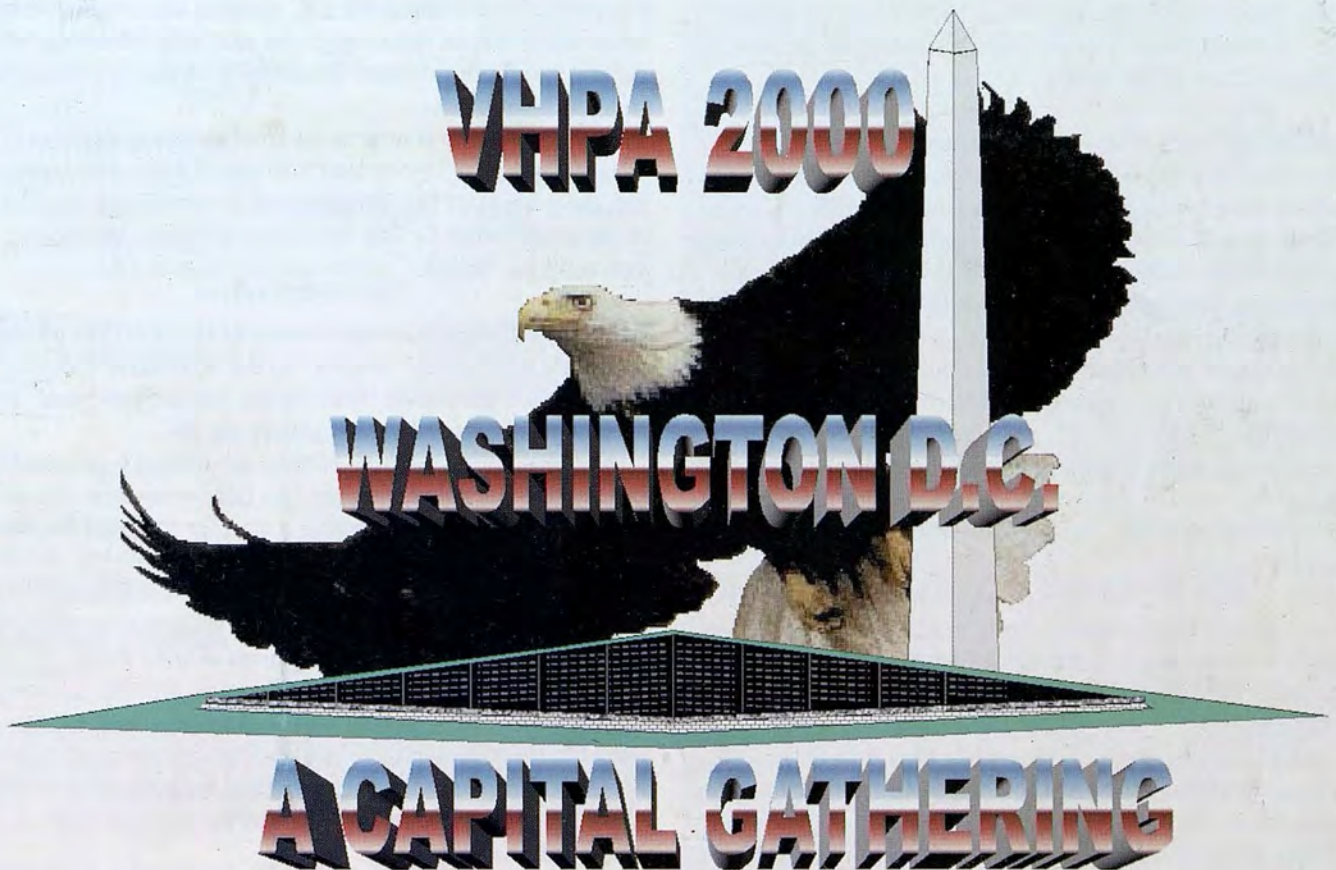




The VHPA Newsletter

Vietnam Helicopter Pilots Association ®

May/June 2000 Vol. 18, No. 3



An American eagle stands watch over the Vietnam Veterans Memorial in Washington, DC, in this logo designed for VHPA Reunion 2000 in the nation's capital June 30-July 5. A record turnout of helicopter pilots and their guests is expected at this year's reunion.

*****3-DIGIT 454



From the President

As my year as the president of the Vietnam Helicopter Pilots Association comes to an end, I would like to say "thanks" to all our members who made this year and all my years in the VHPA enjoyable.

I have been a member of the Executive Council for the past five years, I am a founding member, and have been to all of the reunions. I have had the chance to meet many of you over the years and I would have to say this is by far the "GREATEST" group of men anyone could be so fortunate to be associated with.

Little did I know when I took off 17 years ago to head for the first VHPA reunion that we would be where we are today. The membership is now at 10,544 and by reunion time we could break 10,600. That is 10,600 of the best pilots and men in the world.

Dedication and hard work by many!

I would like to give special recognition and my thanks to those who give countless hours to the VHPA.

Gary Roush is the person who makes the website possible. Gary also keeps the records of the VHPA and has contributed hundreds, if not thousands, of hours documenting our history.

I just found out his work is used in several military sites throughout the country, giving the VHPA special recognition.

As always and every year I can remember, you will see Gary at the reunion answering questions and updating our history. Thanks, Gary, for all your work and dedication to the VHPA.

Jack Swickard is another person who has given endless hours to the VHPA. Jack is our newsletter editor and spends weeks editing our newsletters six times a year. That adds up to months of volunteer work for the VHPA each year.

Mike Law has worked on the Membership Directory for years and just took over the responsibility of directory editor. Mike also puts together the calendar.

Mike is also chairman of the Denver reunion. Mike's name has been around many years and, with his new freedom in retirement, he plans many more years helping the VHPA.

Mike Sloniker, Pappy Jones, Kenny Bunn, Charlie Rayl, all have special jobs that help make the VHPA work and give you a quality product.

Mike Sloniker has spent countless hours working on our history and contributing to our directory and our newsletter.

Pappy Jones coordinates our membership effort and our booths at AAAA, HAI and other gatherings where VHPA may be seen.

Kenny Bunn works to provide quality site locations for our VHPA reunions. This is a tough job, coordinating all the requirements of the VHPA. His success means low-cost reunion sites, with quality hotels.

Charlie Rayl is the VHPA attorney tasked with keeping us legal and reviewing documents.

James "Goldie" Goldthorpe has been in high gear for the past year. Goldie is the DC reunion chairman and has spent hundreds of hours over the past year planning, coordinating and all the other thankless jobs that go along with running a reunion.

His committee is now in its final stages of planning what I think will be our best reunion. Those who have not felt the weight of the reunion rock around their neck will never know what Goldie has accomplished. Make sure you tell him "thanks" when you see him in DC.

Executive Council keeps wheels of the VHPA rolling

I want to also say "thanks" to the Executive Council and our past president, Tom Payne, for the past year. Their accomplishments are many.

Vice President Charles Holley developed a detailed process on starting a chapter. His hard work brought a professional touch to forming a chapter that will be used for many years to come.

Charles also acted as liaison between the Executive Council and the chapter presidents. With this in place, we are prepared to support the chapters as they grow.

Charles also coordinates the reunion website so each reunion will be on line no matter how non-techie they may be. He also can help put your chapter websites on. No excuses for not having a website with Charles helping out. One big task is the revision of the reunion SOP, a long time in coming.

Dave Rittman, senior member at large, has worked on the council as coordinator of the vendors at our reunions.

See FROM THE PRESIDENT, Page 4

Classified ads

POSITION WANTED: Experienced helicopter pilot looking for a position in the areas of EMS, natural resources or public service. Experience: Regular Army, Indiana National Guard. Class 68-27. Call Bill Resor at (219) 277-0666.

CALORAD: All natural wellness product. Would you like to lose inches/weight while you sleep? Build lean muscle mass? No diet or exercise necessary. Too good to be true? An 86% long-term success rate speaks for itself. Available retail or wholesale in an excellent business opportunity. Call VHPA member Paul Uster (L200) at (800) 484-6682, Extension/PIN 8936, or [REDACTED]. Or visit www.eyicom.com Use code word: paul

THE VHPA NEWSLETTER (ISSN 0896-3037)(USPS 001-497) is published six times yearly — February, April, June, August, October and December. Annual dues are \$30 or Life membership for \$450. Yearly subscription for nonmembers is \$30. Published by the Vietnam Helicopter Pilots Association, 5530 Birdcage St., Suite 200, Citrus Heights, CA 95610-7621. Periodicals Publications postage paid at Citrus Heights, CA, and additional mailing offices. POSTMASTER: Send address changes to THE VHPA NEWSLETTER, 5530 Birdcage St., Suite 200, Citrus Heights, CA 95610-7621.

VHPA OFFICERS, COMMITTEE CHAIRMEN AND STAFF 1999-2000

PRESIDENT	Bob Smith
VICE PRESIDENT	Charles Holley
PAST PRESIDENT	Thomas Payne
MEMBERS AT LARGE	
Senior Member	David Rittman
Midterm Member	Joe Bilitzke
Junior Member	Don Joyce
SECRETARY/TREASURER	Dan Ferguson
FOUNDER	Larry Clark

COMMITTEE CHAIRMEN

Historical	Mike Sloniker
Membership	Hayden "Pappy" Jones
Records/Database	Gary Roush
2000 Reunion (Washington, DC)	James Goldthorpe
2001 Reunion (Denver)	Mike Law
Site Selection	Kenny Bunn
DIRECTORY EDITOR	Mike Law
NEWSLETTER EDITOR	Jack Swickard
Assistant editors	Thomas Payne, "Pappy" Jones
Contributing writer	Mike Law

VHPA SUPPORT

Legal adviser	Charles R. Rayl
VHPA Headquarters	(800) 505-VHPA
Fax	(916) 966-8743

ELECTRONIC MAIL

VHPA Headquarters	HQ@vhpa.org
Historical chairman	sloniker@vhpa.org
Newsletter editor	swickard@vhpa.org
Directory editor	law@vhpa.org
Website	http://www.vhpa.org
Membership chairman	membership@vhpa.org
Webmaster	webmaster@vhpa.org

VHPA briefs

Reunion planned at Fort Rucker

A reunion is being planned at Fort Rucker for flight school Class 63-1W on the last weekend of February.

Contact: Joe Brigham, 23 Poor Richards Drive, Bow, NH 03304. Or call: [REDACTED]

Armed helicopter unit plans mini

Veterans of the UTT/197/334th Armed Helicopter Company will hold a mini-reunion on the afternoon of July 2.

We are looking for all Saber, Playboy, Raider and Dragon members.

Pete Booth
[REDACTED]

VHPA chapters

Arizona Chapter

[REDACTED]

Albert Rodriguez, President

[REDACTED]

California Chapter North

[REDACTED]

Ken Kinne, President

[REDACTED]

VHPA of Florida

[REDACTED]

Gary Bortolus, President

[REDACTED]

Fort Wolters Chapter

[REDACTED]

Bobby Bateman, President

[REDACTED]

Georgia Chapter

[REDACTED]

Woody McFarlin Jr., President

[REDACTED]

www.ga-vhpa.org

Las Vegas Chapter

[REDACTED]

Lad Vaughan, President

[REDACTED]

Mid America Chapter

[REDACTED]

Gary Wineteer, President

[REDACTED]

Mid-South Chapter

[REDACTED]

Charles Bell, President

[REDACTED]

National Capital Chapter

[REDACTED]

Peter Kacerguis, President

[REDACTED]

North Carolina Chapter

[REDACTED]

Allan Hoffman, President

[REDACTED]

Ohio River LZ Chapter

[REDACTED]

Robert Hamilton, President

[REDACTED]

Rocky Mountain Chapter

[REDACTED]

Walter Winters, President

[REDACTED]

Southern California Chapter

[REDACTED]

Carl Cortez, President

[REDACTED]

VHPA points of contact for chapters are Vice President Charles Holley and Jodi Allison at Headquarters.

Their e-mail addresses are:

- Holley — [REDACTED]
- Allison — hq@vhpa.org

New Chapter Kits available

If you're forming or considering forming a VHPA chapter, go to www.vhpa.org to download a "New Chapter Kit." You should find everything you need.

From the President

Continued from Page 2

He has developed a turn-key process. His efforts also have resulted in a substantial increase in VHPA vendor income at the reunions.

Joe Bilitzke, mid-term member at large, has worked with the various committees responsible for VHPA publications. He also works on the site selection committee.

Don Joyce is our newest council member. As junior member at large, Don jumped right in with both feet.

