flight Class 67-14 Reunion; 7/1 Air Cav Sqdn Reunion; "How to Write a Book on Vietnam" Seminar.)

How many guests should we plan to accommodate for this event? _____

How long will event run? _____ Mini-reunion time slots are allocated in two-hour increments.
Seminar sessions are 50 minutes each.

Would you be interested in having a group photo taken of this event? _____ The VHPA will make the
photographer available. All
purchases are at the
individuals' expense.

Number of tables required _____

Audio-visual needs:

☐ 35mm slide projector ☐ Overhead projector
☐ VCR and TV ☐ Screen

DESIRED SCHEDULE

July 1 a.m.	July 2 a.m.	July 3 a.m.	July 4 a.m.
July 1 p.m.	July 2 p.m.	July 3 p.m.	N/A

HOW DO YOU WANT THE SIGN OUTSIDE YOUR ACTIVITY TO READ?

Line 1: _____

Line 2: _____

Line 3: _____

Line 4: _____

On a separate sheet, please draft the announcement for your activity for the June Newsletter.

The 1993 Mini-reunion and seminar coordinator is Roger Gould. Questions can be answered by contacting him at (602) 837-1531 (Evenings).

NOTE: Forms which arrive at VHPA Headquarters by May 1 will receive first priority for scheduling. The schedule and an announcement about the activity will be published in the June Newsletter. Forms received after May 1 will be honored, but the activity cannot be included in the schedule published in the Newsletter.

Reunion 1993 Schedule of events

Wednesday, June 30 Early, Early Bird Day

- Vendors setting up.
- LZs open (with special VHPA drink prices).

Thursday, July 1 Welcome Day

- Registration, vendors, LZs, and Sports and Recreation Center open.
- On-site mini-reunion registration (pre-registration is strongly encouraged).
- Evening: Early bird dance and pool party.

Friday, July 2 Activity Day 1

- Registration, vendors and LZs open.
- Morning: Golf, tennis and volleyball tournaments. (Racquetball and walleyball times flexible.)
- Late morning/early afternoon: Mini-reunions and seminars.
- Evening: Pool party (food \$5 per plate, cash bars).

Saturday, July 3 Activity Day 2

- Registration, vendors and LZs open.
- Morning: Tennis and volleyball tournaments; also, VHPA 5K Run. (Racquetball and walleyball times flexible.)
- Late morning: Static display, and 10M Kenny Bunn Crawl.
- Late morning/early afternoon: Mini-reunions and seminars; also, First Reunion attendees return to original site.
- Evening: Western cookout dinner/dance (music and meal included, cash bars).

Sunday, July 4 The Big Day

- Morning: Mini-reunions.
- Afternoon: Membership business meeting, and ladies activities.
- Evening: Cocktail party (cash bars), pictures, followed by banquet, awards and fireworks display. (Official VHPA 1993 Reunion group photo will be taken of everyone present a few minutes before the banquet starts.)
- Later: Survivors pool party and dancing.

Monday, July 5 Checkout and departure

- See you next year.

Add some excitement to visit

While attending Reunion 1993, you may want to add something different to your schedule — like visiting the Grand Canyon or river rafting.

Other activities you might enjoy in the Phoenix area are taking a desert tour in an open Jeep, shopping or visiting museums.

Patti Daley, national sales manager of Destination West, can help you add some extra spice to your visit.

She can be contacted at (800) 989-2189 to make reservations for an outdoor fun time you'll remember for years.

But remember: When booking, it takes a minimum number of people to make specialty tours possible.

So call early to allow Patti to make certain she will have a sufficiently large group.

Here are just two of the adventures available through Destination West:

Grand Canyon air tour

One of the "seven wonders of the world" and incredibly beautiful, the Grand Canyon can be seen from a twin Otter which departs Scottsdale Airport.

On this tour, you will see the Grand Canyon from the air and on the ground. The ground visit includes an IMAX showing, as well as a box lunch.

Included are roundtrip transportation from the resort to the airport, the IMAX theater admission, ground transportation at the canyon and park entry fees.

The \$250 per person cost is based on a group of at least 14 people. The tour lasts seven to eight hours.

River float

Your choice of guided rafts or two-person, self-propelled Fun-yaks makes these floats "high and dry" or "wet and wild." (Meaning you won't get wet unless you want to.)

The surroundings are gorgeous, so bring your camera.

This tour, at \$52 a person, includes roundtrip transportation, fun float, equipment rental, soft drinks, tour coordinator and personal river guides. Gratuities are not included.

The tour price is based on a 40-person minimum. Length is five to six hours.

Patti or another Destination West representative will be available locally once you arrive in Phoenix, but early planning will assure a more successful tour.

Brewer dedicates memorial to veterans

GOLDEN, Colo. — Acknowledging the nation's debt to veterans, William K. Coors dedicated a permanent memorial to the "Defenders of Freedom."

"I cannot begin to tell you how proud I am and how proud Adolph Coors Co. is to have this monument right here," said William Coors, chairman and president of the company.

