



THE **VHPA** NEWSLETTER

Vietnam Helicopter Pilots Association September 1990 • Vol. 7 • No. 3



SWUNG HIGH ABOVE THE TERRACED LOVLINESS OF CLOUDS;
POISED IN THE HIGH ARCHED VAULT OF BLUE EMPTINESS THEY RIDE,
SWIFT MINIONS OF THE GODS OF WAR.

R.P.L. MOGG

UH-1C
7TH SQUADRON
17TH AIR CAVALRY
MAY, 1968

ROBERT N. STEINBRUNN

President's Roll Call

There are not enough superlatives in the English Language to describe the new VHPA Vice President, Gary Slaughter's, accomplishments in putting together what turned out to be the biggest and the best reunion to date for the VHPA. Seven hundred and fifteen pilots plus family and friends attended the Mardi Gras flavored, seventh annual event. There were fourteen hundred plus attendees at the Grand Finale banquet.

It is hard to describe the monumental task that faces someone who volunteers to be a reunion chairman. There is tremendous personal sacrifice in the planning of such an event. There is also a great feeling of accomplishment and relief when, once it's over and everyone has had a good time, you can kick back and say "I done good!!" I know the sacrifices that Gary and his family made in the preparation of the "Reunion to end all Reunions" and his unselfish service to and for this organization deserves a note of thank you from all of us. There is not a doubt in the mind of anyone that attended the "Arc Light on the Mississippi" that Gary Slaughter "done good!!"

Gary shouldered most of the burden, but he also had many volunteers to assist, without whom it would not have turned out to be the great reunion that it did. Gary's lovely wife Lynn helped coordinate events and worked her heart out at reunion registration, all the time keeping a watchful eye on her and Gary's pretty young daughter, Janie. Chapter members also assisted with the various events, doing anything from delivering beer and ice where needed to blowing up balloons and decorating tables to assisting with registration. A big "thanks" needs to go to them, also.

And two people who continued their tradition of lots of hard work and very little play were Mike and Diana Law. Without the hundreds of hours of work that these two individuals voluntarily give to the VHPA, not only at the reunions but year round, we would not be near the organization that we are today. They also deserve a note of thanks from the membership.

Mr. Frank Jenson, VHPA member and President of Helicopter Association International, (HAI) received an award for his continued support of the VHPA. Frank was directly responsible for the VHPA becoming an affiliate member of HAI and provided exhibitor space for the VHPA at HELI-EXPO '90 in Dallas. VHPA has been invited to attend HELI-EXPO '91 in Anaheim where we will once again be putting the word out about our fine organization.

Though VHPA is normally the presenter of awards at the banquet finale, the tables were turned this year when the Sheraton New Orleans Hotel presented the VHPA membership with a trophy, and justly deserved from my observations. It is now a matter of record that during the course of the VHPA reunion, the drink quota set for the hotel for the entire month of July was exceeded in only three days. Considering middle age is settling in on all of us, it is nice to know that there are a few Vietnam Era "rotorheads" that think they are still in their early twenties.

The VHPA continues to grow, with the five thousandth member joining at the New Orleans reunion. It is hard to believe that in six years we have managed to put five thousand plus helicopter pilots in touch with each other again. And this has been done without any major nation wide media campaign. Who knows what the results would be if we were in a weekly news periodical. Such exposure could double the size of the organization almost overnight. Finances permitting, the Executive Council may try to do just that this year.

Continued on page 7

VHPA OFFICERS COMMITTEE CHAIRMEN AND STAFF 1990-91

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MEMBERSHIP SERVICE .. ANGELA FAULCONER

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Mike McDonald, Editor

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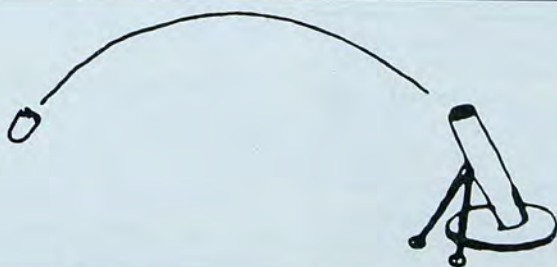
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The Executive Council and newsletter editor have elected to make the changes in this newsletter in response to suggestions from the membership in New Orleans. Budget considerations at this time preclude color in every issue, however, we would like your comments and suggestions.



INCOMING MAIL

A SPECIAL THANKS

In the June 1990 edition of the Newsletter, David Adams reported the death of VHPA member Gaylord Bishop. I would like to add a postscript to that letter for those other VHPA members who know Bish as Tomahawk 18.

I was Bish's platoon commander at the 128 AHC from August 1971 until he returned to the states in December of 1971. I flew many hours with Bish and we shared some harrowing moments together. He was one of those few pilots with whom we all have that special bond that only flying in combat brings.

There have been only 2 people I have known in my life whom I would trust my life to. Those 2 people are Gaylord Bishop and his former roommate Dale Onstine (better known as the Super Jew).

Gaylord Bishop was far more than just another aircraft commander in the rotation. He is on my list of heroes. He was a fine person.

For those members of the 128 AHC Tomahawks and Gunslingers who knew him, I'd just like them to know that Dale Onstine, Don Vinson and I attended Bish's funeral at Arlington Cemetery. It was one of the saddest days of our lives, but we were there to pay tribute to our friend.

I would like to switch subjects and relate an experience that should be reported to all VHPA members.

While staying at a hotel in Arlington, Texas recently, I found myself in a very slow and crowded elevator going down to the pool for a swim. I was wearing my VHPA 1989 reunion T-shirt as I often do when I travel. A woman stared at me with a

rather expressionless look and said, "Helicopter pilot huh"? I said, "yes" wondering if she maybe had some bad feelings about the war or helicopter pilots. After a long pause, she looked at me again and said, "my husband was shot down in Vietnam and a helicopter pilot rescued him. He was the only person they were able to get out because the ground fire was so intense". I just looked at her, I couldn't come up with a response to that. When the elevator stopped, she shook my hand and simply said, "Thanks"! It was a powerful moment. I was speechless! It was one of those times that I was proud to say that I was a Vietnam Helicopter Pilot!

J.M. Waugh
Tomahawk 16
128 AHC 1971-72

Thanks for sharing these special moments. Sometimes the tribute we pay is returned in the thanks we receive.

REKINDLED FRIENDSHIP

In August of last year I wrote to VHPA attempting to locate Lonnie Burkhalter and David Thompson, both were pilots of aircraft I crewed while with the 7/1 at Di An and Vinh Long.

Several days ago I received a call from Robin Stansell (a VHPA member) with the sad news of Lonnie Burkhalter's death two years ago. Yesterday David Thompson called and hearing his voice after 22 years was a very emotional moment for me. During our half-hour conversation a warm friendship was kindled and the pilot - crew chief relationship was still evident.

I have received calls and letters from other pilots and crewmembers and I can only say had it not been for the VHPA none of this could have been possible.

