



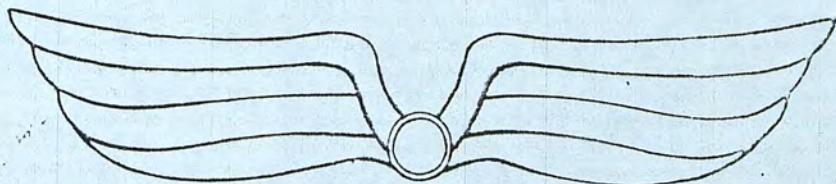
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PILOTS  
ASSOCIATION

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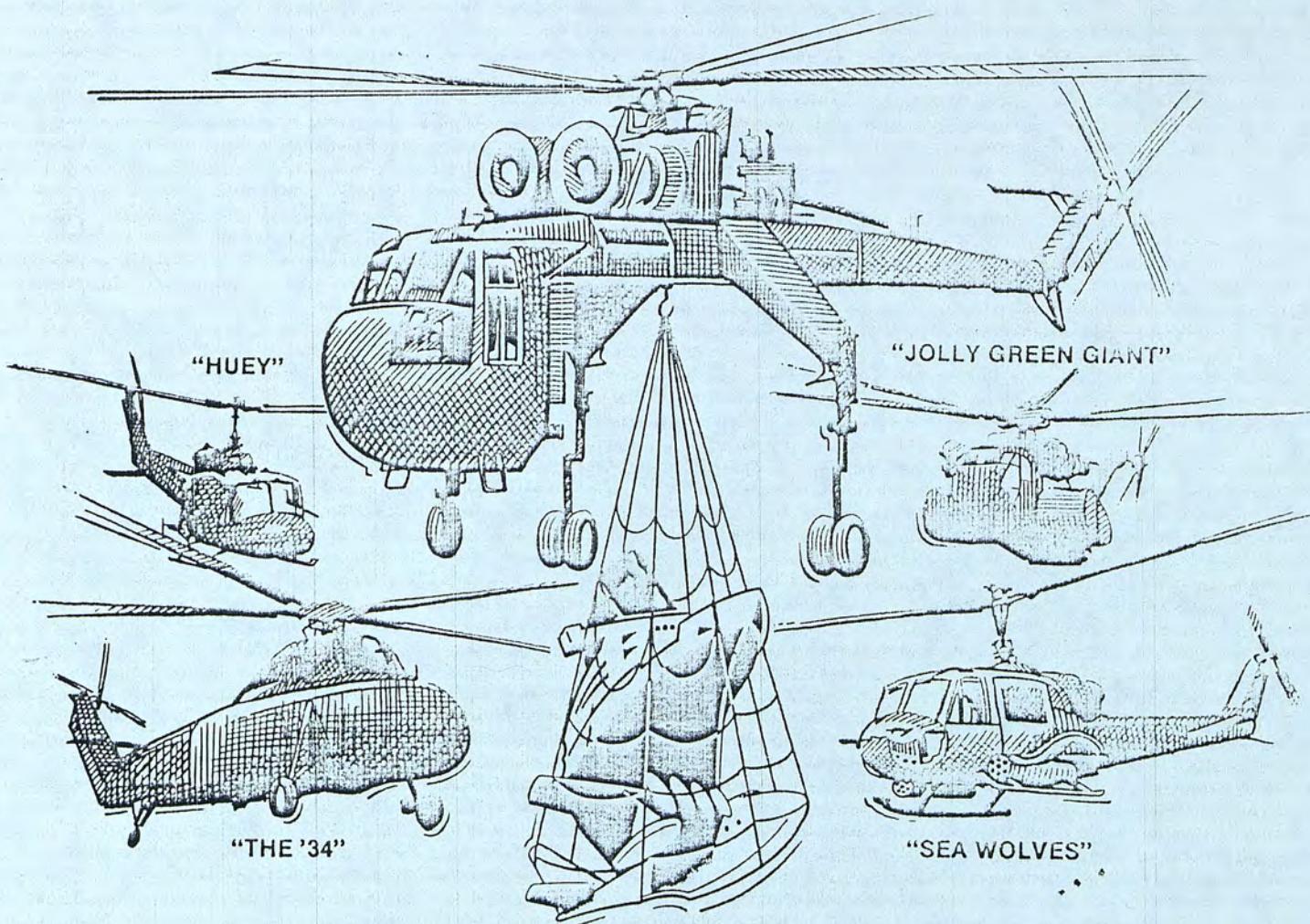
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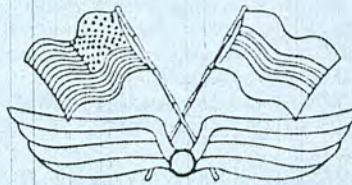
June 1987