When Don isn't working to increase membership, he is personally recruiting members into the VHPA. Don is also coordinating the effort with AAAA to handle the funds and administer our scholarship fund.

There are so many others who write articles, take on special duties, and contribute in many ways. I am sure I missed naming many important members and I want to apologize.

Your efforts may not be recognized by mentioning your name, but your work has made the VHPA the best veterans organization in the country.

For those of you who have not had the opportunity to be involved with our organization, I encourage you to be involved in some way. If your involvement is no more than going to a local chapter meeting, we need you.

If you want to participate in a more active way, there are several chapters now in place and many more that could be formed. Make it a goal to start a chapter in your area by the next reunion in Denver.

If you have special talents in money management, history, writing skills, editing or putting out a newspaper, we could use your help. We have several positions that could use your skills. Send your name and talents and field of interest to VHPA Headquarters.

If you are really wanting to contribute and have the time and management skills, we are now looking for members to put their hat in the ring for the upcoming election for a new junior member at large and a new vice president. Make sure you contact Don Joyce if you think you can make a difference.

One last thanks and recognition. Our management firm has continued to provide an exceptional product. It took over management of the VHPA at a critical time and has done an exceptional job handling the day-to-day needs of our membership.

I want to thank Marcia, Jodi, Marlene, Calyn and the rest of the staff for a job well done.

Yes, it has been a good year for the VHPA. The talents and dedication of many have made the VHPA the best veterans organization in the country. Thanks to all of you for your help.

See you in DC!

— Bob Smith, President
"Mavericks Rule"

VHPA Products

MAIL FORM TO:

VHPA

5530 Birdcage St., Suite 200

Citrus Heights, CA 95610

(800) 505-VHPA/HQ@vhpa.org

FAX CREDIT CARD ORDERS: (916) 966-8743

VHPA bumper stickers	\$1/each	_____
Round VHPA window stickers	\$1/each	_____
Back VHPA Newsletters (Limited availability)	\$2/issue (\$5 P&H each set)	_____
1994 VHPA Directory	\$10/each (\$5 P&H each)	_____
1995 VHPA Directory	\$10/each (\$5 P&H each)	_____
1997 VHPA Directory	\$5/each (\$5 P&H each)	_____
1999 VHPA Directory	\$15/each (\$5 P&H each)	_____
Vol. I Historical Reference Directory — 352 pages	\$10/each (\$5 P&H each)	_____
Vol. II Historical Reference Directory — 832 pages	\$15/each (\$5 P&H each set)	_____
1995 VHPA Calendar	\$5/each (\$5 P&H each)	_____
1996 VHPA Calendar	\$5/each (\$5 P&H each)	_____
1998 VHPA Calendar	\$5/each (\$5 P&H each)	_____
1999 VHPA Calendar	\$8/each (\$5 P&H each)	_____

GRAND TOTAL

TO ORDER

Send check/money order or e-mail charge to your VISA or MasterCard credit card.

Name: _____

Address: _____

City: _____

State: _____

ZIP: _____

Credit Card: _____

☐ VISA

☐ MasterCard

Card No.: _____

Expires: _____

Signature: _____

'Turning off' light causes a problem

For his first day in the unit, the FNG was treated to his first combat assault and, later that night in the club, given the opportunity to see how much beer he could drink.

The club consisted of a buried 55-gallon drum with lots of beer, sometimes with ice, at the end of the general-purpose medium tent.

The new guy was the last to hit the air mattress and noticed the light bulb hanging in the center of the tent was still on.

"Do you turn the light off at night?" he asked.

"Usually the last guy to bed just shoots it out," someone quipped.

The new guy got it with the first shot from his .38-caliber revolver.

In a few seconds, the commander, followed closely by his staff officers, came to visit.

The preceding series of events was related to the commander, who won the hearts and minds of all by doing a poor job suppressing a laugh.

We were all counseled to find new methods to mess with new guys. The newbe was complimented, however, on many future occasions for his excellent marksmanship.

Gary Bortolus

Tampa, FL



Pilot curious about fate of UH-1C's crewmen

While assigned to the 243rd Assault Support Helicopter Company, I was flying a CH-47 near Dalat in December of 1970 when we received a distress call from a "Bird Dog" that a Charlie model gunship had gone down just north of Dalat and it was loaded with rockets and mini-gun ammo.

The crew was in pretty bad shape and they were afraid of an explosion.

Since we were close by, we were the first on the scene. We had two UH-1 engines strapped down in the back, which prevented us from lowering our rescue cable down through the hole in the conventional manner.

I was training a Vietnamese captain at the time and my flight engineer, Spec. 6 Joe Hickey, suggested I hover over the downed aircraft and he would lower the cable out the side door and go down and try to help.

This seemed like a real good idea at the time, but since we were unable to use the hoist (because the cable would bind up in the door) he threw the cable out the door and attempted to slide about 100 feet down through the trees on a cable about

Semi-truck's trailer sports VHPA logo, phone number

Today I saw an 18-wheeler heading west along Interstate 20 near Arlington, TX, with a VHPA logo on the back of the trailer. It was complete with web address and phone number.

The trucking company was Blackhawk Transportation out of Pittsburgh, TX.

Jay Elliott

the size of a pencil. It was pretty much a free fall into the top of a rubber tree and he was cut up pretty bad.

The good news was after about, what seemed like an hour of hovering, a medevac showed up and Hickey was able to get the crew out. They were hurt pretty badly and we visited them at the hospital in Cam Rahn.

I think the pilot had a broken back and we are not sure what happened to the rest of the crew.

I have just recently been in contact with Joe Hickey and, during the process of exchanging e-mails, this story came up and we were curious as to whatever happened to that crew.

This is where you come in. We were wondering if you could publish something in the newsletter and maybe one or all of the crew could get in touch with us. We'd love to hear from them and hope they are all OK. They can call me at [redacted] or e-mail me at: [redacted] or [redacted]

Anything you can do for us will certainly be appreciated.

Pete Costilow

PS: I understand the medevac took quite a bit of fire as it was lifting off.

Bell engraved with names of B Company's aviators

I have recently come into possession of a large bronze bell that had been presented to the late Maj. M. Layfield, CO of "B" Company, 25th Aviation Battalion, 25th Infantry Division in Vietnam.

The bell is engraved with a view of "Diamondhead" on Oahu, then said:

"Diamondhead 6, Maj. M. Layfield, 'B' Company Commander, 1968-1969."

Another 45 "last names and ranks" are engraved on the bell.

The following 12 names were further identified from the VHPA Directory:

- CWO George A. Grinnell — KIA 7/21/69
- WO Roy S. Thomas — KIA 5/10/69
- WO Allan E. Stahlstrom — KIA 5/10/69
- Capt. David Henard — VHPA member
- Capt. George G. Reese — VHPA member

Continued on Page 6

Continued from Page 5

- CWO George C. Karcher — VHPA member
- Lt. Robert L. Segers — VHPA member
- Capt. William M. Bierut — VHPA member
- Lt. Charles E. Mitchell — VHPA member
- WO John P. Liguori — VHPA member *
- WO Chuck Moore — VHPA member *
- WO George V. Conger — VHPA member *

(* VHPA members with "bad" addresses)

The following last names and ranks are listed as engraved on the bell:

CWO Stock, WO Moore, Lt Young, WO Panhorst, WO Skelton, WO Little, Lt. Tapp, WO R. Moore, Lt. Weems, WO Boatwright, Capt. Hicks, CWO Dixon, CWO Gore, Capt. Newton, CWO Alexander, WO Buoy, Capt. Reynolds, Capt. Boyington, Capt. Yarbrough, Capt. Strong, CWO Shute, Maj. Hirt, WO Lyons, WO King, Lt. Raih, WO Kuczer, Lt. Griffin, Capt. Godfrey, Maj. Deloach, Maj. Renfro, CWO Gronborg, CWO Hagan, CWO Harrison.

I plan to bring the 30-year-old bell to DC in June to display and "ring" at the VHPA reunion.

I feel honored to hold this beautiful remembrance of the gallant efforts of the helicopter flight crews, in a war that ended 25 years ago.

I also am proud to remember that 45 years ago today, April 30, 1955, I pinned WOJG bars and Army Aviator Wings to my uniform, as Camp Rucker's first WOC Class, ACHPC 55-Fox, graduated.

"Fox Class" will meet again at Fort Rucker for our traditional five-year reunion and dinner on June 8.



Don Joyce

Chinook on newsletter's cover brings back memories

It was a rainy day today, so I thought I would pick up the March/April issue of *The VHPA Newsletter*. I always enjoy reading the newsletters.

My thoughts kept going back to the cover picture of R57967. For some reason this number was familiar to me. It kept bugging me, so finally I dusted off some of my old log books dating back to my days in the Army Reserve with the 92nd (back in 1981-84).

I am having trouble remembering what I did yesterday, let alone in 1983. This number just kept jumping out at me until I took the time to see why.

Low and behold, there it was in my logs. I was in the Army Reserve during that time and had flown this aircraft at least nine different times between 3/26/83 and 5/15/84 out of Paine Field (PAE) Everett, WA (call sign, "Hooker 23").

I don't know about you, but I always felt that each and every aircraft I have ever flown seems to have a personality of its own. Some good and some not so good. I always remember that 967 was one that I always enjoyed flying and never seemed to give me any trouble.

Continued from Page 5

The aircraft was assigned to the 124th Army Reserve Command, 92nd Transportation Company, Paine Field, Everett, WA. To the best of my knowledge, this aircraft probably went back to Boeing Vertol in Pennsylvania for conversion to a D model and may still be flying today.

For Don Joyce's benefit, I was "Ghostrider 23" of the 189th Assault Helicopter Company, 52nd Aviation Battalion March 1968-March 1969, Pleiku, Vietnam. I thought it appropriate to use the tactical call sign "Hooker 23" with the 92nd.

Chris Peterson
Bellingham, WA

Letter thanks helicopter pilots for war service

Just received this the other day. In my opinion, this should have been addressed to all of us!

Randy Zahn

Cavalier 24 "the Braveheart version"
March 1970-71

Dear Mr. Zahn:

You don't know me but I felt that I had to send you a short note.

I have just finished reading Matthew Brennan's book "Hunter-Killer Squadron."

The stories and emotions that were told to me kept me both mesmerized and amazed at the daily challenges that you guys completed day after day.

Your story "Growing Up" was a very good piece. I am a 33-year-old man with a wife and two children, who live in Fresno, CA. Your story relayed to me to enjoy every minute you can with family and good friends.

I also just wanted to say what should have been said to all of you guys many years ago:

"Thank you for your service to our country. You all are our heroes! God bless you all!"

With great regards,
Jim McCloskey and Family
Fresno, CA

VHPA member honored as HAI 'Pilot of the Year'

I received this e-mail from Daniel E. Tyler the other day. Even though Dan probably will never send me anything meaningful again, I'm damn proud to say: "I know this guy."

As Nam vets, we are and will always be looked on in a different way, and only within the past few years has this been a positive. I'm sure many vets have been honored similar to Dan,

Continued on Page 7

Continued from Page 6

and I believe it has everything to do with our history. This is part of his post to me:

It's got nothing to do with anything in particular, but since you are the keeper of at least some records relating to C/229, I will mention that I received the Helicopter Association International "Pilot of the Year Award for 1999" at Las Vegas last January 26th — which happened to be the 30th anniversary of my flight school graduation from Fort Rucker. The previous October, my crew and I were presented the "Prince Philip Helicopter Rescue Award for 1998/99" in London by the Duke of Edinburgh — for the same mission.

In May of 1999, all of the helicopter crews involved in the Bass Strait Rescues for the Sydney-to-Hobart Yacht Race (including mine) were presented with the American Helicopter Society's "Captain William J Kossler USCG Award for 1999" in Montreal.

By coincidence, that date happened to be the 30th anniversary of my first solo flight in an OH-13 helicopter at Fort Wolters. It's been an interesting and rewarding year for me. Don't know if it qualifies as part of the C/229th history, but I thought I'd mention it to you anyway.



Alan E. Rhoades, Spec. 5, CE
"North Flag 780/232"

C/229th AHB, 1st Cavalry Division

Assault company loses 25 percent of crewmembers

The following letter by Bob "Mo" Moberg, trained in Special Forces and aviation, describes one of many combat actions the 281st Assault Helicopter Company "Intruders" participated in while assigned directly to the operational support of the 5th Special Forces Group, headquartered at Nha Trang, South Vietnam.

Between 1966 and 1970, when the company was deactivated, 44 crew members were lost, including 11 who are still MIA, a 25 percent MIA rate.