Thanks is all I can say - Thanks, to the association and to the pilots. I'm sure I speak for my fellow crewmembers when I say you are the finest people we will ever know.

Best Regards
Michael Burton
Troop A/7/1 Cavalry Regiment 1968

P.S. A former "C" Troop member is organizing a reunion of the regiment at Ft. Knox in August 1991. Anyone interested may contact:
Paul Hanson

Your kind thoughts are very much appreciated. We, too, have a warm place in our hearts for you crewmembers.

THE HARDEST QUESTION

I need to get these thoughts on paper before they fade away. First of all, Thanks to you and the rest of the guys responsible for the New Orleans "ARC" Light, super job. This was my first (and definitely not my last). I was very hesitant about coming and come all the way back from K-Town, Germany. Out of curiosity even after my arrival on Friday night I thought "Hell I don't know any body here". To make a long story short I was badly mistaken, I knew everybody there. How could I have not recognized my brothers.

The night of the banquet I invited the widow of my flight school roommate (Pete Tweedy) to attend with the rest of our class 66-11. During the course of the evening it took more and more bites on the inside of my cheek to keep my emotions in control. The crowning blow was when Pete's son showed up. The last I saw him was 1968 and now here is a young, poised confident young man (I guess breeding shows). When he asked me about his DAD and the critical question was "Who was my Dad". I was stumped for an answer and to gain a few seconds over

Continued on next page

my emotions I looked all around the room trying to formulate an answer to the hardest question I've every been asked. Then I realized the answer was right in front of me. I told Mike that "if he took all of the men in that room and blended them and pulled one composite being out of the blend, that was your Dad". For you see Mike's Dad was you, he was me and was all of us. By damn he still is, because Mike gave me the best answer when he said, that "as long as one of us was alive his Dad was alive". Damn kid wasn't playing fair with my emotions.

Mike is now the owner of my beloved 66-11 class ring and I couldn't think of a better place for it to be.

One more thought and I'll shut up. I've often wondered why I have rarely ever heard of any of my brothers with Post Traumatic Stress. I now realize that the new program of support groups is not new. We have had it all the time. With the support of our fellow pilots and now it is an "official support group. It is called VHPAI

Jerry Montoya
66-11
Wolf Pack 36

Sometimes the answer to the question is all around you but it is seldom obvious. We truly are from one mold.

GET "IN TOUCH"

Joining VHPA has really brought back memories, the good ones. I have renewed friendships and made new one. We are the lucky ones to be able to have these memories.

I recently read about a group called "In Touch" that helps children of Vietnam KIA's make contact with those who knew their father or others with the same loss. That really got to me and after a recent trip to visit the "Wall", I decided to do something. I contacted "In Touch" and got the names of aviation personnel whose children are trying to find out something about their fathers. I'd sure like to see the list in the "Looking For" column.

If anyone recognizes a name in the list and would like to help heal some very old wounds, please call Wanda Ruffin, the

director of, "In Touch: at If she's not there leave a message. Besides healing old wounds, it will make you feel pretty good too.

Sincerely,
Jack Shields

"In Touch" List:

James Travis Burke, Jr. USN
UH-1 Pilot, HA(L)-3, Callsign "Seawolf"
KIA 8-1-67

Conway (first name and rank not provided)
15th Maint. BN, 1st Air Cav (Phuc Vinh)

Michael Joseph Lynch, USA
Door gunner, 121 AHC, 164 AVN Bn
KIA 2-9-68

John James Patton, Jr., USA
1st Air Cav (RVN) and an instructor at Ft. Eustis. Discharged, died of wounds incurred in RVN working as a Bell Tech Rep.

LTC Roger J. Bartholomew, USA
Helicopter pilot, KIA 11-68

CPT. Wayne McConkey, USA
1st Avn Bde
Kia 2-15-70

If the VHPA can't help "In Touch", no one can. We exist to do just this. O.K. guys, it's up to you.

FINDING FRIENDS

I am looking for friends of Douglas L. Watson - CWO - U.S. Army. He served in Vietnam for one year during 1969-70. Upon leaving Vietnam, he was transferred to Ft. Benning, Georgia where he died on February 20, 1971 from injuries sustained in an automobile accident. Doug and I were like brothers from childhood in High Point, North Carolina where we were born and raised. I would really appreciate

Continued on next page

VHPA Product Order Form

	Price	Total
Back VHPA Newsletters.....	\$15.00/Set	
(Complete set only)		
1989 VHPA Directory.....	\$12.00/each	
(VHPA Members only)		
(While supplies last)		
VHPA Decals.....	\$1.00/each	

Grand Total

Send check/money order or charge to MasterCard/VISA

Account No. _____ Exp. Date _____

Signature _____

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VHPA
7 W. Seventh St./Suite 1940
Cincinnati, Ohio 45202

being contacted by anyone in VHPA or other organizations who knew him from service in Vietnam or at Fort Benning.

Doug would not qualify as KIA because he was at Ft. Benning, Georgia at the time of death although he was still on active duty in the Army.

My interest in finding friends of Doug Watson is that this man was like a brother to me and I would like to learn more about what his life was like in Vietnam and maybe share some information about him with those that knew him and served with him.

By the way - thanks to all of you for protecting the freedom that is so easy to take for granted!

Regards,
Michael Waggoner

Mike, I hope that someone in the VHPA can provide the answers to the many questions you must have.

VIETNAM UPDATE

Hi, I'm not much on writing to newsletters or editors, actually, I'm not much on writing, period; but I wanted to sit down and let everyone know what present day Viet Nam is like now. I should have written this when I returned to the States in January, but it's taken until now to sort my thoughts enough to put all this down on paper.

I've been flying a Boeing 727 for Jet Aviation, Zurich, for the last six months, based out of Tokyo, Japan, for a Japanese corporation that owns N109HT (now up for sale in Orlando, FL). On 2 December, 1989, we flew the company president from Tokyo to Saigon (Ho Chi Minh City) for the grand opening of the Floating Hotel parked at Ton Duc Thong on the Saigon river.

It was a strange feeling to break out of the afternoon haze at 3,000 feet and see Tan Son Nhut airport on final approach. I can't begin to describe my feelings on seeing that country again. After landing on the only open runway (25L) we taxied past ramps, with revetments still in place full of C-130s, C-119s, C-47s - all in various

stages of disrepair and neglect. Also, several Soviet-built MIL-HIP and ANT-2s. We parked and shut down on the ramp directly in front of the main terminal building where so many VIP aircraft used to drop off brass and politicians and then taxi off (it was forbidden to shut down on the main ramp). Parked next to us were two Tupolev airliners with Vietnamese markings.