# Vietnam Helicopter Pilots Assoc.



4th REUNION OF THE VHPA  
LONG BEACH - CA  
2-5 JULY 1987



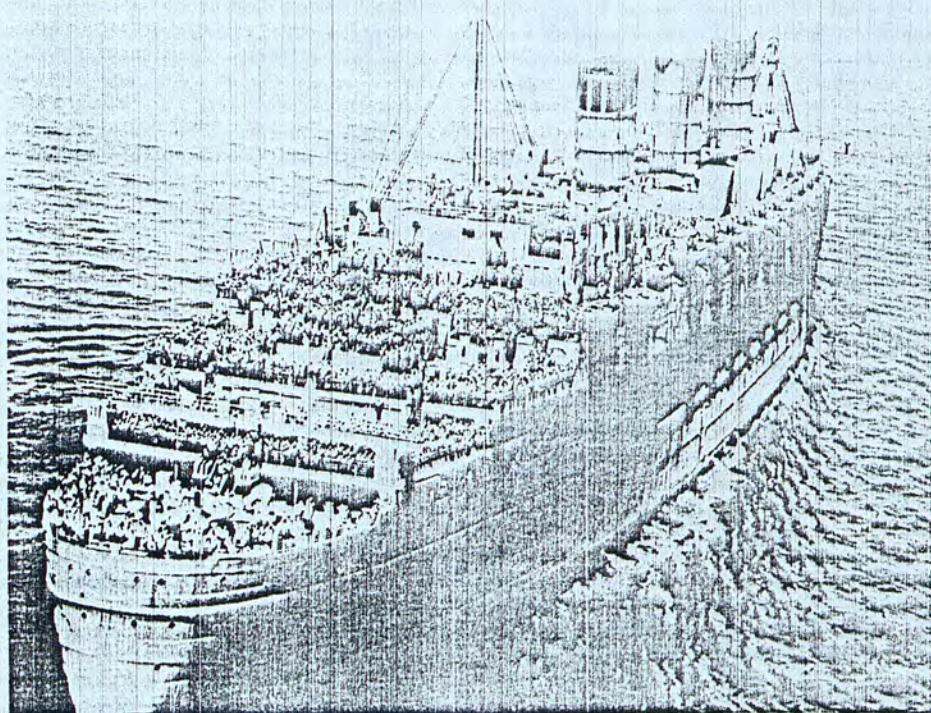
### FROM THE EDITOR:

Like many, I didn't appreciate my father's influence on my growing up until I had matured, the importance of his guidance and counsel until they were no longer available to me. A real "biggie" that colored my upbringing was his continued amazement with the wonders of nature and the marvelous accomplishments of mankind. He was particularly enthralled with big trucks, steam locomotives, fast cars, large ships, and of course, anything that flew. I remember how he used to look at his helicopter pilot son with both pride and a touch of envy. Right up until his death four years ago, many of our conversations were mostly "oh's and ah's" about some marvelous thing one or the other of us had seen.

Along with my education about the grandeur of life there were liberal doses of stories about the "big war". Combat parachute jumps, the Normandy Invasion, his buddy Heyward, and what it meant to be a "Screaming Eagle," 101st Airborne, all the way!! A part of my "silver lining" of the "black cloud" of Vietnam was at last I could swap war stories with the old man, although I must admit my Christmas as a "beach bum of Phan Thiet" didn't compare to his Christmas as a "bloody bastard of Bastogne". And I was totally outclassed when it came to the "getting to and from the war" department. His ride was on the Queen Mary!! "Damn, she was big," he'd say, "you could lay three football fields on her deck and still have room for the concessions."

Oh, do I wish he had lived long enough to know I would attend a reunion of my war buddies, linger a few nights, and walk the decks of his beloved Queen. The script couldn't have been better written, unless there could have been two reunions on the Grand Lady. So, come the 4th, if I appear a little glassy-eyed and at times you have trouble getting my attention, be patient, my Dad and I are reminiscing.

Roger Gould  
Editor



**TROOP TRANSPORT** — Loaded down with troops, the Queen Mary sets out on a dangerous voyage across the Atlantic during World War II. The ship served as a major transport vessel for American and Canadian troops. She carried more than 800,000 servicemen, traveled more than 600,000 miles and played a part in every major Allied campaign during the war.

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## VHPA Newsletter

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Roger Gould, Editor

The Vietnam Helicopter Pilots Association Newsletter is distributed to members of the Vietnam Helicopter Pilots Association.

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Material published in the VHPA NEWSLETTER is contributed by members and other interested persons. Letters to the editor are welcome. As space permits, we will publish as many as possible. Letters are subject to editing for brevity and accuracy. The VHPA does not guarantee or endorse any product, organization or person mentioned in this publication. Mail to: Newsletter Editor, P.O. Box 9592, Wichita, KS 67277. POSTMASTER: Send Change of address Form #3579 to