The 281st AHC consisted of two lift platoons — "Rat Pack" and "Bandits" — and an aerial weapons platoon, "Wolf Pack," plus the usual supporting elements. Our motto was: "Hell From Above."

Anyone who ever served with "Mo" — enlisted, peers, superiors — will attest to his integrity, veracity and outstanding professionalism as a warrior.

I had written an article (never published) about the same action that "Mo" describes below.

Although I was assigned to the 281st when the story took place on April 27, 1967, I wasn't personally at the scene as "Mo" and others from our unit were. I sent "Mo" a copy of my article recently, which led to the following response from him:

Jack W Serig

AHC Intruders in action go to web page <http://www.281stAHC.org> and scroll down to "Personal Histories & Unit Stories."

I read Jack Serig's story and agree it is a great story. But, sorry to say, it is fiction.

I remember the incident quite well for numerous reasons:

- I had to write something for the Ranger Department and the Infantry School while attending the advanced course.

I used the incident to identify our tried-and-proven tactics in support of long-range recon patrols, which I later used successfully in Laos, Thailand, and Africa.

- About four years ago, a young naval officer visited me in Thailand. He had just returned from Vietnam, where he was engaged in identification of crash sites in hopes of finding clues to MIAs.

He elaborated on a Huey still hanging upside down on top of a ridge line above "Alouie," an ARVN post in the Ashau Valley. He described how the medicines from the survival kit were still laying around the site. The gray water cans, etc.

He said the villagers who took him there explained that the Americans in the crash were so cruel they decided not to touch anything around it. So, the aircraft is still there, if anyone wishes to visit? Not me!

- The incident came up again recently during the "CNN Tailwind" fiasco because they misquoted Sgt. Jay Graves, who was attached to our hoist when the controls were shot out. M.Sgt. Robbie Robinette was the team leader on the ground with his South Vietnamese lieutenant counterpart.

The other three members of the team already had been extracted by "Recovery 1" flown by, I believe, CWO King.

Sgt. First Class "Doc" Simpson, the Delta recon patrol leader, was operating the hoist. Doc was one of my best

Continued on Page 8

ORWAC 66-2 seeking missing class members

ORWAC 66-2, which graduated in March 1966, is looking for some missing classmates:

- William Barber. (He was a captain flight instructor at Fort Wolters around 1968-69.)

- Michael E. Crawford.

- Larry R. Ellison.

- Michael H. Merrill. (Originally from Baton Rouge, LA.)

- Richard Theys. (Last known address was Duluth, MN.)

- Thomas V. Woods Jr. (There is an unconfirmed report he is deceased.)

Anyone having information concerning the above individuals should contact:

Herb Hirst

NOTE: Anyone wishing to read more stories of the 281st

Continued from Page 7

friends. I pulled him out numerous times and he always flew with me on extractions if he wasn't on the ground. He died in obscurity a few years ago.

• I'll never forget the C Team commander at Marble Mountain, where we went for debriefing, demanding to know why Robbie or I did not crawl down among the dead and wounded North Viets we had ambushed and search for documents!

Our answer was simple: We were both scared to death and only interested in getting our asses and the crew out of there alive!

• No one has ever pointed a .45 at me and lived to tell about it! We did not come back to Nha Trang right away. We spent two nights at Marble Mountain. We made a couple of trips to "Dogpatch" drinking beer, and then went back to work at the FOB at Phu Bai.

Here is what happened:

The crew, WO Johnson, crew chief Smith, gunner, I can't remember for sure, I thought it was a young man named Gorely (sic?), me in left seat. "Doc" Simpson operated the hoist.

(The gunner has been identified as Joe Corney who currently resides in the state of New York.)

The recon team had been pursued on the ground for two days. Maj. Smith was flying the C&C with "Bruiser." (The call sign for the Special Forces commander responsible for the operation.) The team could not find an LZ on the ridgeline. The FAC spotted the team through small opening in the canopy.

King went in and pulled out three members, one American and two Viets, by jungle penetrator hoist under heavy fire and taking numerous hits.

Bruiser and Smith called the aircraft off and ordered Robbie, the team leader on the ground, to "get things in order and find a safe LZ!"

Robbie replied, "I got my . . . in order. I'm just lookin' for that slick you promised would get us outa here!"

Knowing the team could not defend itself for long with only three of them left, I requested the C&C vector me to them as I hovered down the ridge with skids in the trees, using the triple canopy for concealment.



Ceremony to honor combat medevac pilots

Combat medevac pilots who live in Washington or Oregon are wanted at a special ceremony honoring the medical team that saved so many lives.

The ceremony will be Aug. 12 in Ferndale, WA, in conjunction with the weeklong stay of the Vietnam Veterans Memorial "Moving Wall."

Call John Kaye at (360) 366-5245 or e-mail at mfs@pacificrim.net for details.

John Kaye

Nephew seeks photos, stories about uncle

Al Smith and I were guests at the Red River Rats Fighter Pilot reunion in San Antonio in April. A young couple noticed the 1st Cav pin on my VHPA campaign hat. They asked if we knew a Keith Johnston while serving in Vietnam.

Al and I both served with Keith in 1966-67. The sad part is Keith and his son drowned in a fishing accident shortly before a second tour in Vietnam.

His nephew, Terry Bryant, P.O. Box 377, Cordell, OK 73632, is looking for pictures or stories from anyone who may have known Keith.

Bill Medsker
1st Cav 1966-67
Cobra Nett 1969-70

The C&C gave us directions: Right 3 degrees, left 5 degrees, hold heading, etc. It worked.

I looked down and there they were. Doc ran the hoist down full length, over 200 feet. They couldn't quite reach it.

I settled until the blades were just starting to clip the top of the trees as the gunner and crew chief reported receiving heavy fire. Doc reported Graves on the hoist.

We couldn't move for fear of dragging Graves into the trees. About that time, I felt the aircraft rise as the bottom wind-screens disappeared and the cockpit filled with blue smoke. My right leg was knocked left off the pedal by the buckled radio console.

I am sure we were hit by a B-40 rocket, but cannot confirm. The aircraft, still at a hover, started to drift left.

As I tried to correct, I glanced at Johnson's death grip on the cyclic. I screamed, "I got it!"

The aircraft was still drifting when I realized I had no cyclic or pedals.

I made the decision to crash in the trees vs. from 500 feet over the valley. I bottomed the collective and saw the brush spinning around us as the aircraft went nose down and then rolled upside down, stopping about six feet from the ground. (Entangled in the trees.)

I couldn't get the door open and screamed, "Where the hell is my gun!" when Doc poked me with his M-16 from below and said: "Here, take mine and get the hell out of there!"

I crawled out through the nose. Doc and Smitty were thrown out, sustaining broken ribs. Johnson, the gunner, and I climbed out, sustaining broken pride.

Doc and I climbed back into the aircraft to shut off the inverters that were still whining, and Doc removed the M-60s and survival kit. I also found my CAR-15.

Graves came over, kissed me on the head and said, "I knew you'd come get me!"

Robbie came over and asked me if I wanted to take command and reminded me of the policy that, as recon team leader,

Continued on Page 9

Continued from Page 8

he was supposed to remain in command.

I gladly told him he was doing a fine job, to keep truckin', and asked him what he wanted us to do.

Robbie assigned us positions and fields of fire in the ambush above a trail running well below the downed aircraft. Bruiser advised us by PRC-25 to stay put until he could find an LZ to send in a platoon from the 93rd Ranger Battalion assigned to Delta for backup.

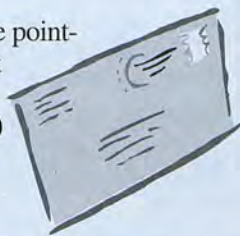
I divided the water and ammo from the survival kit as Doc set up an M-60 above and behind me. It became real quiet and, as I lay there looking at my field of fire, I heard Vietnamese jabbering and saw a man stop running about 20 yards from me, looking away and down the hill.

As he stopped, the rest of his squad ran into him, bunching up.

I was expecting the rescue Rangers, but realized the pith helmet and crossed harness looked strange. I glanced over at Robbie, who was licking his lips and slowly taking careful aim with his CAR.

As I looked back at the bunched up men in front of me, the leader spun around. The red star on his helmet stood out like a rotating beacon.

Seeing the Huey hanging above us, he pointed and started to scream as my first burst hit him. As I was trying to change magazines, I was aware of the constant M-60 fire over my head and numerous hand grenades being tossed into the now decimated squad of NVA in front of me.



Robbie gave a pullback signal and I helped Doc carry the M-60 and extra ammo back up the ridge north of the aircraft, where we set up a small perimeter defense in a clump of tall elephant grass.

As we lay there, unable to see three feet in front of us, we could hear enemy troops coming up the other side of the ridge and firing into the trees above our heads.

One of the crew started shaking violently. Afraid he may start firing and give our position away, I quickly crawled down to him, grabbed him hard by the shoulder and whispered, "Just remember, if you have to die, there is no better way than fighting as a soldier for your country." He shook his head "yes" and immediately settled down.

I have pondered that moment in similar circumstances many times since and wondered what the hell prompted me to make such a statement. There ain't no good way to die. And if you're fighting for your life, that is exactly what you're fighting for.

A few minutes later, Robbie crawled over and told me the Rangers were in-bound and to follow him north.

As we were pulling out, we heard Vietnamese screaming back and forth at each other, and then heavy firing to our front. Graves told me later they were saying we were unarmed as he and the Viet lieutenant opened fire on them. The Viet lieutenant later told me they were saying, "Don't shoot, we are out of ammo!"

I have often wondered if we could have taken them prisoner?

We kept moving and started sliding down the hill to the east,

Writer collecting photos, information on VNAF

Aviation writer is seeking information and photos of South Vietnamese Air Force aircraft and operations for book on SVNAF history.

Material is carefully handled, copied, credited and promptly returned. Contact:

Wayne Mutza
8523 W. Holly Road
Mequon, WI 53097

Wayne Mutza

away from the NVA. I could see Smitty having a problem carrying the other M-60, so I took it and gave him my CAR. We fought our way through the undergrowth for what seemed like three or four hours, until Graves made contact with the Viet Rangers.

The Rangers set up a blocking force and we passed through to a small LZ in a stream at the bottom of the mountain.

A Marine CH-46 came in and I started helping everyone aboard. I stood there in a daze from exhaustion and adrenaline letdown, watching the ramp of the 46 being closed and trying to take off with some small saplings caught in the ramp.

I realized I was not aboard when the aircraft settled back, the ramp opened and Robbie reached out, grabbing me by the back of the harness, dragging me into the aircraft like a sack of potatoes.

We took off, receiving a couple hits as the gunners on the 46 were firing in all directions. One of them even pulled out his .45 and fired out the window.

We landed at Dong Ha for refueling and inspection of the hits when I realized I was mostly naked from the waste down. Those cheap tiger fatigues had been completely torn off in the brush.

I wore skivvies and two pair of "issue" pants on every operation since!

Slicks from the 281st picked us up and took us back to Phu Bai. Maj. Smith met me as we landed, put his arm around me, welcomed me home, and escorted us to the TOC for debriefing.

After a short debriefing, Bruiser ordered us all to Marble Mountain for more debriefing, rest, to let the medics dig the thorns out of our asses and tape up Doc's and Smitty's ribs.

I guess if we had brought back documents, Robbie would have gotten the Silver Star instead of the Bronze Star with "V." I received a Army Commendation Medal with "V," the crew received Air Medals with "V," I think.

R.J. "Mo" Moberg

To send letters and articles to
The VHPA Newsletter
by e-mail, address them:
swickard@vhpa.org

Taps

Edwin "Larry" Cunningham

Lawrence Edwin "Larry" Cunningham of Garden City, KS, died Nov. 12 at an Amarillo, TX, hospital.

Cunningham was 56.

He was born Aug. 23, 1943, in Dodge City, KS. Cunningham graduated from high school in 1962 and entered the Army.

Cunningham retired after 23 years, with service in Vietnam, Korea and Germany as a pilot.

His decorations include the Legion of Merit, the Bronze Star Medal, the Air Medal with 29 clusters, the Army Commendation Medal with three oak leaf clusters and the Purple Heart.

Survivors include his wife, Kathy M. Winter of Garden City; a daughter, Chris Ferguson of Killeen, TX; a stepson, Peter Fabian of Satanta, KS; and a stepdaughter, Lori Rice of Liberal, KS.

Michael S. Glynn

Retired Lt. Col. Michael S. Glynn died Feb. 28 when he fell down a flight of stairs in his Colorado Springs, CO, home.

Glynn was a graduate of Artillery OCS and flight school class 66-12.