The place was like a ghost town, we were the only arrival or departure that afternoon on an airport that once was as busy as O'hare Field. We were met by a small delegation and driven into town in a Soviet made sedan with an inop air conditioner. I didn't spend much time in Saigon on my previous tours in Viet Nam, but I could recognize the drive into town to the Continental Hotel on Dong Khoi Street. The sights, sounds, and smells came rushing back at me over that long span of 20 years. I was both saddened and happy to be back, but it has changed, mostly for the better. Gone now is all the maddening jam of vehicular traffic, no buses, trucks, cyclos or cars. Everyone is either pedaling a bicycle or riding a small Kawasaki or Yamaha. They don't have the hard currency or spare parts to keep automotive vehicles running.

The Continental Hotel has been renovated and most of the foreigners in Saigon stay there. I was given a suite of four rooms facing out onto the shops of Dong Khoi street. I went out and wandered the streets, visiting the cathedral at Duc Ba and the main post office and the old Rex Hotel on Nguyen Hue street. I didn't know what to expect from the people in the streets, whether they would shoot me on sight or embrace me. Mostly, I was ignored, except by the local shopkeepers trying to sell their products, because most of the Vietnamese in Saigon were used to seeing French, British and Eastern Europeans from the various foreign missions. The few I did talk to were genuinely surprised and pleased to find I was an American.

At the grand opening of the Floating Hotel I was introduced to several Vietnamese officials and was treated graciously, especially by the Australian bartender with his inexhaustible supply of Wild Turkey bourbon.

All of the Vietnamese I met and observed seemed to be happy, or at least content. Their lives and existence seem to have

reverted to the French colonial era when the Vietnamese society was more agrarian and life moved at a much slower pace. No night clubs, discos, bars or anything resembling the influence the US military introduced into the country.

We left the next morning and as I flew south over the delta towards Kuala Lumpur, I found myself wanting to return, to hopefully see more of a country that I once flew and fought over without taking the time to learn much about. I would especially like to visit the delta areas and the central highlands where I spent several years of my youth. I hope I get the chance to return.

Blue skies.

Rob Nelson

Apache Guns, 7/1/ Air Cav
189 AHC

To revisit Vietnam after twenty years allows one to view the country with a different perspective. Hope you have an opportunity to return to those places that long ago meant so much.

ATC IN RVN

Greetings,

I am writing to your organization to inform and seek your assistance in passing along information about a new veterans organization. It is for ARMY AIR TRAFFIC CONTROLLERS who served in Viet Nam.

I am hoping to reach many of the approximately 15,000 or so men and women who worked at ATC during the Viet Nam War, in country and out. It is my hope to reunite many of these people in class reunions of the ATC school at Keesler AFB, and Ft. Rucker. Also unit personnel from the many different units that they were assigned. We served and were assigned to aviation units within infantry, cavalry, airborne divisions, as well as, aviation brigades, and Corps in Germany. This will not be an easy task, but with the help your organization may render through the publication it puts out this will happen.

Continued on next page

Please pass along the following address:

VIET NAM AIR TRAFFIC
CONTROLLER ASSOCIATION
c/o William J. Palmergunner

Here's my home phone number, with an answering machine: [REDACTED] If you have any question or suggestion please write or call me.

Any help will be well received.

Again, thank you,
William J. Palmergunner
RVN 1/1/68 to 12/31/68
RVN 9/27/71 to 12/5/71
1st INF DIV
1st AVN BRGD

After all these years, it's your turn to tell ATC where to go, go to Keesler AFB or Ft. Rucker. If you know a controller, please pass this information on.

BUNN ON BEAUTY

I want to take this opportunity to thank all those who made my 7th VHPA Reunion memorable.

For starters, I wish to thank Gary Slaughter for the best Reunion ever. I then would like to thank all of you men(?) who participated in the Peter Pilot Beauty Contest. Especially Mike Carlisle who made a bold fashion statement in his runner up effort.

Thanks to Russ Janus, the winner. Two things though Russ. Mike says he garnered two votes from your table in the "kiss-off" and everyone says you cheated because that appendage peeking out of your cummerbund was fake. Loudest of these was Paul Kunkel who was not afraid to show the real thing.

Incidentally Paul, I'm thinking of enrolling you in the Party of the Month Club so you will have something to go under that white mini dress.

Thanks to Bob Johnson for allowing me to be on the radio to talk about the VHPA. Talking about and praising this great organization and the guys in it is one of the things that I'm proud to do and enjoy doing.

Thanks again all and I'm really looking forward to Reno.

Sincerely,
Kenny Bunn
Stallion 19

Only the Great Kenny Bunn could "pull off" (so to speak) such a successful Beauty Contest. What evil lurks in the heart of Ken, for next year!

VIETNAM FROM ON HIGH

I started to write this letter some time ago when I received a copy of The VHPA Newsletter from Barclay Boyd, a stickmate in ORWAC 62-8A.

I had just returned from one of those unforgettable trips to the Orient, leaving KMSP in a nice snow storm, arriving in a very windy KORD to pick up my plane to fly to RJAA (Narita or New Tokyo). It was one of those days I should have stayed home as No. 1 blew the #4 seal and froze the N2 section. Always nice to lose an engine at rotation when you are grossing 800,000 lbs. and it isn't in the simulator, especially when 365,000 lbs. is Jet A. Dump down to 630,000 lbs. and back to KORD. Who could have ever thought back in Feb of 1962 when ORWAC 62-8 started that one could progress from the OH-23D to a B 747. Just shy of 28 years from that first solo from Obie D. Calhoun on 23 March 62. I would find myself flying a starch wing that burns more weight just getting the engines started and a short taxi than the "Raven" grossed.

We finally got back on pattern a few days later and were cruising down A-1 out of RJAA going to VTBD (Bangkok) trying to get the direct route to Dagon and then to Danang instead of going west to Cheung Chau at Hong Kong, then back to the southwest to Dagon, when my First Officer pulled out some WAC charts of Nam. Told him to wait till the return trip to RJAA when it would be daylight and I'd point out what he was looking for. Feels funny working HOCHIMINH ACC and they will ignore you if you call them anything but HOCHIMINH. Saigon will bring silence. On the return route you pick up B-460 at UBON that brings you over Nam north of Pleiku and Quinhon and South of Danang

and Quangngai. From F1 350-430 you can see the whole Highlands. Lots of memories with 110th AWC (D229th 1st CAV) and the 117th in 65-66 n a guship-Plei Me, Tea Plantation, Pleiku, An Khe, Dak To, Song Be, Ia Drang, X-Ray, Happy Valley, Cheo Reo, Tuy Hoa, Etc. Wo Robert Mason said it all.

Joel D Long
Smiling Tiger 33
Capt. B747
Northwest Airlines

It does bring back memories to fly the "Friendly" skies over Nam, even if you do work for Northwest Airlines.

REUNION FNG

Being a FNG at the "ARC Light" reunion is an experience I will never forget. I have been to parties before, but the VHPA reunion is unlike anything I have previously attended. From the outset the members went out of their way to make me feel welcome, since my 'new guy' status was apparently obvious. A feeling came over me that is hard to describe. It was like we were all twenty five years old again.