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## INCOMING MAIL

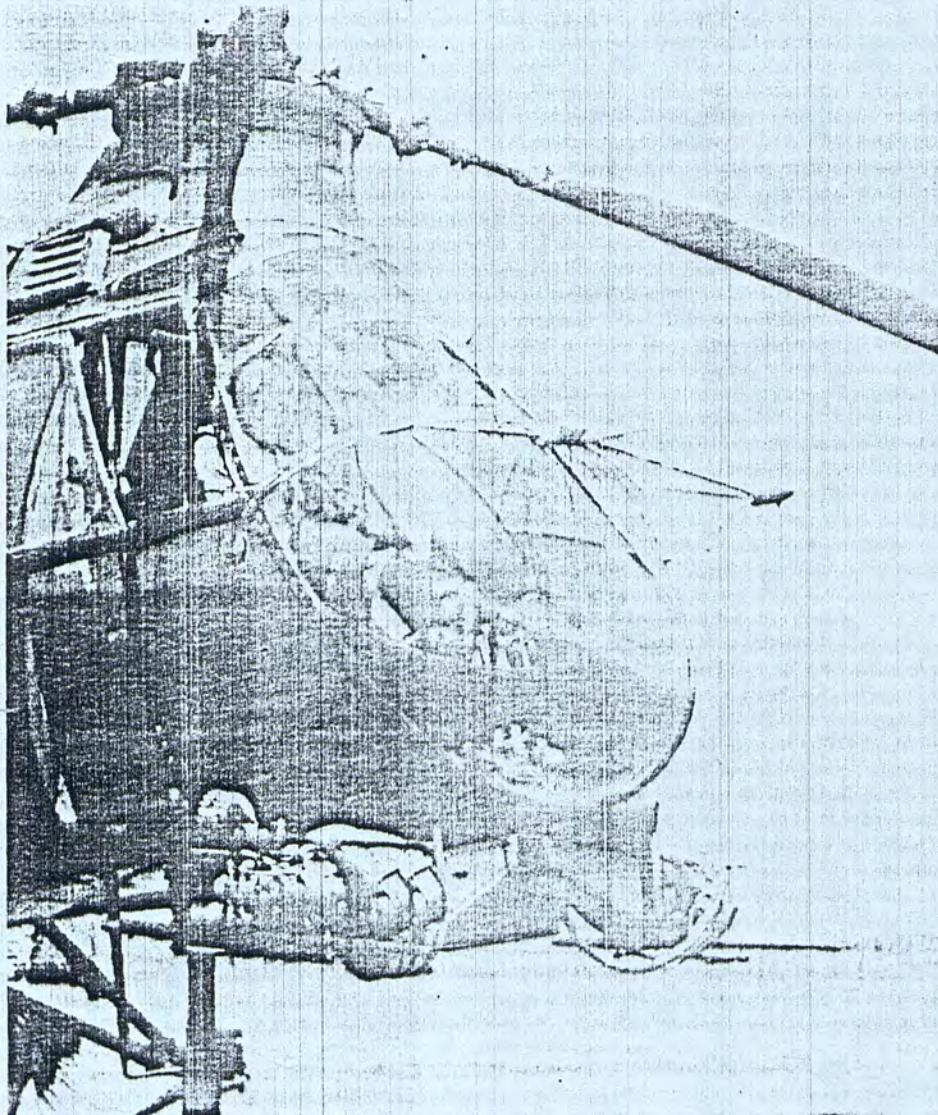


### MOVE OVER EASY MONEY!

As I was reading my December, 1986 newsletter, I read the article 'Guns A Go-Go' and remembered this picture that I took in May, 1964, at Vinh Long. Well, move over Easy Money. Here's a photo of the world's first and only armed heavy tandem rotor ACH-21. I believe it belonged to a maintenance outfit in Vinh Long.

Now, you say, why did a maintenance company need an armed H-21? Well, in late 1963' early 1964, there was only one helicopter company in the country and that was the UTT,

based out of Saigon. Since we were the only armed company in the country, we were sent TDY anywhere that large "eagle" operations were planned. It was one of those TDY's to Vinh Long that I took this picture. When the UTT was busy elsewhere, the only air support that they had were Air Force T-28's and AD-6's, flown by American and ARVN pilots. Of course, fighters were not much good for real close in air support so this maintenance company decided that when they were out on an aircraft recovery that they needed an ace in the hole! What they needed was some fire power of their own. American ingenuity



"Guns A Go-Go" Sire, ACH-21.

photo by Skip Budny

being what it is, they scarfed up an M-60 flex kit and mounted it on this 21. With four window and two door M-60's and the flex kit, this ACH-21 could put out as much fire power as 5000 rounds a minute, which was almost as much as a fire team of the armed B model Hueys we were flying at the time.

There are only about 100 guys that would know anything about this aircraft. Of course, it would be people that would have been assigned to Vinh Long in '63-'64.

The H-21 was retired from Vietnam around July, 1964 and the UTT Armed Helicopter Co. was assigned to do the ceremonial fly-by for the old lead sled which I qualified in before going to Vietnam.

However, I didn't fly the 21, because myself and Roy Gordon Azbill (KIA Dec. '64), were shanghaied by a Captain Walker of the UTT and flew guns for a year! Roy and his crew were number 241 through 245 KIA in Vietnam at the end of 1964.

I am also sending a couple of other pictures that I thought you might find interesting. I am also sending a class roster for Roy's and my own class 63-5W, November 19, 1963, and a copy of the Rocket which was like a yearbook on the UTT. This copy of the Rocket is probably one of the only copies left in existence today, with history on the formation of the Army's first fully armed combat operational helicopter company, the UTT (Utility Tactical Transport).

When the VHPA museum is set up, I might be persuaded to donate this copy of the Rocket in honor of the UTT. It was and is an honor for me to have flown in a unit that was in Army's aviation history, the first fully armed combat operational company and first in the country.

Skip Budny  
(Dragon 32)

Clinton, PA 15026

Interesting is an understatement, Skip, what a treasure! The Rocket contained photos of several of our classmates John Atkinson, John Rovetto, and John Thomson, (Class 62-1W). And your photo of the CH-21, UH-1, and O-1 in formation is being saved for a future cover, it's just too great for anything else. By the way folks, Skip now makes his living in the left seat of a USAir DC-9. Ed.

Continued on next page

### GUNS A GO-GO TET

I've been planning to write for sometime now on a couple of matters. The letter on "Guns a Go-Go", by Ron Disney in the December edition, prompted me to speed it up a bit! His letter brought memories from the past that I had all but forgotten over the years. If I may indulge upon your time for a few moments, I have a tale concerning an incident involving my brief tour with Go-Go. Many years have passed, but I can recall it as if it were just this afternoon!