During his first tour in Vietnam in 1966-67, he started out flying OH-13s with the 1st Infantry Division artillery flight section, then moved over to Company B, 1st Aviation Battalion, flying UH-1Ds and became "Longhorn 79er."

He returned to Vietnam in 1970 as Cobra pilot with B/4/77 ARA of the 101st Airborne Division.

Glynn retired from active duty in 1983 and was employed by the FAA in lightning strike research until a second retirement in 1995.

He is survived by his wife Patti, daughter Trisha DiMarco and son Jeffery Glynn.

Gerald D. "Gary" Green

Gerald D. "Gary" Green died April 30 when the GYRO Copter he was flying exploded.

Green, one of the most decorated Army scout pilots to serve in Vietnam, had bought the GYRO Copter two months earlier.

While serving in Vietnam, he was shot down five times flying Cobras and twice flying OH-6s. The last time, he lost a leg.

Green was a member of A Troop, 2/17 Cavalry, 101st Airborne Division (Air Mobile) Screaming Eagles in 1969-70.

See TAPS, Page 11



Looking for a:

- Long-lost stick buddy?
- A classmate from flight school?

Look the easy way. Use VHPA's "Find-A-Friend"

Simply send a No. 10, self-addressed, stamped envelope — and the name of the person you're seeking to:

Phil Marshall
1175 Beaver Valley Rd.
Beavercreek, OH 45434

The future of our country depends on the character of its citizenry.

PaineWebber salutes

The Vietnam Helicopter Pilots Association.

Robert F. Potvin
Account Vice President
"Stingray White 25"

Joseph Potvin
Account Vice President
"Chickenman 24"

PaineWebber

1500 Abbott Road, Suite 200, East Lansing, MI 48823
(517) 333-8600 (800) 782-2306

© 2000 PaineWebber Incorporated. Member SIPC

Taps

Continued from Page 10

Lt. Gen. Teddy Allen, who commanded A Troop at the time, called Green the most fearless scout pilot he ever knew.

A picture hangs in the Army Aviation Heritage Foundation (AAHF) Hangar of Gary Green with his co-pilot and Loach and the VC POW he had captured.

Green was recipient of the Distinguished Service Cross; multiple Silver Star Medals; multiple Distinguished Flying Crosses; multiple Air Medals; and multiple Purple Heart Medals.

In 1998, Green was inducted as Distinguished Member of the 2/17th Cavalry Regiment, during the 101st Week of the Eagles at Fort Campbell, KY.

Retired Maj. Gen. Morris Brady, AAHF chairman, was preparing the AAHF's first sponsored nominee to the Army Aviation Hall of Fame at Fort Rucker for Green. This will continue.

Green was Founding Life Member No. 4 of the AAHF. He was featured in an earlier edition of the *Heritage News*.

He attended the VHPA reunion in Nashville with the AAHF last year and planned to participate with the AAHF flying performance at this year's VHPA reunion in Washington, DC.

After his Army aviator career, Green established a very successful real estate development career in Gillette, WY.

His son, Justin, is a Distinguished Army ROTC cadet at Arizona State University.

Mike Brady
Army Aviation Heritage Foundation

Howard Knight

Howard Knight succumbed to cancer on Jan. 10

He was a member of ACHPC 55-O, and served in Vietnam with the 11th GS, 1st Cavalry Division in 1966-67, and again on the Corpus Christi Bay in 1970-71.

Knight also spent many years flying with the Presidential Flight Detachment.

David H. Marlowe

Retired Maj. David H. Marlowe died Feb. 10 at Palo Verde Hospital in Blythe, CA.

He was 55.

Marlowe was a prominent Blythe community leader and farmer.

Educated in the Blythe schools, he went on to earn a

bachelor's degree at Cal Poly in Pomona and a master's degree from Golden Gate State University in San Francisco.

He was drafted into the Army in 1965 and was selected to attend Officers' Candidate School.

Upon successfully completing OCS, he entered helicopter flight training.

He volunteered for a tour of duty in Vietnam. It was there he earned the Air Medal for bravery and a Purple Heart for being wounded in a combat action.



During his tour in Vietnam, Marlowe served with B/3/17 Cav in 1968.

Upon retirement from the military in June 1985, he returned to Blythe to operate the family farm with his brother, Floyd.

He also became heavily involved in

community service. He was past president of the Blythe Lions Club, past Commander of VFW Post 2987, and was on the Board of Directors for Riverside County Farm Bureau.

In 1995, he was elected to the Palo Verde Valley School Board.

The Blythe Chamber of Commerce named Marlowe "Citizen of the Year" in 1993-94.

He flew medical missions for Aero-Medevac of San Diego.

He recently was dubbed "Mr. Palo Verde Valley" by Riverside County Supervisor, Roy Wilson.

Marlowe leaves behind his wife, Rosemary (Covino) Marlowe; a son, Christopher D. Marlowe of Blythe; daughter, Dr. Elizabeth M. Marlowe of Hermosa Beach, CA; and his mother, Ella Louise Marlowe of Blythe.

Robert L. Mauseth

CW4 Robert L. Mauseth of Pasco, WA, died in an automobile accident Sept. 25 on his way home from a National Guard training assembly.

He was one of the victims of a 42-car pileup in a dust storm on the interstate.

Mauseth was a member of the Oregon Army National Guard from 1986 until his death.

He graduated flight school in January 1967 and served with the 128th and 188th aviation companies in RVN in 1967.

He returned to RVN in 1969 and served with the 17th Air Cavalry until separation from active duty.

He is survived by his wife Shirley and children.



Don Joyce

Florida chapter plans Orlando reunion

BOB LEE

Plan now to attend this year's VHPA of Florida annual reunion in Orlando Sept. 14-17.

Your reunion committee has found a great place to hold this event: The Ramada Conference Center Resort. There will be:

- Great rooms at the right price.
- Three food outlets and two watering holes.
- Two pools, one heated and covered located in a garden.
- Free nightly entertainment.
- State of the art fitness center.
- Gift shop, beauty salon, game room, shuffleboard and guest services.
- Free scheduled transportation to all major attractions.
- Walking distance to hundreds of

shops and a variety of ethnic and theme restaurants.

Come early and/or stay late. Your room rates are good from Sept. 10-22. Contact the Ramada directly at (407) 351-

4600 to book your hotel reservation.

Bring the family and enjoy the Orlando area during the short break between the tourist season and the convention season.

Schedule of events:

Sept. 14

Early Bird Social — 6 p.m.

Sept. 15

Setup — 9 a.m.-1 p.m.

Chapter report

Registration — 11 a.m.-6 p.m.

Displays and memorabilia — noon-6 p.m.

Free beer, cash bar and finger food — 5 p.m.

Sept. 16

Registration — 8-10:30 a.m. and 1-4 p.m.

Displays and memorabilia 8 a.m.-5 p.m.

Meeting of members — 10:30 a.m.-12:30 p.m.

Board meeting — 12:30-2 p.m.

Wives event — 10:30 a.m.-12:30 p.m.

Banquet and entertainment — 6:30 p.m.

Sept. 17

Breakdown, pack-up and departure — 8 a.m.

Still Dreaming with Your Head in the Clouds?

You've often thought about purchasing a Twin Cessna. You've dreamed of owning a 310, 340, 414 or 421. But the time was never right. The realities and priorities of your business, professional practice and family came first, and one day you're in your fifth or sixth decade of life.

Jerry Temple Aviation offers Twin Cessna dreamers a professional approach to aircraft purchases. JTA's Acquisition Agreements provide the buyer of a Twin Cessna with the same procedures normally associated with "heavy iron" business jets.

If now is the time to make a dream come true call Jerry Temple Aviation. We specialize in fulfilling dreams.

FORMER DREAMERS:

Carl Simon, Physician (PA) PURCHASED T310R
John Hunt, Physician (SC) PURCHASED 340A
Ray Yillik, Mfr. of Precision Parts (CA) PURCHASED 340A



JERRY TEMPLE AVIATION, INC.

PHONE

(972) 712-7302

FAX

(972) 712-7303

P.O. BOX 580, FRISCO, TX 75034



Promises Kept. Expectations Exceeded.

New SoCal Chapter grows rapidly

CARL CORTEZ
PRESIDENT

It is with a great deal of pleasure I'd like to report to the VHPA national membership the Southern California Chapter is off the ground and growing rapidly.

The chapter will be officially known as the SoCal Chapter — VHPA.

The actual chapter formation was begun in October 1999, when Carl Cortez and Dana Young set up a booth at the annual Helicopter Awareness Day at the Santa Monica airport in an effort to recruit members and get the word out on the new chapter.

The official Notification of Intent to Form a New VHPA Chapter was submitted to the VHPA on Jan. 25. That was followed by formulating a roster of potential members and many hours of discussions on setting up a chapter framework.

The SoCal Chapter held its first official meeting on March 18. We had an incredible turnout of 39 VHPA members who came from all areas of Southern California to support our chapter organization. This core group

formed the basis for the submission of our official formation roster to the VHPA national organization.

Our official roster was submitted to VHPA national on March 21 and we received notification our roster was accepted on the same day.

At our first meeting, the member-

ship supported the establishment of our first goal: To complete

all of the requirements established by the VHPA to become a fully recognized local chapter of the VHPA by the annual reunion in DC and to be so recognized at the annual business meeting on July 3.

I'm happy to report that as of May 12, the SoCal Chapter — VHPA received notification from the secretary of state of California that we are now recognized as being an official incorporated entity.

We are currently in the process of reviewing the final draft of our Chapter Constitution and ByLaws. We anticipate submitting these documents to VHPA the week of May 15,

thereby completing the requirements established by VHPA.

The SoCal Chapter held its second meeting on May 13. At that time, it was my pleasure to report to the membership we now have a total of 80 members who have submitted their applications and dues and more are arriving by mail. Not bad for being two months old.

An election was held for the SoCal Chapter officers for the 2000-2001 term. Those officers are:

- Carl Cortez — President
- Dana Young — Vice president
- Mike Nevin — Secretary
- Bob Whitford — Treasurer
- Tom Taylor — Senior member at large
- Evan Zangenberg — Mid-term member at large
- Dave Rhodes — Junior member at large

The SoCal Chapter is planning a get-together in Washington, DC, on July 2 between 2:30 and 5 p.m.

The chapter plans to hold a meeting quarterly and our next meeting will be Oct. 14. We anticipate holding the meeting in the South Orange County or San Diego area. Details will be announced at a later date.

Chapter report

VHPA business directory

Do you have a D.F.C.?

Call or write us for information

THE DISTINGUISHED FLYING CROSS SOCIETY

8430 PRODUCTION AVE.
SAN DIEGO, CA 92121

Tel. (858) 693-1950

Fax (858) 693-1882

Visit our Website: www.dfcsociety.org



R&Y PROMOTIONS & AWARDS, Inc.

850-222-7755

800-359-7062

FAX 850-222-2266

TALLAHASSEE, FL

www.rypromos.com

Richard (Rick) Yood, CAS
(Gladiator 21)

Call me for help in getting any of the following types of products decorated with your unit insignia or corporate logo:

Caps, Shirts (T & Golf), Coffee Mugs, Pens, Pencils, Plaques, Trophies, Decals, Coleman Coolers, Watches, Coins, Rulers, Koozies, Clocks, Cameras, Letter Openers, Mouse Pads, Stress Balls, Lapel Pins, Water Bottles, Candy, Prepaid Phone Cards, Bags (Plastic & Cloth) and many other items from the over 15,000 types of products available.

Fort Wolters, museum productive

BOBBY BATEMAN
CHAPTER PRESIDENT

The Fort Wolters Chapter of the VHPA, and its "spinoff," The National Vietnam War Museum, have had a very productive year.

At last year's reunion in Nashville, we helped elect one of the chapter founders, Charles "Cholly" Holley, as VHPA vice president. And this year, we'll see him ascend to the president's chair.

We also had one of our members, Bill Fitzgerald, appointed by the national headquarters as the VHPA liaison to the Vietnam Center at Texas Tech.

The chapter also was the VHPA representative at the annual Army Aviation Association of America convention in Fort Worth, with chapter members staffing the booth.

The chapter currently has more than 100 active members, and meets quarterly in various locations in the Dallas/Fort Worth area.

The museum has also been very busy.

In May 1999, it purchased a 12-acre tract in Mineral Wells as the future site of the museum. The land, located just east of Fort Wolters, is bordered by U.S. 180, on the north, and the Mineral Wells State Park

trail, on the east and south.

In February, the note on the land was paid off, thanks in large part to the "honorary landowners" program. The Landowners Association is made up of individuals who have contributed \$1,000 or more to the Museum.