The renewing of old friendships brought back forgotten memories. War stories flowed like the beer and deep rooted feelings were brought to the surface with information about the fate of classmates and comrades. I learned about a buddy that committed suicide after returning to the states. Another about a classmate that was a victim of drug abuse. These were good men that were reduced by a war that had strange effects on those who participated in it. Men who in other circumstances may have excelled in life, ended up as the uncounted statistics of the Vietnam War.

I met up with one old classmate and two members of my unit in Nam. I had hoped to meet more old friends, but the many new friendships that came about more than made up the slack. Gary and Lynn Slaughter found a way to make me feel as though I had known them all my life, even though I had just made their acquaintance. They did a tremendous job putting this reunion together. I hope they realize the appreciation that I and all the other party goers feel toward their efforts.

For me the "Peter Pilots Beauty Contest" may have been the most fun. The MC's were very professional in the handling of the event and the contestants showed the kind of courage that was required in past forays into the bowels of Saigon. The creativeness of the costumes was only outdone by the articulation of answers to questions that came directly from the Encyclopedia Britannica or some facsimile (MAD magazine?). I think the closeness of the competition was handled well by bringing some of the women up onstage to determine the winner through objective analysis of the attributes of each contestant by whatever means they deemed necessary. The winner was worthy and the losers have another year to refine their technique. I look forward to the repeat performance.

I would like to propose that at the next reunion the wives have a chance to compete in a similar manner. We could have a "Miss Mama-San" or "Miss VHPA" contest. I'll bet there are some women who would love to share in the glory that only comes from a beauty contest. It could be held around the swimming pool with a wet t-shirt competition as part of the event. Who knows, maybe the winner could be given the much sought after honor "VHPA Newsletter Centerfold" as a prize. If you feel this idea needs some serious consideration I ask that you forward

your thoughts to the newsletter editor. Let's bury him with junk mail so he will have plenty to read in times of despair. Remember, he asked for it!

I would like to close with this thought...About twenty years ago we all participated in a war that we seemed to lose. The events of the last year may mold history to indicate that the ideals that we were working for will win out in the end, so our efforts were not in vain. The world is quickly coming around to our way of thinking. I think we should all be proud of what we did when our nation asked for our sacrifice. The world may be a better place because of our efforts, so let's not consider Vietnam a failure, but a learning experience...for the rest of the world.

Fred Counter
(reunion FNG)

Just like Nam, you attend the reunion as an FNG but you leave as an exhausted veteran. See you next year.

THUNDERBIRDS AND BANDITS

We need some help in locating some lost but not forgotten members of the 118th AHC - "Thunderbirds" "Bandits".

We are planning a reunion in September, of Aviators who flew with the 118th, and if any of our fellow VHPA members can help us locate any of these gentlemen, (figuratively speaking) we would really appreciate it.

We applaud all of you associated with the VHPA; you have caused a lot of old friendships to be rekindled again.

We are looking for:

Jim Burke, Pat Conway, John Mickey, Bob Moore, Dusty Rhodes, Lance Ward, Joe Winner, Bill Banister, George Leach, Joe Michalkiewicz, (Fat) Jack Mulligan, Fred Viles, Vernon Watts.

Please send any information to:

H. Robert H.R. Nelson
Thunderbird 17
67-7, 118th AHC 67-68

James R. Thorne
Bandit 36
67-7, 118th AHC 67-68

Always glad to lend a hand in locating lost buddies. Hope you find them all.

ROLL CALL, (continued from page 2)

It is especially exciting for me to see all the individuals that were attending their first reunion. They were not just from the south central United States but literally from all over. I did not talk to anyone of them who was not having a great time, wished they had not waited so long to attend a reunion and planned on never missing another one again. It's been said over and over again. If those that are not sure that the VHPA has but one goal, that being to bring old friends and buddies together again, the attendance of just one reunion will answer all questions. There are certainly far fewer doubters now than there were before New Orleans.

As previously mentioned, Gary Slaughter was elected to the VHPA Vice Presidency.

His election meant that two individuals needed to be elected Members at Large. Filling Gary's one remaining year as Senior Member at Large is Tom Percy. The Junior Member at Large elected for three years is Phil Marshall. I want to welcome all of these gentlemen to their new positions on the VHPA Executive Council.

Along with his one year commitment as Senior Member at Large, Tom Percy is also the 1991 Reunion Chairman. Tom, a flight school classmate and Vietnam wingmate of mine, is already hard at work on making Reno as big a success as New Orleans. I hope all of you begin making plans now to attend. All the work Gary Slaughter, Tom Percy, or any reunion chairman puts into the planning of our get togethers is made worth while only if you attend and enjoy yourself. There may not be a river boat in Reno, but I'm

sure there will be plenty of things planned that will make being there more than worth your while.

Greg Ross, President
Vietnam Helicopter Pilots Association

**Help the VHPA.
Get a Friend
to Join
Today!**

1990 Annual Business Meeting

VHPA President Roger Gould opened the meeting at 1 p.m. on 7 July with approximately 300 VHPA members in attendance. Roger welcomed everyone and using an overhead projector presented the meeting's agenda. He summarized the "State of VHPA" by saying that things "couldn't get better". From the humble beginning with 66 Vietnam Era Pilots in July of 1984 we now have over 5,100 members including 275 Life members. 65 have joined and 9 have upgraded to Life members at or because of the New Orleans Reunion. So far 715 pilots have attended the Reunion at one time or other.

On the financial side, Roger stated that for the first time in VHPA history the annual CPA audit was completed prior to the Reunion. He then presented a foil comparing income and expenses for 1989 versus 1988. He explained that 1988 income was higher because dues payments for January 1989 were made late in 1988. He then presented a foil comparing income and expenses for May 1990 to May 1989. Finally he presented a foil comparing VHPA account balances as of the end of May as follows:

ACCOUNT	1990	1989
Checking	\$ 4,311.06	\$12,446.75
Savings	\$91,558.08	\$62,245.81
Life Member		
CD	\$68,234.73	\$39,859.31

He closed by saying that Life member fees are still being placed in Certificates of Deposit and thus their services are being subsidized by annual dues paid by the general members.

Concerning Executive Council activities since the last Reunion, Roger stated that the Council had met almost monthly via telephone conference calls and that these meetings usually average 2 hours. The most significant event that occurred was relocating VHPA's headquarters from Wichita to Cincinnati because Performance Associates Inc. (PAI) was the successful bidder for the VHPA administrative services contract. Roger

explained that 7 vendors responded to VHPA's request for contract bid document and that we are currently paying PAI \$14.30 per active member per year. This fee includes the expenses related to the 4 Newsletters and the Directory. He closed by saying that we should be proud that VHPA is 7 years old and that the annual dues are still just \$20.