Within the first few hours of the Tet offensive in '68, the heavily armed CH-47 CHINOOK helicopters of the 1st Cavalry Division — known as "Guns a Go-Go" — were downed by enemy groundfire very early on. Some of the pilots and crew were wounded, necessitating a call for volunteers to fill their vacancies. CWO Bob Jones, Alpha Co., 228th, who had flown Go-Go missions during the early months of his tour, was personally requested to fill in as an Aircraft Commander. Bob was also asked to bring a volunteer pilot with him. As Bob and I were both Flight Section Leaders in Alpha, and since we shared space in the same hooch, I suppose it was only natural that I happened to be selected as "volunteer pilot of the day!"

On 8 February, the CH-4 gunship named BIRTH CONTROL (I cannot remember her call sign, but Go-Go 4 rings a bell!) had been hastily patched, given a new engine, and retrofitted with new external weapons systems to replace those jettisoned during the previous emergency. We were given a free-fire zone to the southwest of the Red Beach maintenance facility, and with a full load of ordinance we departed for a leisurely hour or so of testing the aircraft and weapons systems.

As we neared our target, we flicked the weapons systems switches to "ARM" and made last minute adjustments to our sights. Bob would be working the 20mm's and rockets; I would be handling the "chunker" and the crew in the back would be manning the five fifties in the cargo compartment. Compared to the past several days, we felt this would be a "piece of cake"!

Swinging wide of our target — an abandoned village consisting of two or three long houses, and perhaps a dozen or so small thatched huts — we set up our run so that we would be coming in, more or less from west to east, avoiding

the high terrain as best we could and leaving ourselves the most open area toward the sea in case of an emergency. I recall thinking of the past inhabitants of that village. Had they fled to seek safety from the VC/NVA forces, or had they been forcibly removed and relocated by US forces to insure their safety. Their village was so beautiful, so remote and peaceful, from my viewpoint, that I hated the thought of using it as a test. In one or two passes, we would leave nothing standing. Only fire and ashes!

The scene was so serene as we turned onto final and began our first firing run. No sign of life anywhere except for a few water buffalo grazing in the paddies here and there. That serenity was abruptly shattered as an almost continuous pop-pop-popping gave way to an angry snap and crack as Charlie's round found their mark. For a few moments, I was frozen into a complete state of helplessness as I watched an old mamasan determinedly firing an AK47 that was strapped beneath a water buffalo. As I remember it today, everything happened in slow-motion. I had taken many hits before, but that was the first time I had ever been able to see, with 100% clarity, where the fire was coming from; and establish eye to eye contact with the person who was trying to snuff my life! That moment will be forever etched in my mind!

At about the same time, the flight engineer shouted over the intercom that we had a bad fuel leak, and that we ought to "shut it down". "Which one?" I asked. The panel instruments were indicating all OK. I turned to see fuel pouring over the ramp in a clever imitation of Niagara Falls at peak season! "Number 2 — shut down #2!" Came the reply. As I quickly slammed the #2 Condition Lever from FLIGHT to STOP, just as Bob was starting to turn to a clear area, I realized the mistake. Number 2 was the good engine, with Number 1 dying of fuel starvation.

As #2 hit STOP, the aircraft began a rapid and almost uncontrollable descent. With Bob and me, both, on the controls, we had to milk the thrust lever for all it was worth in attempting to regain lost RPM. We hit ground rather hard, but with no apparent injury to the crew and only minor damage to the aircraft. Once again, all outside armament was jettisoned and much of the ammunition inside was thrown overboard before landing — though no one could recall just when all of this took place. One thing that everyone agreed on was that the FE should take a short course in recognizing 1 from 2 and the #2 engine

was running fine while #1 was about to die of fuel starvation!

Emergency repairs were made; all excess weapons, ammunition and equipment still on board were left with a marine unit which had come to our aid, and the ship was flown back to Red Beach for further repairs and refitting. BIRTH CONTROL took 32 hits that day, I'm told — I was evacuated to Japan on the 19th due to a back injury, possibly incurred during the landing on the 8th. As far as I can determine that was the last flight for BIRTH CONTROL. If so, I feel honored to have been a part of her gallant history — though I would have much preferred more ideal conditions!

So much for the war stories! I had been intending to write, as I said, to bring up a point which I feel has been neglected by the Association. This is the failure to honor those fling-wing aviators who, by their gallantry and intrepidity in heliborne operations, earned their nation's highest tribute — the Medal of Honor! I believe the Association would be remiss in its duty and purpose, if it failed to give proper recognition to those so honored. Toward that end, I have enclosed Medal of Honor citations for 8 of those "chopper jockies". I think it would be properly fitting that each of them be remembered at all future functions of the VHPA, and that citations attesting to their deeds become a permanent and prominent display in future Association directories, yearbooks, or other publications.

As an addition to the deceased list, you might add the names of: CWO John Seeley, 59-C3, KIA; CWO Frank Roop, 59-C3, KIA; and CW4 (Ret) Donald Graham, 8th Trans Co (CH-21) 1961-62, DAW.

I thoroughly enjoy the newsletter and only wish it were longer and that it could come out every month! You are doing a good job and providing a service badly needed... keep up the good work!