Membership in the association is limited to 200 individuals, organizations are not permitted to be landowners, and there currently are 33 members.

For organizations that want to support the museum, the Founders Association was established. The chapter is a charter member. This category of donor is limited to contributions received by the museum prior to groundbreaking, and again represents contributions of \$1,000 or more.

Other members of the Founders Association are the Mineral Wells Chamber of Commerce Tourism Committee, VFW Post 2399, The Friends of the Museum, the Fort Wolters Chapter of TROA (The Reserve Officers Association), McGraw Motors, and Jean Bumgardner.

In addition to the land purchase, the museum has established a temporary office at the Mineral Wells airport. The office is shared with and staffed by members of the Friends of the Museum, and contains graphic layouts of the planned museum grounds, as well as brochures and gift shop items.

The museum is also gathering support in other ways.

It has developed relationships with a number of "sponsoring" organizations, and begun recruiting quality individuals to serve on the Board of Visitors advisory board.

The current sponsoring organizations include the Fort Wolters Chapter of the VHPA, the national VHPA organization, NAM-POW (the Vietnam POW organization), the Department of Texas Reserve Officers Association, The Vietnam Center at Texas Tech, and The American Legion.

The Board of Visitors currently includes Adrian Cronauer of "Good Morning, Vietnam" fame; retired Maj. Gen. Victor Hugo Jr.; Marine Col. Michael E. Williams, a former Army warrant officer aviator; retired Air Force Col. Ken Cordier, a former POW; and Magne Hagen, recently retired secretary to the King of Norway and a Fort Wolters graduate of Class 68-4.

Chapter report

Advertising rates

Display advertising rates for the VHPA Newsletter are:

- Full page, \$500.
- One-half page, \$250.
- One-quarter page, \$125.
- Business card size, \$45.

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

Advertising revenue is used to help produce the Newsletter and limit the publication's dependence on membership dues.

ATTENTION PILOTS:

ARE YOU READY TO RETIRE?
NO!

THEN START BUILDING FOR IT
TODAY!

www.excelir.com/nolen

OR
CALL PETE NOLEN@800-398-8921

Georgia Chapter establishes website

WOODY MCFARLIN
PRESIDENT

The Georgia Chapter has been making progress and moving forward.

We had our first organizational meeting just before last year's convention. Since then, we have held two organizational membership meetings, had a joint meeting with the Army Aviation Heritage Foundation, and have a membership meeting scheduled for June 17th in Kennesaw, GA.

We have drafted and approved a constitution and by-laws, elected officers, established a website at www.ga-vhpa.org, are working on our incorporation as a not-for-profit organization, and getting chapter membership applications ready to distribute.

At this point we have 22 dues paid members, we only accepted dues at the last membership meeting.

We have been compiling e-mail addresses and plan to use them and our website as our primary means of communications.

At this time we have more than 50 e-mail addresses. We also are establishing phone and fax number lists for those who do not use the computer.

A fellow Vietnam veterans organization put together a 25th anniversary of the ending of the Vietnam War program. A large number of government organizations around the state issued resolutions and proclamations related to this program.

I accepted a proclamation from Cobb County, a major metro Atlanta county, from the county commission

board, the chairman being a Marine helicopter pilot in Vietnam.

I also accepted a city council resolution. VHPA was represented at a banquet, parade, and I was a speaker at closing ceremonies for the visit of the moving wall, all a part of this program.

Directions to June meeting, from Atlanta, north on I-75 to Wade Green Road, exit 273, turn left, name changes to Cherokee Street. Go 2.3 miles to the Bobby Grant Recreation Center, 2934 Cherokee St., sits in front of the only water tower in Kennesaw.

Agenda for the meeting will include a general update on the chapter, information on the VHPA Washington reunion, discussion of a fall social with significant others, other chapter activities, cook hamburgers and have a cold one after the meeting.

Chapter report

Ohio River LZ plans Indiana mini

MICK MOLISH

The Ohio River LZ Chapter continues to hold one mini-reunion a year.

The next mini-reunion will be held in Indianapolis on the last weekend in February 2001.

Our primary mission through the year is preparation for our mini-reunion. While we always get good participation from our 107 members, we mailed nearly 1,000 contact letters in 1999 to inform current and potential members in Indiana, Kentucky and Ohio of our activities and to encourage non-members to join our local chapter and the VHPA.

This year's gathering in Louisville allowed us to combine our business meeting with social activities and a dinner. There were activities for the wives and a number of our aviator members got to sharpen their flying skills on the 727, DC-8 and 757 flight simulators at the local UPS operation.

A number of issues were covered at the business meeting. Our members are interested in getting a Huey and restoring it for static display. In view of the Army's recent decision to retire all remaining Hueys, there should be lots

of aircraft available.

Acquiring a Huey will allow our chapter to support some of increasing requests we are receiving from veterans groups and communities to support their activities with a Vietnam-era helicopter.

We also discussed and resolved several issues associated with our incorporation last year. Our dinner was held at the Louisville Slugger Museum in downtown Louisville.

Our membership was especially pleased CW4 Don Schneider and his wife Carol could be with us throughout our weekend of mini-reunion activities.

Last August, Don was very seriously injured in an automobile accident when another driver lost control of her sport utility vehicle and crashed on top of his car.

After weeks in intensive care and months in the hospital, it is apparent Don is continuing to move forward on the long road to recovery. After seeing Don at the mini-reunion, we are certain his wit and humor will allow him to win this most important battle and join us in Washington for the VHPA reunion.

Contacts for the Ohio River LZ Chapter are: Bob Hamilton, president at [REDACTED] or Mick Molish, secretary/treasurer at m.molish@worldnet.att.net. Check out our website at <http://www.freelyellow.com/members7/ohiovalleylzcchaptervhpa/index.html>

Chapter report

Mid America sponsors two minis

GARY WINETEER
PRESIDENT

Mid America Chapter has had two minis in the AO.

On April 15, we met at the 94th Aero Squadron Cabaret in St. Louis. Great time and the following were present: Rick and Deena Scheffing, G.R. Butler, Bill Medsker, Jeff Pepper, Gary and Robin Crossland, Steve and Barb Hartmann, Terry Wilund, Tony DeBello, Carl Muckle, Harold and Marcia Clark, Bob Bratkovic, and Gary Wineteer.

Signed up four new members for the chapter.

On May 6, we met at Kelly's in Kansas City, MO, with the following in attendance: Bill Medsker, Jeff Pepper, Tom Elliston, Bob and Meta

Smith, Dave Rittman, Doug Smith, Joe Runyon, Gary and Chris Aus, Stan Rohde, Bob Gould, Ken Brooks, Dan Brooks, and Gary Wineteer. Six new members joined our group, including two Marines! Welcome to all our new members.

We are trying to plan two other minis' for September and October in Kansas City and St. Louis.

Our annual mini at Branson, MO, is scheduled for Nov. 6-12, with Veterans Day falling on Saturday the 11th with the parade.

Our billets this year will be the Ramada Inn.

Call the Ramada at (800) 856-0730 and let it know you are with the helicopter pilots.

All VHPA members are welcome to join us.

Our watering hole will be BT Bones; roll downhill 10 feet from Ramada and you're there.

Call early, there are very large crowds even in November. Rates are \$59.95 and up.

Our official annual meeting will be in DC and I will let you know where in next Mid America newsletter and it will be posted on the bulletin board at the Renaissance.

We will be working on chapter T-shirts soon.

Bill Medsker wants all members who attend Branson to bring a photo from their Vietnam tour(s) to scan.

Chapter report

National Capital plans Reunion 2000

Greetings from beautiful downtown DC!

As of May 10, the National Capital Chapter (NCAPC) is now an officially recognized chapter.

Our major thrust to date has been planning for our upcoming Reunion 2000 over the July 4 weekend.

We have got a lot going and will have all in place for you when you start to arrive on June 30.

A word of caution . . . Washington traditionally has hot and humid summers . . . dress accordingly and bring an extra ration of patience as our

nation's capital will be jammed packed with tourists during the Year 2000 July 4th weekend.

Keep in mind that the activities that are planned and the spectacular fireworks on the Fourth should more than compensate for any distractions man and nature may throw our way.

In addition to efforts geared

toward the reunion, the NCAPC has the unique honor, by way of its geographical location, to represent the VHPA at memorial services for our fallen comrades when they are interred at Arlington National Cemetery.

To date, we have had representation at several of these ceremonies and will continue to do so.

We're excited to be formally included in the VHPA and look forward to seeing you all at VHPA Reunion 2000 in late June and early July.

Chapter report

Headquarters busy preparing for reunion

Greetings from Headquarters! It's that time of year when we are all busy getting ready for the reunion in DC.

As of May 5, almost 1,400 people have registered! If you haven't sent in your registration yet, now is the time!

A big thank you goes out to Lorraine Caldwell, VHPA widow and volunteer, for the many hours she continues to put in. Among other things, she enters all of your names in a database and prints your name tags for the reunion. Not a small task when you consider the large numbers!

Moving? Let us know! Since last September, we have mailed out more than 32,000 newsletters, almost 6,500

Membership Directories and well over 8,000 renewal notices.

We'd like to make sure you get the latest newsletter and your listing in the Directory is current, so if you've been hit with one of the latest area code changes or would like to make a correction, contact Headquarters right away.

I'm looking forward to meeting all of you at the reunion and putting a face to your name. For those of you who can't make it to DC, I hope to meet you another time!

Jodi Allison, Program Manager
hq@vhpa.org

Greetings:

New Members Corner



[REDACTED]

Medevac pilot started tour on July 4

In order to be Old and Wise, One must first be young and stupid.

— Ancient U.S. Army proverb

PHIL MARSHALL

I arrived in Vietnam on the Fourth of July, 1969, barely 21 years old.

It was an average age for most of the other Army helicopter pilots I flew with.

One guy was 19, while the oldest — not counting our commanding officer — was 28.

Back home in the real world, my buddies were at the drive-in, drinking beer or looking for a carload of girls, just as I had been doing a year or two before.

Even though I had yet to fly my first hour of combat, I had done many incredible things my high school friends could not even dream of. I couldn't have been more proud of myself and my flight school classmates for having come this far.

With a fair amount of apprehension, it was now "the moment of truth." Could we really do what we had been trained to do without letting anyone down? We especially were concerned about the troops we were there to support.

It was finally time to find out if we had what it took to be combat helicopter pilots.

When I learned I was assigned to be a medevac pilot, I was devastated.

In my mind, the only way I would survive the 365 days in Southeast Asia was to be a gunship pilot, blazing my way back to the States, defending myself with miniguns, rockets and grenades.

Throughout flight school, we were taught by gun pilots, slick drivers, scout pilots (although not as many of them) and oh, yes, ONE dustoff pilot. He was an instructor pilot at Down- ing Army Airfield at Fort Wolters in May 1968.

I remember my first primary flight instructor pointing at him as I listened intently to his every word.

When I learned I was assigned to be a medevac pilot, I was devastated. In my mind, the only way I would survive the 365 days in Southeast Asia was to be a gunship pilot, blazing my way back to the States, defending myself with miniguns, rockets and grenades.

"There walks a dead man. He was a dustoff pilot."

"A dead man" meaning he should never have made it back since dustoff aircraft were unarmed, medevac helicopters and flew single-ship missions.

I never forgot the reverence with which that statement was made, as I began to form a "survival plan of action" in my mind. I would not fly unarmed helicopters!

Shortly after arriving at Fort Rucker, I learned those of us with the highest flight grades would attend a two-week gun school near the end of training, while the rest learned formation flying.

I wanted that top 20 percent and focused all my abilities and energy on making gunship training.

I did well enough to make that school, along with about 25 of my classmates. But, as the Army would have it, during Friday night formation of the middle weekend of gun school, 24 of us, including 12 in the gun school, received orders to attend medevac school at Fort Sam Houston, TX, immediately after graduation.

I told my roommate, "This is it. I won't make it back."

Obviously, I was wrong, but I didn't know it then. It turned out to be the best thing that happened to me, even though I was wounded before the year was out and sent home before my tour was over.

I had no idea of the satisfaction,

pride, sense of accomplishment and even elation I would feel in the next six months.

As I look back on my own experiences, two things stand out in my mind that I consider "young and stupid."

First of all, there was landing on the Navy Hospital ships U.S.S. Repose and U.S.S. Sanctuary in the South China Sea very near the Demilitarized Zone.

While the actual landings were not stupid, the way we got there was.

Our single engine UH-1H Hueys did not float in the water very well. In fact, not at all since we usually flew with the doors open, even at night.