Concerning VHPA's participation at HAI and "the Gathering", Roger introduced Frank Jensen, the President of HAI, also a VHPA member. Roger said that VHPA has been attending the annual HAI meetings since 1985 and that HAI has been very supportive ever since. HAI has helped provide VHPA with exposure to the entire world. This past year HAI granted VHPA an Associate Membership without reciprocal conditions and that this is something several past VHPA presidents have desired. Roger then asked Gary Slaughter to report on "The Gathering". Gary thanked Jack Jordan for his and his wife's support and said that 1 new Life and 75 new members joined, 40 members paid dues, and over 500 Vietnam Era pilots attended "The Gathering". Gary said the next year's HAI will be in Anaheim, California and that anyone desiring to help should contact him. Gary closed by reminding everyone that the purpose of "The Gathering" is to provide a Reunion type opportunity for those VHPA members that must work during the summer and are thus unable to attend the primary Reunion over the 4th of July.

Ron Wright conducted the Officer Elections part of the meeting. Ron announced that the only candidate for Vice President was Gary Slaughter and asked for a show of hands for all those who would vote for Gary. Gary Slaughter was elected Vice President. Ron stated that the office of Senior Member at Large was now vacant as Gary would have held that office next year; therefore we must elect a Junior Member at Large as normal plus a Senior Member at Large replacement. Ron said that the Executive Council had anticipated this possibility and had decided that the person

receiving the most votes would be the Junior Member at Large and serve on the Council for three years as normal and that the person receiving the second most votes would serve as Senior Member at Large on the Executive Council for only the coming year. There were five candidates (Tom Percy, Jack Jordan, Tim Doreen, Charlie Rayl, and Phil Marshall) and each was given two minutes to address the membership. After the speeches there was some discussion about the process for electing the two Members at Large. Finally Roger asked for everyone to just circle one name on the ballot. There was a round of applause. When Ron was assured that everyone had voted and that the ballots had been collected, he turned the meeting back to Roger.

Concerning the Incorporation of VHPA, Roger introduced Charlie Rayl, an attorney. Charlie explained that with Executive Council concurrence he had filed the necessary legal documents with the State of Kansas to incorporate VHPA as a non-profit, tax exempt organization and thus an annual financial report must be filed in Kansas. Charlie said that these actions were taken to clarify the liability status of Executive Council members and to protect the tax exempt status of the association. Roger thanked Charlie for his efforts.

The first of the committee reports was given by Paul Uster for the Constitution & Bylaws Committee. Paul stated that there were no changes this year for the membership to consider. This was greeted by a big cheer!

Roger announced that Alan Thiele, at the request of the Executive Council, has started the legal process to register the VHPA logo. This action will generate royalties for the association and protect the logo from misuse.

Larry Clark stood and said that the Historical Committee for VHPA had no report to make.

Continued on next page

1990 Annual Business Meeting

Bill Greenhalgh from the Historical Committee (Vietnam Era) thanked everyone that had provided information and indicated that a lot of progress had been made this past year to collect unit histories. He reminded everyone that unit history survey forms were available at the table in the back and repeated his request for at least one person from each unit to serve as the historian. The Historical Committee is interested in copies of orders, citations (especially DFC's), photos and maps of RVN air fields, and copies of the quarterly unit histories that were filed in RVN. As Bill returned to this seat, he received a standing ovation from the membership!

Ron Wright announced the results of the election: Tom Percy is the new Senior Member at Large and Phil Marshall is the Junior Member at Large.

Mike McDonald, the Newsletter Editor, said that there has been a reduction in the letters from members but that he is still very interested in material from the membership. As a result he announced in the last Newsletter that he would start looking for "War Stories". He has saved some photos previous sent in for a "rainy day" but said that that day had now arrived. Mike cautioned that getting photos back to contributors has been difficult; so he recommend copying them prior to submitting. There were some suggestions from the floor: answers to the "What is it?", a recorder at the Reunion or a telephone recorder for those that have good material but believe they lack writing skills. Mike acknowledged these ideas and said that he has tried hard in the past not to edit, but to use the writer's words. Mike concluded by asking for more Vietnam Era photos suitable for the newsletter.

Gary Roush from the Records/Data Base Committee said, that the hardest part of the Committee's job is keeping track of Vietnam Era pilots that have died. There are 2,211 pilots in the KIA/MIA database and 122 of these need to be confirmed because they may be fixed wing pilots. The average age at time of death was

25.6 which seemed to indicate that many pilots died during their second tours. There are only 265 pilots known to VHPA as having died after their tour in SEA but information on 30 more was obtained at this Reunion. Gary explained that only about 20% of the data is printed in the Directory but we hope to publish more in future Directories. All MIA's, save one, have been officially declared dead. Gary asked, that if anyone knows of a list of Air America pilots that were killed to please get in touch with him. Gary said that the Committee was also working on flight class rosters. He estimated there were about 300 flight classes and believes that VHPA only has information on about 15% of these. If you have orders of flight class social rosters, please send them to VHPA.

Phil Marshall from the Membership Committee said, that current estimate for the total number of helicopter pilots that flew in SEA is about 22,000; so if we subtract the 2,500 mentioned by Gary Roush we still have about 20,000. VHPA only knows about 6,200 to date; so there are still 14,000 "out there". Phil asked, all those who know a Vietnam Era helicopter pilot that wasn't listed in last year's Directory to raise their hands. (There were many hands in the air!) Phil encouraged each to send the name and address of these to VHPA. There was a suggestion from the floor to award a Life Membership annually to the member who recruits the most new members. There was also some discussion about having "one big Reunion" with the Marine and Air Force Vietnam Era helicopter pilots because these services have their own associations. Dan Ross, who flew for the Marines in Vietnam said, that he and several other Marines who are members of VHPA plan to attend the USMC Vietnam Pilots Reunion in Las Vegas.

Bob Johnson, Public Relations said, that for the last 3 years VHPA has had billboards put up prior to the Reunion and this year there were 10. He said, that a short promo tape is being prepared for every cable TV station. The theme behind this

is to increase awareness about VhPA. Bob asked, John Hazelwood to relate his recent success story. John said, that he had been on ESPN's "Hat of the Week" TV show and that this was an example for a idea that paid off in free national advertising for VHPA.

Mike Law, the Directory Editor, said that plans for the 1990 Directory are well underway. The cover photo will feature the Skycrane and the Callsign section will include almost 1,000 items versus only 700 last year. The most frequently requested feature is to mark the FNG's (to the Directory) in some way and because of improvements in computer programs used to produce the Directory, we will do that this year. There was a suggestion from the floor that member phone numbers be included. Roger Gould said, that despite the statements printed in the Directories not to use this material for commercial use, several people have misused the information. Therefore, phone numbers would **NOT BE** included. Roger went on to say that the Executive Council is most concerned about this misuse and is looking into legal or other actions we might take to guarantee that the information in the Directory is only used for social and historic purposes by VHPA members.