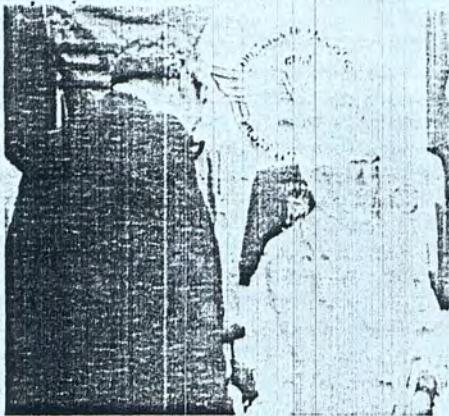
I have been away from the flight scene since 1976 and miss it badly. Grounded with leukemia and other "minor problems", I expect it will be quite sometime before I can turn a blade again!

Bill McKenzie  
(Razorback 26 & Rough Rider 26)

Duson, LA

Thanks for the suggestion, Bill, maybe the idea should be acted on at our next reunion. Hope to see you there. Ed.

Continued on next page



John Harris (right) signs up Medal of Honor winner Mike Novasel (center).  
photo by John Harris

#### UTT ANYONE?

I am a retired Army officer turned writer. I am currently working on a book on the war as I experienced it. I am trying to contact former members of the units with whom I flew in Vietnam.

I was with the UTT/68th/197th Armed Helo Co in 1964 and 1965, flying as a fire team leader. In 1967, I flew as a scout platoon leader with Troop A, 1-9 Cavalry, 1st Cavalry Division.

Would you please run the following ad in your newsletter?

ANYONE who served in the UTT/68th/197th ARMED HELO CO in 1964 and 1965 in Vietnam, and anyone who served in TROOP A, 1-9th CAVALRY, 1st CAVALRY DIVISION in 1967, please contact David H. Price, Colonel, US Army, Ret.,

Hawaii 96734. Phone:

Currently writing a book about our war.

Dave Price

Kailua, HI 96734

Check Skip Budny's letter, Dave. We would like to hear from Don Utz, a 1967 1/9th Cav member, Ed.



furnished by Tom Murphy



#### HEAVY!!

I don't know how timely this response is but.... From the December '86 Newsletter "What is It?" "Annie Fanny", at Bien Hoa, UH-1H of the 117th AHC, later adorned with additional designations of "STUMP JUMPER" on the right front and "HEAVY" underneath those two large beautiful.....in the middle.

Darrell Stigler  
(Boomerang 10)

Pittsburgh, PA 15273

#### "TOP" TRIBUTE

Would like to see a tribute to the Command Sgt. Maj. at Dak To for so long, who took such good care of the Pilots & Crews. He made a break shack for us, where, when we could take a break we could get a coke and sit back for a breather. A great idea as he could always find a crew for any mission that might come up. Any crew would do whatever he needed, because he cared for us! An old Colonel, trying to get a Star, and a first day AC got him killed in a hot LZ. I cannot remember his name, but there are many, many pilots and crews who will always remember his kindness.

Bill Roberts  
(Lizard 7)

Starkville, MS 39759

#### ALL IN THE FAMILY

Articles on Brothers leads me to say I met my wife, and Army Nurse-Lt. Sandra Black, over there. Her brother, Sgt. Jim Black was a Crew Chief/Gunner in the 1st Cav at the same time and my brother, SP-4 Fred Heffernan was there also at the same time as a Radio Operator. Small war!!

Frank Heffernan

Chugiak, AK 99567

#### WOC ROCK

Twenty years ago, give or take a week, I saw the WOC ROCK for the first time. Three years ago, Robert Scarborough (69-1) and I visited the abandoned Ft. Wolters one foggy 02:00, and saw it again. I confess to possessing a silver-dollar-size chunk of the thick peeling paint, in a little box on the shelf above the word-processor I "fly" these days.

Continued on next page

## INCOMING MAIL, continued

I would like to get in contact with any VHPA members who either now have in progress a project, or who would like to begin organizing one, to secure the WOC ROCK, stabilize its weathering, "Hook it out of there, and establish it somewhere significant as a permanently-maintained memorial and rallying place for our small company of brothers in arms. Input concerning any suggestions or assistance welcome on where, when, and how.

Also: know a film producer who would like to do for the gunship pilot what "Platoon" has done so admirably for the grunt? Write or call concerning "Sacrifices".

I hope to see you all off the Queen Mary for the reunion on the 4th. I heard some chatter on the FM tac channel two down from Jack Benny that a reputable source in Washington confirmed that General Grundy has come out of retirement for the occasion with a plan to take the wings off the Spruce Goose, mount them on the main-stack mast of that Grand Old Lady, rotor-wise, and pull pitch on the bitch! Wahoo!

James Nathan Post

Las Cruces, NM 88004

Okay, James, it was asked before, but with no response, but now we know you know, so what was the FINAL color of the Rock? Ed.

## EAGLE ALUMNI

During a recent business trip I was reading my March issue of The VHPA Newsletter. I found the responses to Little Annie Fanny of the 117th AHC most interesting as I also was a member of that unit in 1968 while they were headquartered in Dong Ba Thin. Jeff Huss' letter made reference to many old friends and caused the recall of many more. I have made a mental note to bring some photos of the old gang to the Convention in July in hopes we can reminisce with others who may be in attendance.