And what was even "stupider," I suppose, was the fact that if the doors were closed when we reached the water, we opened them so we could get out easier if we did go down.

Okay, so the Hueys were extremely reliable and I still love those incredible machines, but for the moment let's discuss navigation equipment on a Huey.

The answer is: "There is none!"

Sure, we had a compass and an automatic direction finder, but in the event of an engine failure on the way to the hospital ship, this probably would have been my emergency call: "Mayday, Mayday, Mayday, Dustoff 7-1-1, we're going down over the sea. We're about five miles out."

Five miles out from where? Maybe it was only three miles . . . no, seven! Shoot, I had NO idea! But come look for us, will ya?

But I suppose we would have survived; we had water wings! Mine were draped over the back of my seat, along with my M-16 rifle. It was a well known — and very true — fact that during an emergency exit from an aircraft, if you don't have it strapped to your body, you won't take it with you.

If I had gone down over land, I probably wouldn't have taken my weapon with me. I wouldn't have grabbed the "wings" either, because

See LANDING, Page 19

Landing on ships was interesting

Continued from Page 18

not only had I never tried to inflate them, I had never even tried to put them on.

Well, maybe we could have used our survival radio once we were in the water or forced down over the jungle.

Hehehehe . . . survival radio, what's that? Is that AM or FM? Can I pick up Armed Forces Radio on it? We HAD no survival radios in those aircraft. (So I guess that makes three "Young and Stupid.")

Once out to sea, landing on the ships was an interesting experience in itself, especially when the decks were bouncing up and down like a fishing bobber with a carp under it.

I already knew the difference between port and starboard and it

The radioman on the ship would tell them:

"Cleared for a port quarter approach."

The silence on the radio was the proverbial "pregnant pause" when the ship would radio to the helicopter again: "Just land to the back of the boat from the left side."

wasn't that hard to figure out "beam" and "quartering" approaches. I used to laugh at the occasional slick driver who flew out to let guys from his unit use the shopping facilities on the ships.

The radioman on the ship would tell them: "Cleared for a port quarter approach."

The silence on the radio was the proverbial "pregnant pause" when the ship would radio to the helicopter again: "Just land to the back of the boat from the left side."

It always got an immediate: "Roger!"

It has been said many times by Navy and Marine jet pilots that landing on an aircraft carrier is like landing on a postage stamp. I would never dispute that, but I would argue that putting a helicopter on the tiny pad of the hospital ship is like landing on a corner of that postage stamp. And at night it was worse.

The first time I tried to land on the ship at night, I terminated at a 30-foot

See FIRST, Page 20

VHPA LOGO ITEMS

(DAVE GRIEGER, L-66)

THEY'RE BACK!! THESE ITEMS ARE STOCK ITEMS AGAIN

VHPA JACKETS (L,XL) — \$59.95 (XXL,XXXL — \$64.95) BLK

CALL SIGN, NAME, UNIT, LOCATION, DATE, ETC. — FREE (3 LINES)

ALSO AVAILABLE: WINGS (ALL SERVICES), CIB, CMB, ABN, PATHFINDER, MORE — \$12.00 EACH

VHPA BIG BACK PATCH (10") \$29.95

VHPA EMBL'D HAT (WHT) \$12.00

VHPA HAT WITH PATCH \$11.95 (BK, N, WH)

VHPA HAT W/"EGGS" & PATCH \$12.95 (BK, N, WH)

VHPA EMBL'D GOLF SHIRT \$25.00 (L,XL) WHITE

\$30.00 (XXL, XXXL)

VHPA PATCH \$4.50

VHPA PIN (HUNDREDS AVAILABLE) \$3.95 (WOPA, RLO, ETC.)

VHPA WINDOW STICKER ('W') \$2.00

VHPA BUMPER STICKER ('B') \$3.00

VHPA LICENSE PLATE \$9.00 VSR SUPERIMPOSED

WITH VHPA LOGO

VHPA ADDRESS LABELS (100 EA.) \$8.50 LOGO ON DAY-GLOW

VIDEOS — 30-MIN. REAL FOOTAGE, SHOT BY AUTHOR — \$19.95

"GUNSLINGERS" — 128TH AHC, CPT JAMES POWELL (1968-72)

VHPA COIN (NEW) — \$12.95 (PLUS 1ST CAV, 3RD MAR, DOZ'S OF OTHERS)

AND OTHER MILITARY DOD/NOVELTY ITEMS:

MEDALS, PINS, PATCHES, KEY RINGS, CAPS, FLAGS,

VN MAP — MORE

28-PAGE COLOR CATALOG — \$2.00

SHIPPING & HANDLING — \$4.45 (MC/VISA)

D&G ENTERPRISES

P.O. Box 180

SALEM, AL 36874-0180

Mon.-Sat. (7 a.m.-noon EST) — (334) 749-9222/Fax: (334) 749-1818
Website: www.DandGEnterprises.com/Screen name: DLG555@aol.com

Chapter listings show local VHPA growth

This newsletter issue concludes my first year on the VHPA Executive Council.

I was assigned the "additional duty" of membership oversight and was able to be in contact with many chapter officers and provide ideas and encouragement to the newly forming chapters nationwide.

The chapter listings on Page 3 show the continued growth of the VHPA at the local level.

As more of our members are reaching retirement age, many are giving more of their time to the VHPA, by participating in chapter activities, national reunion committees, membership drives, and writing articles and "TINS" for the Newsletter. Thanks, guys!

Hayden "Pappy" Jones, VHPA membership chairman, has coordinated VHPA displays and membership recruiting at several national aviation events, including HAI, AOPA and Oshkosh.

John Grow represented VHPA at the AAAA Convention in Fort Worth, signing new and renewing members.

Herb Nagle was "our man" at the Lakeland, FL, Sun 'N Fun Fly-In, Lad Vaughn brought VHPA to the "Moving Wall" in Las Vegas, and Bob Carr arranged for a visible VHPA presence at the Punta Gorda (FL) Airshow.

Don Joyce

VHPA Executive Council
National Membership Director

First ship landing ended in high hover

Continued from Page 19

hover over the deck instead of on the deck and the aircraft commander had to take over and hover us down to the ship.

That was probably the lowest point of my Vietnam flying experience, and I never forgot it. I promised myself it would never happen again and it didn't.

It wasn't easy and I will now confess that my depth perception almost was not good enough to pass my initial flight physical, but I made it.

Knowing my depth perception left little margin for error on the night approaches (especially), I had to totally concentrate on what I was doing and not relax for a second until we were down on that rockin' and rollin' ship.

The night I was wounded, my new co-pilot put us right on the deck, but all the while I had visions of my first 30-foot hover when I was a Funny New Guy. I knew that if Don Study got in trouble on the approach, I could not be of much help, but we were young and stupid and we made it.

I will always thank Don for his late night "picture perfect" landing on the round end of the boat.

Oh, were we young and stupid on hoist missions, too; the second Y&S thing we did!

The most incredible, dangerous, high pucker-factor, exhilarating thing a man can do with a helicopter is to pull an insecure hoist mission, day or night.

Add to that, it is also the most unforgiving mission flown in a helicopter.

First, one has to understand what a hoist mission is and why we did them. Usually, someone is badly

See MEDEVACS, Page 21

35 Technology Stocks 10 Industry Groups One Portfolio

Technology is everywhere...

igniting the dynamic growth of industries...

challenging corporations to stay ahead of their competition.

As an investor, you now have the opportunity to benefit from the growth prospects of the technology industry with an investment in the

Morgan Stanley High-Technology 35 IndexSM Trust

— a Unit Investment Trust —

Advantages

- **Convenience.** Own a diversified portfolio of technology companies through one investment
- **Affordability.** Available for as little as \$1000 (\$100 for IRAs)
- **Diversification.** Portfolio spread among 35 companies representing several technology subsectors
- **Tax-Deferred Rollover.** NEW Tax-efficient option! Defer the gain on stocks that remain the same
- **Daily Liquidity.** May redeem units at current net asset value*

Call today to receive your free **Morgan Stanley High-Technology 35 IndexSM Trust** brochure and prospectus, which contains more complete information including charges, expenses and risks.

James B. Kelly
First Vice President
(800) 326-8286

17 E. Main St., Suite 200
Pensacola, FL 32501
(850) 435-3331

MORGAN STANLEY DEAN WITTER

Morgan Stanley Dean Witter and its Financial Advisors do not offer tax advice. Individuals should consult their personal tax advisor before making any tax-related investment decisions.

The risks of an investment in units of a Trust include price fluctuations resulting from a fixed portfolio of equity securities of technology issuers. The portfolio's securities have had, and in the future, are likely to experience, substantial price volatility and speculative trading. The value of the units of the trust will fluctuate with the value of the underlying securities, so that units, when redeemed or sold, may be worth more or less than their cost. Unless held in an IRA or other tax-deferred vehicle, there may be current tax consequences associated with investing in this Trust. The Index was created by Morgan Stanley & Co., Incorporated, in 1995, and is owned by Morgan Stanley Capital International, Inc. (MSCI). The inclusion of a company in the Index is not, and should not be viewed by an investor as, a recommendation by Morgan Stanley or MSCI to buy, sell, or hold securities of such company or units of the Trust.

* Net asset value (NAV) includes deduction for unpaid deferred sales charges.

Morgan Stanley Dean Witter is a service mark of Morgan Stanley Dean Witter & Co. and services are offered through Dean Witter Reynolds Inc., member SIPC. ©1999 Dean Witter Reynolds Inc.

Register for VHPA Reunion 2000

Medevacs would try to 'sneak in'

Continued from Page 20

wounded in jungle or mountainous (or both) terrain where a helicopter cannot land on the ground.

The tactical situation is such they cannot get him (or them) to a secure open area for evacuation.

We must now hover over the trees or rocky terrain while we let out as much as 150 feet of quarter-inch cable with a jungle penetrator or a stokes litter attached to it.

Translation: There's bad guys all around, we've got wounded, get in here NOW before they die or we have more wounded and you have to come back again. We don't have anyplace for you to land, so just hang your butts out in the open sky for several minutes so any kid with a bow and arrow can shoot you down and, Gee, those red crosses on your helicopter sure make great aiming points, don't they? When you crash, we'll try to recover your bodies.

We were unarmed and experience taught us that usually we were better off to quickly fly to the landing zone, get in and get out as fast as possible, while avoiding the bad guys, and fly straight back to the hospital.

If we waited for gunship support, it may be too late for the wounded, so most times we tried to "sneak in" and "sneak out" (if that's possible in a clattering helicopter) and complete the rescue before the enemy had TOO much time to shoot us up . . . or down.

A hoist mission was just the opposite.

We still got there in a hurry, but once there, we hovered over the trees like a target at the county fair 25-cent shooting booth.

Five minutes or more seemed like hours while we sat in the air over the ground troops, taxing every bit of professionalism we had.

And the reader better believe we, had the utmost professionalism.

The crewmen I flew with on hoist missions (like me, in their teens and early 20s) were absolutely the best

It required every skill we had. If we had been shot down on virtually any hoist mission, our high hover would not have allowed us to make a safe landing and many would surely die.

It happened many times, and their names are on The Wall in Washington.

and I wish I could shake every one of their hands and hug them today. I am so very proud to have served with them.

It required every skill we had. If we had been shot down on virtually any hoist mission, our high hover would not have allowed us to make a safe landing and many would surely die.

It happened many times, and their names are on The Wall in Washington.

One particular mission I recall was a day hoist. We were an easier target during the day, but unlike at night, we could see what we were doing.

When we were on short final over the landing zone, I heard small arms fire and the crew chief yell, "We're taking fire!"

I pulled power into the rotor system to get out of there as quickly as I could when the radio operator on the ground called out, "Dustoff, where are you going?"

"We're taking fire," I said.

"That was us giving you covering fire!" he replied.

"OK, I'm turning around" and I did another young and stupid thing: I made a pedal turn (U-turn) about 200 feet in the air, probably over some bad guys, and hovered back in over the trees.

Normally, you have to push a button to talk over the intercom in a military aircraft, but on a hoist mission,

we turned it to "hot mike" because we all needed our hands for other things.

Everything that was said, every noise, every round fired, every grunt and groan was amplified and transmitted into everyone's headset.

A constant line of chatter was transmitted from the medic and the crew chief to the pilots, who were both on the flight controls in case one of us got shot.

"The cable's going out . . . about halfway down . . . come right . . . it's on the ground . . . looking good . . . come forward just a little . . . keep your tail straight . . . come left . . . they're on the penetrator . . ." was typical of the continual commentary from the enlisted crew members.