Gary Slaughter, the 1990 Reunion Committee Chairman, introduced Tom Percy who is the 1991 Reunion Committee Chairman. Tom said, that the city of Reno is very, very excited about hosting the VHPA Reunion next summer. They have scheduled a "Spirit of America Week" to support our Reunion as well as their traditional 4th of July celebrations. The Golden Nugget is giving us a very good rate and has committed to \$1.50 for mixed drinks. (This statement was greeted by a loud cheer!) Gary said, he was really looking forward to the Reno Reunion. Then Gary asked, the 1990 Reunion Committee members to stand (there were almost 40 present). Gary reminded everyone that there were also a number of wives who had worked

Continued on next page

very, very hard for the success of this Reunion. Gary closed by saying that for the first time the closing banquet would not be "limited" and that you could buy tickets from the Registration Area up until the time it closed.

On the subject of VHPA Chapters, Gary Slaughter reported that the current Chapter Presidents had held a successful 2 hour meeting today. He said, that if a flight class or combat unit or geographic section wanted to form a chapter; that it was really easy and encouraged those interested to contact him.

Roger thanked all those that had given committee reports. He once again announced that Executive Council members did not receive any pay for their hours of work for the Association but that they did receive complimentary rooms at the Reunion which are given by the hotel based on the number of room nights generated by the Reunion. He again talked about the misuse of Directory information and wanted to assure the membership that we have not sold this data nor have we exchanged it with any other association; that the Executive Council knows this information is for social purposes only and will protect it as such.

The first item of Walk on Business was an announcement from Mike McDonald that

he is planning a trip to Vietnam next year; if anyone was interested in joining the trip they can contact Mike.

There was a question from the floor as to future Reunion sites, Roger said, that 1991 would be in Reno, that 1992 would be somewhere in the Southeast and Gary Slaughter has the site and Reunion Committee chairman selection as his highest priority, and that 1993 would be in Phoenix as a special 10th anniversary commemoration. To a further question "What determines the site?" Roger said, hotel size and rate, the availability of good air fares, and a good "draw for VHPAers" were the primary factors. There was a suggestion from the floor that maybe we should try a 4 day cruise. Roger said, that this suggestion would be pursued but that a significant number reunion attendees only visit for 1 day or so.

To a question from the floor concerning associate members such as widows, etc. and /or flight school classmates that did not go to SEA, Roger said, that there has been considerable discussion for several years now on this matter. Roger said that the Executive Council believes that the majority of VHPA members have indicated they want no changes to the qualifications for membership. (There was a huge round of applause at this point!)

Roger thanked the individual who pointed out that printing the Newsletter in blue makes it difficult to copy by saying that while we only make changes to the Newsletter after careful consideration, this point was well taken.

Ron Wright reminded everyone that they needed to have their picture in the Reunion Book even if they did not wish to purchase the book.

Greg Ross, the Vice President, then addressed the membership by saying that it is really sad that Executive Council members and especially the President and Vice President were so busy at the Reunions to really interact with the members. He encouraged everyone to write their ideas down and mail them to VHPA. He closed by warning that we can not have a successful Newsletter without membership input.

There being no further business, Roger adjourned the meeting at 3 p.m.

Respectively submitted by,

Mike Law
Executive Director

Upcoming Events:

NOVEMBER 9-11, 1990
2ND ANNUAL VIETNAM ERA
VETERANS REUNION

The Reunion will be held at the Mitchell Holiday Inn in Mitchell, South Dakota. Registration will take place on Friday from 4:00 p.m. - 8:00 p.m. and again on Saturday from 8:00 a.m. - 10:00 a.m.

JUNE 14-16, 1991
USN HAL-3 SEAWOLF
ASSOCIATION 3RD ANNUAL REUNION

The reunion is to be held in San Diego, California. For information contact: Dan Smiley, [REDACTED]
NJ 08091, [REDACTED]

HISTORICAL COMMITTEE UPDATE

I want to thank everyone for their interest in and support of the Vietnam Era Historical Committee. The information and offers of assistance I received at the reunion in New Orleans were most welcome and I'm looking forward to hearing from many of you. For those of you I didn't get a chance to talk with or who weren't able to attend the reunion, anything you have that may be of interest or help in writing unit histories is needed. Some of the things the committee would like are:

- Orders of any sort on which are listed the names and units of other aviators.
- Accounts of actions (for example: award narratives for DFC:s, Silver Stars).
- Unit histories, unit "yearbooks", unit rosters (if known-nicknames of aviators).
- Overhead photos, diagrams or maps of major airfields

Some people asked about sending audio tapes with information, after action reports, stories etc... If they are cassettes I can use them but can't promise when I will be able to return the tapes. So, if you have information or remember some things that happened and would prefer to record it rather than sit down and write everything out, please do so. The Historical Committee will accept information in any form. If you send anything, please send copies, not originals.

Again, thanks for the information and keep in mind that every bit helps. Send things to me directly (my address is in the back of the directory) or through headquarters (attn: Greenhalgh or VN Historical).

See you in Reno.

Bill Greenhalgh

CLEANING OUT THE CLOSET . . .

If you have had problems in the past receiving your newsletter, certificate of membership, directory or any other items from VHPA, please let me know. As Vice President I have taken on the task of helping on a one on one basis, our members who have had problems in the past. The president and I would like 90-91 to be the clean up year and all of our members receive everything their dues have paid for. Please give me as many details as you can, especially dates.

Gary Slaughter
Vice President
c/o VHPA

IN MEMORY . . .

I regret to inform you that member John M. (Mike) Hammons (Class 67-17) died of heart failure in his sleep on Tuesday, April 24, at his home in Galveston, Texas. Regards,
Bob Spradlin
Dave Simpson

LOOKING FOR . . .

If you can provide a current address for any of the following, please send it to VHPA Headquarters. Attn: Mike Law, Executive Director.

Monty Jordan
H.S. Kirschbaum
Harold LeSage
Q.L. Mills
James Dean Rand
Thomas E. Seybold
Ronald Timberlake

***Become a Life Member
Today!
Call VHPA for details.
(513)721-VHPA***

New Orleans Reunion Recap

How do you begin to describe the "ARC Light" of reunions? Impossible! But I'll try. Statistically New Orleans was the most attended reunion we have had to date by VHPA members, guest and families. The city had its' doors open ready and waiting for the massive incursion. Starting July the 4th a fantastic BBQ and fireworks display on the Mississippi River set the tone for good times. The hotel had every available employee icing down beer as consumption was a Sheraton Worlds Record!!!

The next day all met at the Natchez paddle boat where I was threatened with bodily harm if the free beer didn't arrive!!! "Well guys you won't believe it but, the truck had a flat tire". That satisfied most for a while but the Phoenix boys were doing something to a rope and looking for a tree. I could tell that things were getting serious and about that time the beer arrived. A pick up truck loaded with 75 cases of cold beer totally disappeared in 6.3 minutes. Another worlds record. On the ship we had a cajun meal fit for a king. Two bands played as we paddled down the old mighty Mississippi. All went well until we docked. From the group awaiting to go on their cruise standing on the dock I heard, "Oh Lordy, Lordy!!! What are they doing?" I ran out to see what was happening and there it was. The first annual naval mooning contest. The New Orleans Steamboat company had to assure those waiting that this was not standard and certainly not part of the entertainment aboard their vessel.