A second experience occurred as a result of my reading the Newsletter which prompts this letter. A fellow passenger asked if he could read the newsletter and of course I was eager to share a common interest. The gentleman is the V.P. of University Relations at Embry Riddle University. In addition to his aviation interest, he was also interested in your efforts regarding

the identification of members and potential members. It seems he is trying to locate the alumni of the University and is interested in utilizing various resources to do this. We discussed the possibility of a mutual benefit to the two organizations in this regard. I committed to him that I would write to VHPA and convey his interest. He also has Larry Clark's name and the VHPA address and stated his intention to write. The gentleman's name and address is: William J. Harman, VP University Relations, Embry Riddle University, Executive Offices, [REDACTED] Bunnell, FL 32010. Perhaps there is some benefit to be gained by our organization through this contact. Looking forward to Long Beach.

Walt Atwood

Scottsdale, AZ 85254

## VHPA Arizona Chapter Formed

The Arizona Chapter of the VHPA has been formed. The first meeting was held on June 6, 1987. If you are an Arizona member of the VHPA and were not contacted, you may obtain more information from Gary Slaughter, [REDACTED] Phoenix, AZ 85032.

## President's Roll Call

As we approach the changing of the guard at this year's reunion, I would like to reflect on the changes and advances that were made this year.

First, the selection and implementation of the management company was an important and necessary step that this organization had to face. We have grown too large to be run from closets and spare bedrooms. Through the efforts of this management company, the survival of our organization is assured.

Quarterly telephone conference calls were held by the directors for the first time this year. This allowed expeditious handling of business and will provide additional time for the directors to address more topics at the annual meeting.

Taylor Publishing Company has been approved to contact each member with a questionnaire. The information provided by you will be used to print a "yearbook" type history of the VHPA and its members. This effort is being coordinated through the historical committee. Taylor Publishing will have a display at the reunion.

This, my final "Roll Call", has proven to be my most difficult. As I have said many times, we Vietnam helicopter pilots and combat veterans are a "family". Serving as the head of this "family" has been the greatest honor of my life. The privilege to serve this organization as President is limited to a few, but these few accept the responsibility to lead as we all accepted the responsibility of a military obligation that brought us together in Vietnam and today. It is my hope that each member who so desires will have the opportunity to serve as an officer. Many thanks to all of you for my opportunity.

My final "Roll Call" duty is to request your presence on the Queen Mary, July 4th weekend. HOPE TO SEE YOU THERE!!

Mike McDonald  
(Blue Ghost 42)

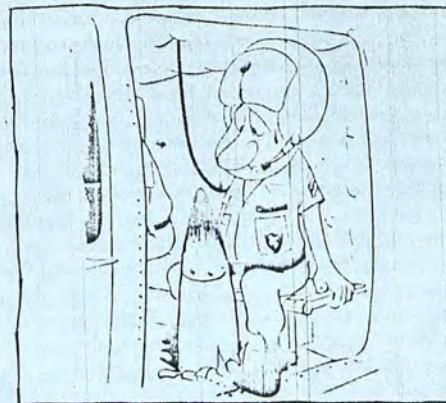
ARMY NAVY USAF USMC USCG  
AUSTRALIA NEW ZEALAND CANADA S. KOREA

## VIETNAM HELICOPTERS CREW MEMBERS ASSN.

GEORGE ECKER  
Executive Director



201 Apache Street  
Huachuca City, AZ 85616  
Tele: (602) 456-9561



"Sir, there's something back here  
I think you should know about."  
(From the Rocket, provided by Skip Budn,

## Upcoming Events

July 25, 1987

**Vietnam Helicopter Pilots Association 4th Annual Reunion**  
Hotel Queen Mary, Long Beach, California. Info: Paul Uster

Summer of 1987

**Reunion of "A" Troop 1/9 CAV Those serving 1969-1970.**

Contact: BG Paul Funk, Deputy Commander, Fort Knox, KY. or CW4 Jim Greer, NC 28301

June 5-7, 1987

**3rd/5th Cavalry Reunion**

Fredericksburg, VA

Looking for 'chopper' pilots who flew for D Troop, 3/5 Cavalry. Contact: Ron Quezada, Ponce De Leon, FLA 32455. Doug Smith:

July 11-18, 1987

**282nd Assault Helicopter Company (Blackcats)**

**1st Reunion**

Contact: Tom Pullen

July 29-August 2, 1987

**Lawyer-Pilots Bar Association Meeting.**

Olympia Village Resort, Oconomowoc, WI (in conjunction with Oshkosh Air Show) Details: David E. Prewitt

July 31-August 7, 1987

**EAA Annual Convention**

Oshkosh, WI

World's Largest Aviation Event. Contact: EAA,

August 7-9, 1987

**145th Combat Aviation Battalion (Vietnam) Reunion**

Fort Wayne, IN. Contact: James L. Bodkin, Fort Wayne, IN 46805,

August 22, 1987

**Vietnam Parade and Reunion**

Waynesboro, PA

Contact: Dick Avey

Darrell Green

## From the Executive Director

For those of you arriving by airline at LAX for the Long Beach reunion, you can get from the airport to the Queen Mary by calling the SuperShuttle at 417-8988 or use the Baggage Claim courtesy phone. Collect your baggage and walk to the island curb area beneath the "Bus Stop" sign on the lower level. Meet your SuperShuttle blue van with the proper destination sign on the front.

To return to LAX when leaving after the reunion, call the Super Shuttle at least 3 hours before your departure flight time for van reservations. There is a courtesy phone near the registration desk aboard the hotel. The service is very good and they promise no more than 3 stops enroute. Paul's reunion report contains SuperShuttle price information.