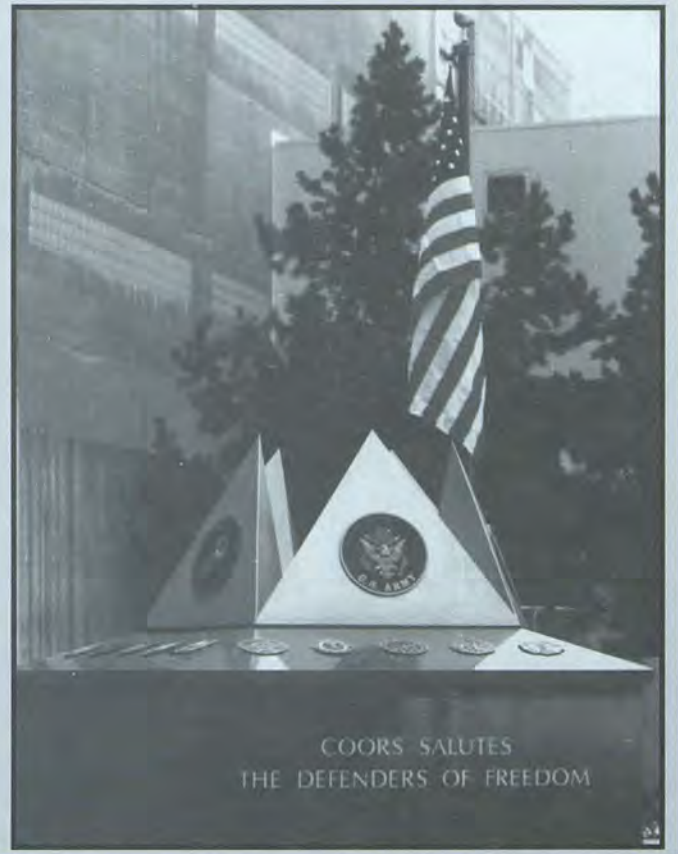
The permanent memorial is the only one of its kind in a corporate setting in the United States.

Peter H. Coors, chairman, president and chief executive officer of Coors Brewing Co., said: "I have observed our military men and women perform their jobs with dedication and excellence. We can be proud of our military and take comfort in their shield that protects us."

More than 2,000 Coors employees are veterans.

The black granite and stainless steel memorial honors the five active duty branches of the military, the reserve and National Guard components of the services.

Coors is a strong backer of the VHPA, annually donating to the association's reunion.



Dear Fellow VHPA Members,

I am looking to add to my collection of Vietnam War relics. I will buy those items listed below, or anything else interesting. Items received will be kept in my collection but will be displayed on occasion, such as the VHPA reunion. Request you provide biographical and historical information with items. That data to be displayed with relic. Also want interesting slides and photos for my display.

- BLOOD CHITS
- MAPS
- PARTYSUITS
- FLAGS
- MEDALS
- RIFLES
- LIGHTERS WITH CREST/INSCRIPTIONS
- VC/NVA CAPTURED WEAPONS AND GEAR
- UNIT POCKET PATCHES AND CRESTS
- FLIGHT HELMETS WITH ARTWORK
- CHEAP CHARLIE BOONIE HATS AND JACKETS
- TIGER STRIPE OR JUNGLE FATIGUES
- SPECIAL FORCES ITEMS
- etc., etc.
- FLIGHT GEAR
- SILK/RUBBER
- UNIT HISTORIES
- BAYONETS
- INSIGNIA
- PISTOLS

Note: I have the Viet Cross of Gallantry and the Viet Campaign medal for trade if you are one of the many that only got the ribbon.

Thanks,
George G. Reese

VHPA represented well at 1993 HAI convention

JACK JORDAN
THE GATHERING (HAI)

HAI 1993 is history.

Although attendance was off in comparison to previous conventions, VHPA was well-represented.

The Gathering, held on Thursday night, was attended by 118 members.

Thanks to those who made this possible and especially our sponsors for this year:

- Aviation Spectrum Inc.
- Honeywell Inc.
- Saft America Inc.

Our booth at the convention was busy the entire show. We had 156 members or prospective members sign in, had 33 people renew their membership, and picked up 33 new members, includ-

ing two people who joined for the first time and signed on as life members.

At the risk of overlooking someone, I want to personally thank those who worked to make HAI and The Gathering a success.

Many thanks to Ken Roach, John Harris, Barry Spears, Wendy McDonald, John Lowe, Rick Sheppard, Rick Pinar and Bettie Lou Jordan.

The Helicopter Association International (HAI) convention was held at the Miami Beach Convention Center Feb. 25-27. The Gathering, held in conjunction with the HAI convention, was the evening of Feb. 25 at the Fountainbleau Hilton on Miami Beach.

VIETNAM HELICOPTER PILOTS ASSOCIATION

7 W. Seventh St., Suite 1990 Cincinnati, OH 45202 (513) 721-VHPA

Membership application/change of address

- | | |
|---|---|
| ☐ Application | ☐ Annual dues: \$30 |
| ☐ Address change | ☐ Life membership: \$450 |
| ☐ Directory correction | ☐ Subscription only: \$16* |
| ☐ Information only | (*Included in annual dues) |

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

HOME PHONE: () _____ WORK PHONE: () _____

OCCUPATION: _____

- ☐ Please charge my MasterCard/Visa/Discover
- ☐ Enclosed is a check/money order payable to VHPA

Credit card No.: _____ Expiration date: _____

SIGNATURE: _____

FLIGHT SCHOOL CLASS: _____ SERVICE BRANCH: _____

COMBAT FLIGHT HOURS: _____ SOCIAL SECURITY NO.: _____

Information about each Vietnam tour:

Date of tour			Unit	Location	Call sign
From:	To:				
1st					
2nd					
3rd					
4th					

Information about you: Helicopters flown, medals/awards, talents, hobbies, and anything else:

How did you learn about the Vietnam Helicopter Pilots Association?