After returning to the Sheraton everyone drank some more to prepare themselves for the "First Annual Peter Pilots Beauty Contest". I could have drank a 5th and not been prepared for Kenny Bunn's Bunnies. I heard rumors that because Phil Marshall had such pretty legs he got elected at the business meeting?? Just a rumor. The ladies had a hard time choosing the winner, all were raving beauties, but one did manage to convince the ladies he was the best. Mr. Russ Janus in his TUX captured their hearts and lips with his style. Here's to you Russ, FOR ALL THAT

YOU DOI After the contest we had a great live band that got everyone on the dance floor like I have never seen before. Even "Skippy" was seen shaking a leg.

Friday night on Bourbon Street was without a doubt a successful Real Helicopter Pilots Roll Call. The VHPA brotherhood managed to accomplish their goal of taking over an establishment on Bourbon Street, as well as, the street itself, consuming all beverage in sight, over loading the outside balcony with another mooning contest and uniting all police on horse back in the French Quarter. The police were not ready for Mardi Gras in July!!! They had a good sense of humor and let everyone navigate back to the hotel VFR (very funny & rowdy). The last one bringing up the rear made it in about 5 a.m., so hotel security tells me.

Saturday we had a great helicopter static display thanks to some great helicopters on display to include an Apache brought in from the South Carolina Army National Guard. This machine was awesome. I can't thank this unit enough for the joy and excitement they brought to VHPA in New Orleans. Because of the massive consumption of beer at the paddle boat,

we couldn't find any left to serve at the display. All the Dixie was consumed earlier by VHPA professional beer tasters. I understand the ladies cooking show was attended by a record number of VHPA ladies with many door prizes and gifts. I heard a rumor Lynn's voice went out and had to be replaced. That will teach her not to sing with the CAV all night next time! The children had their pool party along with a helicopter drawing contest. The winners were: First place- Matt Auten & Leslie Overstreet. Second place- Kyle Kuranz & Becky ? (3 years old). Please notify me if you are the parents of the winners so I can mail their trophy.

We had other winners too! Ralph C. Harvey won the free room stay at the Sheraton; Lesie Earl Digman won the free paddle boat cruise; Travis N. Johnson won the Life Membership lottery. We sold tickets for \$1 and generated enough money to give away a life membership and offered \$175 towards another, but the winner never claimed it. It's not to late! If you will mail me ticket #2084345 you can become a life member for \$125

Continued on next page



Greg (L) with Frank Jenson at Grand Finale Banquet

RECAP, (Continued from page 12)

if you choose; other wise the \$175 will go into the general membership fund.

Our banquet had its award and ceremonies but one stood out as a VHPA 1st. The Sheraton hotel awarded VHPA a



President and Mardi Gras King Roger Gould and Wife Sue

huge cup trophy inscribed "To VHPA party animals for single handily achieving the Sheratons' beverage quota for 1990". Then came the Mardi Gras parade. Wow! The two motor cycle cops with sirens got everyone's attention as the marching jazz band played followed by floats and marchers. Many people caught throws of all kinds some of which were donated by Judy & Company (Tim & Judy Doreen). We graciously thank you very much for those items. It was a sight to see; a taste of Mardi Gras in our ballroom. Roger & Sue Gould were king & queen of Mardi Gras that evening; both dressed to fit the part. They looked stunning. When the last float left the ballroom the band started, giving no one a chance to catch their breath. We danced the night away with our favorite 50's, 60's and 70's music we all grew up with. The band was fantastic and even let a few brave helicopter pilots try to sing a song or two. Talking about harmony, this group of guys had it. They sounded like a real live hound dog reunion.

I sincerely hope everyone had a great time; Lynn and I are most grateful to the membership for allowing us to host such a great group. Thanks to all who turned in the suggestion/comment sheets. They will truly guide the future reunions as requested in writing by the membership. I must thank Mike and Dianna Law for their timeless efforts in registration keeping us all going. Their devotion to VHPA will

probably never be matched or exceeded. It takes special people working the entire reunion so others will have a good reunion. As I started at the banquet, GOD himself must have sent Jack Dale Jordan as VHPA Assistant Reunion Chairman, because I didn't deserve the support this man gave

me at the reunion. I asked him to make on the spot decisions to keep the ball rolling and he did. He put out as many if not more "FIRES" as I did. He gave his all and then some to the success of the 1990 reunion. I feel as if I should split the plaque I was given into and give half to Jack. He sincerely earned it. I can only hope and pray that future

reunion chairmen can be as fortunate as I was to have such a fine person by his side through thick and thin, the ups and downs and in the end saying, "We did it; mission accomplished". My personal thanks also goes out to Dan & Rhonnie Furguson for jumping in when we needed replacement troops. They both continuously helped throughout the entire reunion, doing whatever was necessary to help make the 1990 reunion a success. The ladies and gentlemen that served on the reunion committee can take credit for the success of the 1990 reunion one of the most memorable. Also anyone wanting a copy of the reunion program please drop me a line along with .75 in stamps to cover the postage.

A reunion video tape MAY BE available if enough interest is shown to warrant the expense. If you are interested in obtaining a tape for an approximate price of \$25.00 write VHPA member Rick Oeder, [redacted] Should this tape become available 10% of his sales will be donated to VHPA.

Gary Slaughter
90' Reunion Chairman



Russ Janus Mr. "Peter Pilot" with wife Nancy

New Life Members

Robert L. Ford

67-10 A5
67-68 282 AHC
Flour Milling

T.C. Gipson

64-7W
67 334 AWC 1st Platoon
65-67 283 MED DET's
65 155 AHC
Captain United Airline

John Hunsicker

69-17
69-70 57 AHC
Clinical Psychologist

Randy Juge

67-25
A/25 CAB 25 INF
State Farm Insurance
Agent

Thomas Paulson

63-1W
65-66 48 AHC
68-69 205 AVN ASHC
Chief Pilot

Curtis L. Franklin

70-05
70 A/25 AVN
70-71 C/7/1 CAV
Slick Pilot

Wayne A. Lincourt

67-19
68 188 AHC
69 B/3/17 CAV
Account Executive
Flying Magazine

Georae R. Schuler

71-15
71-72 176 AHC
72 173 AHC
Pilot PHI

Steve Rodgers

159-6
64-65 14 AHC
67-68 13 CAB
70-71 164 CAB
Engraver

Louis Fausak

70-02
67-68 9 INF DIV

Arvel H. Perry

66-5, 66-7
66-67 173 AHC
Personnel Manager

Chick Luther

70-21
70 174 AHC
71 118 AHC
71 117 AHC
Human Service
Management Consultant

Bruce L. English

70-23
70-71 A/227 1 CAV
Pilot

James A. Donadini, Jr.