While aboard the Hotel Queen Mary, plan to take the tour of the ship plus the Spruce Goose. Tours operate from 10:00 a.m. to 6:00 p.m. daily. The tour is free to registered guests of the hotel. Just across the parking lot from the hotel is London-towne, a replica 19th century English village with souvenir and gift shops plus various small restaurants and snack bars that serve beer of all things!

In the LA area there are many tourist attractions such as Disneyland, Knott's Berry Farm and Universal Studios. If you have an interest in going to any of these, you should contact the tour desk aboard the Queen Mary. The tour office is just inside the gangway entrance to the registration lobby.

There is no swimming pool aboard the Queen Mary, but there will be an inflatable kiddie pool for those that must have water in the area of the survivors party. We do not recommend swimming nor diving into the shallow end, or deep end for that matter, of the wading pool.

We highly recommend sun tan lotion as you will spend much of your time outside visiting the aircraft displays and walking topside.

Aboard the Queen Mary there are two types of rooms, the modern toilet and the original. Be sure to tell them what your preference is as they will try to accommodate your desires. The original rooms are quite elegant and have the original plumbing fixtures complete with sea water or fresh water bath (hot and cold) plus "tepid" (a British term for warm, maybe?) shower. It can be quite a thrill to stay in one of the original staterooms, where perhaps Garbo, Grant, Hope or Chaplin may have stayed during a voyage.

Larry Clark  
Executive Director

## Reunion Steins Available

If you're not attending the Fourth Annual Reunion at Long Beach and would like a set of steins, you may order them from VHPA Headquarters. A set of four is \$24 plus \$2.50 postage and handling. Send your request along with a check or current VISA/MasterCard number to: VHPA, P.O. Box 9592, Wichita, KS 67277. Orders will be processed after July 10th. If you are attending the Reunion, you may purchase your set at that time.





## Memory Book To Be Available

"Reunions" Inc. has been given the opportunity by the Reunion Committee to record the events. They will compile a Memory Book of the events for you.

There will be photographer(s) to cover the event. Every reunion member and their guests are asked to please stop by to have their photograph taken. There is no charge or obligation. Photographs of all participants attending the reunion plus activity and candid photos will be compiled into the Reunion Memory Book. If you wish to purchase one of the books, the price is only \$10.00 which includes tax and postage to be mailed to you.

Your proofs will be mailed to you so you may choose a pose for the book. You may order and pay for a memory book when you receive your proofs.

If you are unable to attend the reunion, your friends would still enjoy seeing you included in the Memory Book. If you have a *small* photo of you and/or your family, please enclose. We will submit the picture to your reunion committee to be included in the Memory Book.

If you are not attending the reunion, you still can order a copy of the Memory Book at this time by including your check for \$10.00 with the form below and mail to:

"Reunions" Inc.  
P.O. Box 876  
Orlando, Florida 32802-0876

UNIT \_\_\_\_\_ DATE \_\_\_\_\_  
NAME \_\_\_\_\_ SPOUSE'S NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
OCCUPATION \_\_\_\_\_  
BOOK ORDERED YES \_\_\_\_\_ NO \_\_\_\_\_  
(Please enclose \$10.00)  VISA  MASTERCARD  
If you wish to charge your order with VISA or MasterCard  
complete the information below

If you wish to charge your order with VISA or MasterCard, complete the information below.

VISA     MASTERCARD  
Account Number \_\_\_\_\_  
Expiration Date \_\_\_\_\_  
Signature \_\_\_\_\_

## New Life Members

Danny Pegg

R.R. 1  
Green Fork, IN 47345  
69-23  
70-71 B/158 101 ABN  
Farmer

Daniel L. Toothman

Hampton,VA 23669  
68-27, 68-519  
69 15 MED BN 1 CAV  
72 175 ACH  
72 18 AVN  
Pilot, U.S. Army

## Attention VHPA Ladies

There will be a ladies continental breakfast from 9 to 11 AM, Saturday, July 4, 1987. There will be a reading of "Precious Moment" at 10:30 for those who wish to participate. The exact location will be announced when you register on the Queen Mary. I am looking forward to seeing all of you there.

Carolyn Wright

## Looking For... .

JOHN LEE

of 66-19B, you are being sought by  
Harold Le Sage, Jr. [REDACTED]  
The Woodlands, TX 77380.