As the aircraft commander in control of the helicopter, my eyes never left the tree branches that were touching the nose of my aircraft, but made flight adjustments according to the guys in the back.

During a hoist mission, we flew with one finger on a button on the cyclic stick that operated an electric solenoid. It would instantly cut the cable should any part of the lift apparatus get snagged in the trees. Otherwise, if we got tangled up, it could cause the aircraft to crash.

I wonder how many guys would have gotten on the hoist had they known that.

On this particular mission, we knew it was going to be an insecure hoist, so we grabbed some unsuspecting "schmuck," told him to get his weapon and some ammo and run with us to the aircraft.

We put him in the back of the cargo compartment with his M-16 and a helmet, hooked him up to the intercom and we were off.

I have no idea who he was, but we logged his flight time as "PP — Patient Protector."

After the first of the two injured soldiers were hoisted on board, the din of the covering fire began to reg-

See FRIENDLY, Page 22

Friendly fire impacted near aircraft

Continued from Page 21

ister in my head.

With the front of my Huey still kissing the tree leaves and my crew keeping me posted as to what was going on, I took a quick, curious look out my left window to see where the friendly fire was impacting.

"Oh, Sugar!" (Not my exact word.) "I can throw a rock in there, it's so close!" was the rest of my thought.

I then realized that old PP back there was just sitting in the hell hole taking it all in, not doing a thing!

"Put some fire in that bunker!" I yelled to Private What's-His-Name. I guess that woke him up, as the next thing I heard was his rifle plugging away at a mound of dirt just outside his door and 30 feet down.

The rest of the mission went as expected with no more surprises.

We took no hits on that mission and as we lifted out of the landing zone, the fact that we "cheated death" again left me with all the exciting feelings I mentioned before.

There was an adrenaline high, too, and a tremendous sense of accomplishment that I have yet to experience since flying my last mission in Vietnam. The emotions are almost indescribable, but there was one more feeling: Relief.

In retrospect, I think that's what happened to one of the pilots in our unit a few months after I left.

WO Jim Gaddis was a tall, curly haired kid as I remember him. Always smiling and he never hurt anyone, I would guess.

On what turned out to be his final

There was an adrenaline high, too, and a tremendous sense of accomplishment that I have yet to experience since flying my last mission in Vietnam. The emotions are almost indescribable, but there was one more feeling: Relief.

mission, his aircraft was to pick up wounded on a mountaintop, but got caught in heavy fire while making its approach.

Whether the aircraft took hits at this time is speculation, but Gaddis tried another tactic: He dropped to the deck a couple miles out and then screamed up the hill at 120 knots and treetop level, trying to "sneak in" past the enemy.

But this time he definitely took hits in a .50-caliber crossfire and, as he peeled off from the mountain, fuel was streaming from the aircraft.

The gunships escorting him told Jim to put it on the ground right away because of the serious leak.

"I think I can make it back!" was his last message as the aircraft caught fire, rolled inverted and crashed in flames, killing all on board.

My opinion is he was as afraid he couldn't complete the mission as he was afraid to die. At least, I believe

that's how I would have felt had it been me.

We always tried to complete the mission and felt we let someone down if we didn't.

So, were we really young and stupid? Yes, most definitely young, but stupid? I don't think so.

We all volunteered to do something that only a year or two before we could not have even dreamed we would be doing. Something only very few could ever experience; something for which few could even qualify.

Those of us lucky enough to come home learned from the excursion, and were without question, changed men and no longer wide-eyed boys.

Some of us changed for the better, some of us didn't, but I used the opportunity to prove to myself I could accomplish the goals I set for myself and do them well. We all did well.

As a group, we helicopter pilots did what we had to do and then some. We sacrificed our youth and innocence; we achieved above and beyond the call of duty on a daily basis.

Not only were we not found to be lacking as youthful aviators, as a whole we far exceeded the expectations. We are now older and wiser, and for that I am very thankful.

EDITOR'S NOTE: Phil Marshall flew as "Dustoff 711" for the 237th Medical Detachment (Helicopter Ambulance) out of Camp Evans and Quang Tri, Vietnam in 1969. Marshall is a former president of the VHPA.

Register for parade on the VHPA website

Registered for the Washington Reunion? If you registered, but forgot to fill out the parade questionnaire, please bring up vhpa.org on the Internet, go to "Registration," and click on "Parade Questionnaire."

Fill it out to help the reunion committee plan. Get in shape to participate in the Independence Day Parade in our nation's capital.

This is the sequence of VHPA parade participants:

VFW or American Legion color guard; VHPA banner and carriers; general officers; Southeast Asian members of VHPA;

members in gray cotton flight suits;

UH-1D or UH-1H medevac bird; members in utility green fatigues; UH-1C gunship; members in jungle fatigues; Cobra and Loach together as a "pink team;"

Members not in a uniform, but uniformly dressed in beige slacks or shorts, a VHPA polo shirt of any color, white tennis shoes, and an appropriate baseball hat; Bill Medsker and his Mad Machine; Boy Scout/Girl Scout color guard.

Gil Ferrey

Chapters can share in raffle proceeds

BOB SMITH
PRESIDENT

The Executive Council has voted to give VHPA chapters a chance to share in the proceeds from the annual reunion raffle.

To share in the proceeds, each chapter must sell tickets for the raffle.

Each chapter is authorized to sell raffle tickets immediately.

Each ticket sold by a chapter will return \$5 per ticket to the chapter. Payment to the chapters will be processed after the reunion, since members also can sell tickets at the reunion.

When a ticket is sold at the reunion, it is the responsibility of the person selling the ticket to bring the person to the registration area to pay for the ticket. The chapter will be credited with the sale.

Chapters that participate must

appoint a coordinator to report sales to VHPA Headquarters.

Chapter members will sell the tickets for \$50 each. They can remit credit card numbers or checks; full name, address and phone number of the buyer are required. No cash, please. The coordinator then will fax to (916) 966-8743 or mail credit card information and checks to Headquarters.

To give Headquarters time to process tickets and leave for the reunion, all mail and faxes should arrive no later than June 20.

Tickets can be sold to friends, relatives and other VHPA members who will not be at the reunion. You do not have to be present to win, but you must be 18 or older to win.

The following prizes will be awarded in the raffle this year:

- Grand prize — \$22,000 or Ford Explorer.
- Second prize — \$20,000 or Harley Davidson motorcycle.

• Third prize — Two round-trip tickets on KAL.

• Fourth prize — Two round-trip tickets on Cathy Pacific.

• Fifth prize — Two round-trip tickets on Asiana Airlines.

• 6th-15th prize — TV/VCR combo.

• 16th-20th prize — Life membership (or cash equivalent for non-members and current life members).

• 21st-100th prize — \$100.

NOTE: 1,210 tickets must be sold for all prizes to be awarded. If fewer than 1,210 are sold, the first prize will not be awarded. If fewer than 768 tickets are sold, the second prize will not be awarded.

Balance of prizes will be awarded unless the VHPA loses money on the raffle or if called off due to legalities surrounding raffles. The VHPA Executive Council has the final decision in holding of the raffle. If the raffle is not held, all monies collected will be returned.

Needed:

For a History Channel documentary

**Film footage, stills, stories, and slides
from your tour in Vietnam . . .
in order to tell our story in a two-hour film!**

Richard Jellerson, a 116th pilot at Cu Chi 1969, (Hornet 33, VHPA # M4665) needs your old footage and stills for a History Channel documentary. Through our "home movies," stills and interviews, we will tell the true story of flying helicopters in Vietnam; combat missions, down time, R&R, all. If you'd like to see your film and photos reveal what it was really like — contact Richard at (626) 355-0260 or e-mail story.tellers@gte.net

Send film, VHS copies, photos or inquiries to:

**Last Minute Productions
P.O. Box 389
Seal Beach, CA 90740**

Potomac cruise a reunion high point

JIM GOLDTHORPE
REUNION CHAIRMAN

One of the high points of the Washington reunion will occur while pilots are attending the annual membership meeting on July 3.

This high point will be the Ladies Function: A cruise on the Potomac River aboard the "Spirit of Washington."

Buses will arrive at reunion hotels at 10:10 a.m. for the trip to Pier 6. Boarding time at the pier is 11 a.m. The cruise will last until 1:30 p.m.

While on the scenic Potomac, you will see National Airport, Old Town Alexandria, the Torpedo Factory, Fort McNair, National Defense University, and more.

The cruise lunch menu includes various salads and several entries, but be prepared: There will be a cash bar.

That night, during the annual banquet, guest speaker will be Joseph L. Galloway.

Galloway, a Texas native, joined United Press International as a reporter in 1961. During 22 years with UPI, he served in news bureaus in Kansas City, Topeka, Tokyo, and Saigon, and was chief of bureau in Jakarta, New Delhi, Singapore, Moscow and Los Angeles.

Galloway served a 16-month tour as a war correspondent in Vietnam, beginning in March 1965. He returned to Vietnam on three shorter tours in 1971, 1973 and 1975, when

Gen. H. Norman Schwarzkopf, who has known him in two wars, calls Galloway "the finest combat correspondent of our generation — a soldier's reporter and a soldier's friend."

he covered the fall of Cambodia and South Vietnam.

Galloway joined *U.S. News & World Report* as the newsmagazine's West Coast editor in 1982. Today he is the senior writer based at *U.S. News'* Washington headquarters.

In 1990-1991, Galloway returned to duty as a war correspondent in the Persian Gulf, and accompanied the Army's 24th Infantry Division (Mechanized) on the tank charge through the western Iraq desert and into the Euphrates Valley.

Gen. H. Norman Schwarzkopf, who has known him in two wars, calls Galloway "the finest combat correspondent of our generation — a soldier's reporter and a soldier's friend."

Galloway is the co-author of two recent books: "Triumph Without Victory: The History of the Persian War," published in February 1992, by Time Books — and the New York Times bestseller "We Were Soldiers Once, and Young," published in November

1992, by Random House.

During the course of researching "We Were Soldiers Once, and Young," Galloway returned to Vietnam in 1990, 1991 and 1993 for interviews, including several with Gen. Vo Nguyen Giap.

"We Were Soldiers Once, and Young," written with Army Lt. Gen. Harold G. Moore, is a detailed account of the Ia Drang campaign, which was the first major battle between U.S. and North Vietnamese regulars, and the bloodiest of any fought during the war.

Moore commanded one of the battalions in the Ia Drang; Galloway, then a 24-year-old war correspondent, was on the ground throughout the action.

On May 1, 1998, the Army awarded Galloway a Bronze Star Medal with V for rescuing a badly wounded soldier under fire in the Ia Drang on Nov. 14, 1965. His is the only such medal of valor awarded to a civilian by the Army.

Galloway is a member of the board of advisers of the Vietnam Veterans Memorial Fund and the 1st Calvary Division Association, and the board of directors of the No Greater Love Foundation.

He and his wife, Karen, whose father, Capt. Thomas C. Metsker, was killed in Vietnam, live in Virginia.

Doors will open in the convention center at 5 p.m. for a social before dinner.

Tours available at aircraft restoration facility

Three tour times have been arranged at the Paul Garber Restoration Facility in Suitland, MD, where aircraft displayed in the Smithsonian's Air and Space Museum are restored.

In addition, many of the Smithsonian's aircraft also are stored there, including the Enola Gay.

You will be on your own to get to the facility, by car or by Metro, but this is an opportunity you will not want to miss.

Only 130 reservations remain. Instructions on how to get there by car or Metro will be enclosed in registration packets.

Ken Bording of the 48th AHC's Blue Stars has 30 spots left on a Saturday, July 1, tour which starts at 10 a.m. If you want to go on July 1, e-mail Ken at [REDACTED] and have him sign you up.

On Monday, July 3 (10 a.m.), or Wednesday, July 5 (10 a.m.), tours

also are available, but one must call, fax, or e-mail Charlene Turner for reservations. Charlene works for the facility.

No reservation, no tour, so hurry up and make yours now!