70-33
71 A/377 ARTY
71-72 A/4 CAV
AG Pilot

Jay S. Goodrich

67-15
67-68 DIV ARTY 9 INF
68 D/3/5 CAV 9 INF
Industrial Financial

Allen D. Butler

70-9
D/158 101 ABN
U.S. Army

Richard W. Cline

58-7
66-67 1 CAV
69-70 34 CAG
Retired

Richmond Stephens

68-35, 68-519
69-70 155 AHC
Attorney

Allan A. Cease

71-3
71 162 AHC
71 C/7/1 CAV
71-72 A/7/1 CAV
Attorney

Robert J. Smith

68-27
69-70 175 AHC
Insurance Sales

Jack M. Bailey

67-21, 68-5
68-69 73rd SAC
71-72 F/4th CAV
72-73 HQ 1st AVN
Airline Pilot

Dennis Laffick

68-19
69 114 AHC
Entrepreneur

Travis M. Johnson, Jr.

68-524
69-70 B/228 ASHC
Inst. Pilot LAARNG

Independent Auditor's Report

To the Executive Council of Vietnam Helicopter Pilots Association, Inc.

We have audited the balance sheet of Vietnam Helicopter Pilots Association, Inc. as of December 31, 1989, and the related statements of support, revenue and expenses, changes in fund balances and changes in financial position for the year then ended. These financial statements are the responsibility of the Association's management. Our responsibility is to express an opinion on these financial statements based on our audit. The financial statements of Vietnam Helicopter Pilots Association, Inc. as of December 31, 1988, were audited by other auditors whose report dated July 20, 1989, on those statements included an explanatory paragraph that described the change in accounting methods discussed in Note #4 to the financial statements.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion the 1989 financial statements referred to above present fairly, in all material respects, the financial position of Vietnam Helicopter Pilots Association, Inc. as of December 31, 1989, and the results of its operations and its cash flows for the year then ended in conformity with generally accepted accounting principles.

Kamphaus, Henning, Hood & Sicking
Certified Public Accountants, Inc.

May 18, 1990

VIETNAM HELICOPTER PILOTS ASSOCIATION, INC. STATEMENTS OF SUPPORT, REVENUE AND EXPENSES AND CHANGES IN FUND BALANCES FOR THE YEARS ENDED DECEMBER 31, 1989 AND 1988

PUBLIC SUPPORT AND REVENUE

Public Support:		
Annual Membership Dues	\$ 57,199	\$ 56,015
Lifetime Membership Dues	4,200	3,400
Donations	33	1,414
Arizona Chapter Dues	-0-	87
TOTAL PUBLIC SUPPORT	61,432	60,916

Revenues:

Reunions	36,323	53,540
Interest Income	6,643	4,850
Merchandise Sales	2,557	2,026
Subscriptions and Back Newsletters	300	1,386
Directory Sales	-0-	1,024
Other	2,676	560
TOTAL REVENUES	48,499	63,386

TOTAL PUBLIC SUPPORT AND REVENUES	109,931	124,302
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MANAGEMENT AND GENERAL ACTIVITY EXPENSES

Reunion Expense	34,968	50,827
Management Fees	45,701	36,587
Telephone and Postage	7,125	2,588
Other	4,640	1,153
Accounting and Consulting	2,025	950
Computer	-0-	853
Depreciation	131	66
Printing	1,369	2,838

FUND RAISING EXPENSES

Promotion and Solicitation	3,746	5,590
Meetings	363	3,858
Merchandise	14,750	349

TOTAL EXPENSES	114,818	105,659
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EXCESS (DEFICIT) OF PUBLIC SUPPORT AND REVENUE OVER EXPENSES	(4,887)	18,643
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FUND BALANCES - BEGINNING OF YEAR	27,025	8,382
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FUND BALANCES - END OF YEAR	\$ 22,138	\$ 27,025
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VIETNAM HELICOPTER PILOTS ASSOCIATION, INC. BALANCE SHEETS AS OF DECEMBER 31, 1989 AND 1988

ASSETS

CURRENT ASSETS

Cash - Checking	\$ 7,620	\$ 4,125
Cash - Savings	39,904	59,833
Cash - Certificate of Deposit	41,873	38,693
Prepaid Expenses	2,550	-0-
TOTAL CURRENT ASSETS	91,947	102,651

EQUIPMENT

Office Equipment	656	656
Less: Accumulated Depreciation	197	66

NET EQUIPMENT	459	590
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TOTAL ASSETS	\$ 92,406	\$ 103,241
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LIABILITIES AND FUND BALANCES

CURRENT LIABILITIES

Accounts Payable	\$ 3,734	\$ 1,263
Deferred Dues		
Annual Memberships	14,754	30,973
Lifetime Memberships	51,780	43,980

TOTAL LIABILITIES	70,268	76,216
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FUND BALANCES

Fund Balance - Unrestricted	22,138	27,025
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TOTAL FUND BALANCES	22,138	27,025
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TOTAL LIABILITIES AND FUND BALANCES	\$ 92,406	\$ 103,241
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VIETNAM HELICOPTER PILOTS ASSOCIATION, INC. STATEMENTS OF CHANGES IN FINANCIAL POSITION FOR THE YEARS ENDED DECEMBER 31, 1989 AND 1988

SOURCES OF CASH

	1989	1988
Excess (deficit) of Public Support and Revenue over Expense	\$ (4,887)	\$ 18,643
Add Deductions not Decreasing Cash during the Year:		
Depreciation	131	66
Increase (decrease) in Accounts Payable	2,471	(1,129)
Deduct Additions not Increasing Cash During the Year:		
Increase in Prepaid Expenses	(2,550)	-0-
Increase (decrease) in Deferred Dues	(8,419)	32,345
TOTAL SOURCES (USES) OF CASH	(13,254)	49,925

APPLICATIONS OF CASH

Purchase of Equipment	-0-	656
TOTAL USES OF CASH	-0-	656
NET INCREASE (DECREASE) IN CASH	(13,254)	49,269
CASH AT BEGINNING OF THE YEAR	102,651	53,382
CASH AT END OF THE YEAR	\$ 89,397	\$ 102,651

VIETNAM HELICOPTER PILOTS ASSOCIATION

7 West Seventh Street, Suite 1940 Cincinnati, Ohio 45202 (513) 721-VHPA

MEMBERSHIP APPLICATION

OR CHANGE OF ADDRESS

APPLICATION: ☐ ANNUAL DUES: \$20
ADDRESS CHANGE: ☐ LIFE MEMBERSHIP: \$300
SUBSCRIPTION ONLY: \$12*
(*Included in annual dues)

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

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

OCCUPATION: _____

_____ Please charge my MasterCard/VISA _____ Enclosed is a check/money order payable to VHPA

Account. No.: _____ Expiration Date: _____

Signature: _____

FLIGHT SCHOOL CLASS: _____ SERVICE BRANCH: _____

COMBAT FLIGHT HOURS: _____ SOCIAL SECURITY NO. _____

Information about EACH Vietnam Tour:

DATE		UNIT	LOCATION	CALL SIGN
From	To			

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

Note: This form may be used for Directory corrections.