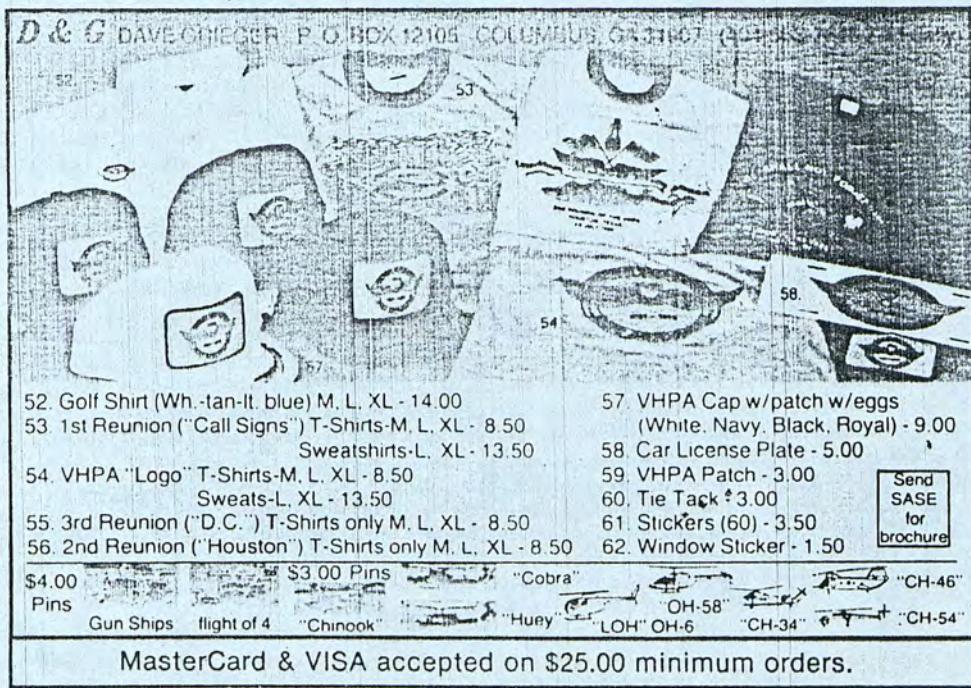
STEVE DARLING

57th AHC, 1970-72, last known to be living at Lake Tahoe, CA, please contact Kevin Stancer, [REDACTED] Fort Scott, KS 66701.

## INFORMATION WANTED

...from anyone who may have been a witness to or knows anything at all about the shootdown of a Cobra, on 11 May, 1972, vicinity of An Loc. Call collect to [redacted] David Sheppard,

Help The VHPA.  
Get A Friend  
To Join Today



# VIETNAM HELICOPTER PILOTS ASSOCIATION

## Fourth Annual Reunion

2-5 July, 1987

Long Beach, California

### REUNION REGISTRATION

Name: \_\_\_\_\_ Member No.: \_\_\_\_\_

Wife/Guest Name: \_\_\_\_\_ No. of Children: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

#### Registration Fees

Adults \$15.00

Children: Free  
(10 & Under)

#### Business Meeting Lunch

Adults \$15.00

Child: \$10.00

#### Banquet

Adults: \$30.00

(Semiformal Dress)

Number of Adult Registrations:  x 15 = \$ \_\_\_\_\_

Number of Adult Lunches:  x 15 = \_\_\_\_\_

Number of Child Lunches:  x 10 = \_\_\_\_\_

Number attending Banquet:  x 30 = \$ \_\_\_\_\_

Total: \$ \_\_\_\_\_

Make Checks Payable to VHPA

#### NAME TAG INFO

(Name desired on your reunion nametag)

(Flight School, Class No., Years)

(Combat Units and Years)

(Hometown)

MAIL WITH CHECK TO:

Vietnam Helicopter Pilots Association  
P.O. BOX 9592 • WICHITA, KS. 67277

# VIETNAM HELICOPTER PILOTS ASSOCIATION

## Fourth Annual Reunion

2-5 July, 1986

Long Beach, California

### HOTEL REGISTRATION

Name: \_\_\_\_\_ No. of Persons in Party: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: ( ) \_\_\_\_\_ Arrival after 6:00 PM? \_\_\_\_\_

Arrival Date: \_\_\_\_\_ Departure Date: \_\_\_\_\_

#### Room Rates

Single or Double \$69.00 Rates are per night

Rollaway Bed \$13.00 Add 7% Tax

Staterooms available for occupancy at 4:00 PM

#### THESE ARE SPECIAL RATES

Reservations must be received 30 days prior to arrival and include a deposit in amount of one night's stateroom tariff, plus tax.

ROOM RATES INCLUDE ADMISSION TO THE  
"TIME VOYAGER" "SPRUCE GOOSE" AND  
"QUEEN MARY" ATTRACTIONS.

#### FOR CREDIT CARD USERS:

Card Type:  MC  Visa  AMEX  Diners

Other: \_\_\_\_\_

NUMBER: \_\_\_\_\_

Expires \_\_\_\_\_ / \_\_\_\_\_ Signature: \_\_\_\_\_

If deposit is by check, amount enclosed: \$ \_\_\_\_\_



DO NOT SEND TO VHPA. MAIL TO:

#### Hotel Queen Mary

P.O. Box 8 • Long Beach, CA 90801  
(213) 435-3511 (800) 421-3732

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MO175  
88/T0 5/T0  
Lee's Summit, MO 64063

What is it? Name the place. *photo by Paul Uster*

**VIETNAM HELICOPTER PILOTS ASSOCIATION**  
P. O. Box 9592 — Wichita, Kansas 67277 — (316) 946-4047



**MEMBERSHIP APPLICATION  
OR CHANGE OF ADDRESS**

APPLICATION:   
ADDRESS CHANGE:

ANNUAL DUES: \$20  
LIFE MEMBERSHIP: \$300  
SUBSCRIPTION ONLY: \$12\*  
(\* included in annual dues)

**OFFICE USE**

MN \_\_\_\_\_  
DP \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

HOME PHONE: (      ) \_\_\_\_\_ WORK PHONE: (      ) \_\_\_\_\_

OCCUPATION: \_\_\_\_\_

FLIGHT SCHOOL CLASS: \_\_\_\_\_ SERVICE BRANCH: \_\_\_\_\_

COMBAT FLIGHT HOURS: \_\_\_\_\_ SSN: \_\_\_\_\_

Information about EACH Vietnam Tour:

DATE From	DATE To	UNIT	LOCATION	CALL SIGN

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

*NOTE: This form may be used for DIRECTORY CORRECTIONS.*