Gil Ferrey

VIETNAM HELICOPTER PILOTS ASSOCIATION

17th Annual Reunion Washington, DC June 30-July 5, 2000

REUNION REGISTRATION FORM

Mail to: VHPA, 5530 Birdcage St., Suite 200, Citrus Heights, CA 95610-7621

FAX signed credit card registration to: (916) 966-8743

Name: _____ Member No.: _____ Arrival date: _____ Departure date: _____

Wife/Guest name: _____ No. of children*: _____ Ages of children: _____

Names of additional guests: _____ How many reunions have you attended? _____

Address: _____ Check here if notifying VHPA of an address change []

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

REGISTRATION FEES

	No. of people	Price	Total
Registration before 4/30/2000*		@ \$ 35.00	
Registration after 5/1/2000*		@ \$ 45.00	
Total from sidebars	XXXXXXXXXX	XXXXXXXX	
Early Bird Reception (June 30)		@ \$15.00	
Buffet (July 1)		@ \$ 25.00	
Outdoor Barbecue (July 2)		@ \$ 25.00	
Dinner Buffet/Dance (July 2)		@ \$ 20.00	
Ladies Function (July 3)		@ \$ 30.00	
Banquet/Dance (July 3)		@ \$ 40.00	
Drink tickets			
Raffle ticket		@ \$ 50.00	
Dues (if not dues current)	1 year	@ \$ 30.00	
You can make 3 payments over 6-month Installment period if you wish	Life installment No. 1	@ \$150.00	
Complete Life Membership		@ \$450.00	
GRAND TOTAL			

INDICATE IF YOU WANT TO PARTICIPATE IN THESE

Golf Tournament:			
(July 1 — 7 a.m.)			
Cost: \$85. Limit: 144 players.			
5k Run:			
(July 3)			
Cost: \$5			
T-shirts:			
Qty.	Size	Price	Amount
	S	@ \$15.00	
	M	@ \$15.00	
	L	@ \$15.00	
	XL	@ \$16.00	
	XXL	@ \$17.00	
	XXXL	@ \$18.00	
Sidebar total			

Please check the hotel where you will be staying:

- ☐ Renaissance ☐ Grand Hyatt ☐ J.W. Hyatt
☐ Marriott Metro ☐ Other:

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

- ☐ Enclosed is my check or money order payable to "VHPA Reunion 2000"
☐ Please charge my MasterCard or VISA card (circle one)

Banquet menu	Amount
Beef & salmon combo	
Vegetable paella	
Drink tickets	
Domestic beer	\$2.25@
Imported beer	\$2.75@
Wine/house cocktails	\$3.25@
Call brands	\$3.75@
Premium brands	\$4.95@
Sidebar total	

Credit card No.: _____ Expiration date: _____

Signature: _____

REUNION NAME TAG INFORMATION

Name you want on name tag: _____ Chapter: _____

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

1st combat unit: _____ Call sign: _____ Year(s): _____

2nd combat unit: _____ Call sign: _____ Year(s): _____

3rd combat unit: _____ Call sign: _____ Year(s): _____

Hometown or current residence: _____

Refund policy: No refund will be given for any dinner, event, registration fee, or other activity unless the member cancels the reservation by faxing, e-mailing or calling VHPA Headquarters no later than June 23, 2000. Requests by U.S. Mail must arrive at VHPA Headquarters no later than June 23, 2000. There will be a \$10 cancellation fee charged for each refund request, regardless of the number of items (dinners, events, registration fee, etc.) included in the request. Each refund request will be assigned a REFUND REQUEST CONFIRMATION NUMBER on the day the request is received by VHPA Headquarters. Reasons for requests received after June 23, 2000, such as hospital admission, medical emergencies, death in the family, etc., will be considered on an individual basis.

VHPA to lay wreath at The Wall

At 9 a.m. on Sunday, July 2, the VHPA wreath dedication ceremony will start with a flyby of at least three separate flights of five UH-1Hs over the Vietnam Veteran's Memorial.

With the flight of the last five aircraft over the memorial, we will begin our ceremony to honor the fallen. Joseph Galloway, co-author of "We Were Soldiers Once, and Young," will be the speaker.



We will gather on the grassy knoll area to the east of the memorial that overlooks the entire area.

This van-tage point will allow all to be able to see the flyby, videotape

As soon as the wreath is in place, the wreath and the memorial can be viewed by the attendees. Complete details will be posted at each hotel as a reminder.

a once-in-a-lifetime event, and hear the guest speaker.

After the dedication, taps will be played, and the wreath will be taken to the apex of the memorial for display.

It will be placed on the grass area directly across from the apex, so that it will not fall against the memorial and scratch the granite.

As soon as the wreath is in place,

the wreath and the memorial can be viewed by the attendees.

Complete details will be posted at each hotel as a reminder.

We recommend the use of VHPA buses to go to the memorial.

Immediately after the ceremony, buses will be there to transport you to Fort McNair for the annual picnic.

Barbecued chicken and ribs, hot dogs, hamburgers, potato salad and baked beans will be waiting on you.

Bring your bathing suits, as we will have the swimming pool available.

There will be entertainment in the form of the Army's Golden Knights, as well as static aircraft displays by the Army Aviation Heritage Foundation (AAHF) and the North Carolina Chapter.

The Army Aviation Associated of America donated \$13,000 to the AAHF so it could attend the reunion.

Registration open for golf tourney

Hey, Golfers!

If you have not yet registered, the National Capital Chapter of the VHPA and the Reunion 2000 Committee want you to sign up for the Reunion 2000 Golf Tournament.

The outing will be on Saturday, July 1, at the Bristow Manor Golf Course in scenic Northern Virginia.

Tee time is set for 9 a.m. Buses will depart from the Renaissance Hotel in DC at 7 a.m.

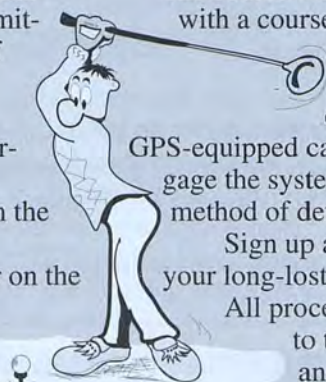
The format will be "best ball," with each player on the winning team receiving \$100 cash.

Second place gets \$75 per player, third place is \$50 per player and fourth place is \$25 per player.

We will be having the usual closest-to-the-pin, longest and straightest drive contests and some spectacular prizes for a hole-in-one on the Par 3's — a Cadillac, a Mercedes

and a Ford await the golfer who can nail the hole-in-one.

The course distance is 6,313 yards from the white tees, with a course rating of 70.1 and a slope of 122. Par is 72.



Bristow Manor is an outstanding course that features zoysia fairways and GPS-equipped carts — you "purists" need only to disengage the system and use the time-honored "pace" method of determining yardage to the pin.

Sign up as an individual or request to play with your long-lost copilots.

All proceeds from the tournament will be donated to the Vetsville Cease Fire House, founded and operated by Chris Noel of AFVN Radio/TV fame.

Chris has been helping vets with problems and their families since 1995.

She will be at the tournament to cheer us on.

For updates on Reunion 2000:
www.vhpa.org

Units filling mini-reunion schedule

JIM MCDANIEL

We'll be providing more mini-reunion rooms this year than in the past. Because of this, there will be more time for each mini.

This reunion almost certainly will be the biggest yet and rooms available to us are not unlimited. If you plan on getting your unit together for a mini and it's not yet scheduled, please get in touch with me and reserve your room now.

Below I've included a list of units that already have scheduled minis and points of contact for each unit.

If you intend to attend a mini already listed and you haven't contacted your unit point of contact (POC), please do so at the e-mail addresses listed.

Requests for mini-reunion rooms should be made to me and should contain the following information:

- Unit designation and unit call sign(s).
- Point-of-contact name, phone number and e-mail address, if available.
- Primary time slot requested (specify day and whether morning or afternoon).
- Secondary time slot requested (in case primary is full).
- Number of people expected (important, as rooms are different sizes).
- Any special requirements/requests.

Please send requests to me E-mail is preferred [REDACTED]

If unable, please call at [REDACTED] (work) or [REDACTED] (home).

Mini-reunions scheduled, as of May 18:

POC's name	e-mail address	Unit	Day/Time
[REDACTED]	[REDACTED]	[REDACTED]	Sun PM
[REDACTED]	[REDACTED]	[REDACTED]	Sun PM
[REDACTED]	[REDACTED]	[REDACTED]	Sun PM
[REDACTED]	[REDACTED]	[REDACTED]	Sat PM
[REDACTED]	[REDACTED]	[REDACTED]	Sun PM
[REDACTED]	[REDACTED]	[REDACTED]	Sat PM
[REDACTED]	[REDACTED]	[REDACTED]	Sun PM
[REDACTED]	[REDACTED]	[REDACTED]	Sat AM
[REDACTED]	[REDACTED]	[REDACTED]	Sat PM
[REDACTED]	[REDACTED]	[REDACTED]	Sat PM
[REDACTED]	[REDACTED]	[REDACTED]	Mon PM
[REDACTED]	[REDACTED]	[REDACTED]	Mon PM
[REDACTED]	[REDACTED]	[REDACTED]	Sun AM
[REDACTED]	[REDACTED]	[REDACTED]	Sun PM
[REDACTED]	[REDACTED]	[REDACTED]	Mon PM
[REDACTED]	[REDACTED]	[REDACTED]	No date yet
[REDACTED]	[REDACTED]	[REDACTED]	Mon PM
[REDACTED]	[REDACTED]	[REDACTED]	Sat PM
[REDACTED]	[REDACTED]	[REDACTED]	Mon AM
[REDACTED]	[REDACTED]	[REDACTED]	Mon PM
[REDACTED]	[REDACTED]	[REDACTED]	Mon PM
[REDACTED]	[REDACTED]	[REDACTED]	Sat PM
[REDACTED]	[REDACTED]	[REDACTED]	Sat PM
[REDACTED]	[REDACTED]	[REDACTED]	Continuous
[REDACTED]	[REDACTED]	[REDACTED]	Mon PM
[REDACTED]	[REDACTED]	[REDACTED]	Sat PM
[REDACTED]	[REDACTED]	[REDACTED]	Mon PM

Each mini-reunion will be scheduled for four hours. Rooms will be available in the morning from 8 a.m. until noon or in the afternoon from 1-5 p.m. June 30 through July 3.

Minis also may be scheduled in the evening hours if necessary.

There is no charge for mini-reunion rooms.

VHPA also will furnish a TV/VCR combination for use during each mini:

Other audio-visual equipment will be the responsibility of each unit. The hotel will rent equipment for a fee or you may bring your own.

The hotel will rent 35 mm projectors and screens.

Alcoholic and non-alcoholic beverages will be available for sale throughout the hallways near the mini-reunion rooms, which actually covers the entire meeting-room level of the Renaissance hotel.

Part of the negotiations with the hotel to provide mini-reunion rooms at no additional charge was the hotel offer drinks for sale as a revenue source.

It also is against Washington, DC, liquor law for you to provide your own alcoholic drinks in a hotel event.

Refreshments can be purchased from the hotel.

Each meeting room will have the following setup:

- Three cocktail tables with four chairs each, with white linen and votive candles (p.m. only).
- Two 6-foot tables with white linen and black skirting (for photo albums, etc.)
- 10 chairs around the perimeter.
- Elegantly skirted buffet table.
- Easel in entrance.

Menus available for morning minis:

- Breakfast breads — Danish rolls, muffins, bagels, croissants: \$26 per dozen.
- Fresh fruit — Strawberries, honeydew, pineapples, grapes, cantaloupe, kiwis, seasonal exotic fruits: \$100 for 25 people.
- Assorted whole fruit: \$1 per piece.
- Mini egg, ham and cheese croissants: \$2.75 per sandwich.
- Mini sausage, cheese and egg biscuits: \$2.75 per sandwich.
- Carafe of orange juice: \$10 per carafe (serves 10 glasses).
- Coffee, tea, decaf: \$45 per gallon.

Menus available for afternoon or evening minis:

- Potato chips/pretzels/goldfish/nachos: \$15 per pound.
- Peanuts: \$16 per pound.
- Onion dip/salsa: \$13 per quart.
- Warm Bavarian pretzels with mustard: \$22 per dozen.
- Assorted jumbo cookies: \$24 per dozen.
- Buffalo wings with bleu cheese: \$2.50 per wing.
- Chicken beignet with honey mustard: \$2.50 per piece.
- Swedish meatballs: \$2.50 per piece.
- Dilled cheese puff: \$2.25 per piece.
- Mini quiche: \$2.20.
- Cheese display with crackers and bread: \$125 per platter (serves 25 guests).
- Crisp vegetable display with herb ranch dressing: \$95 per platter (serves 25 guests).

To reserve any of the above items from the hotel, please contact Lisa Van Pouche, Renaissance convention services manager, directly. She can be reached at [REDACTED]

VIETNAM HELICOPTER PILOTS ASSOCIATION

5530 Birdcage St., Suite 200 • Citrus Heights, CA 95610-7621
(800) 505-VHPA (voice) • (916) 966-8743 (fax) • HQ@vhpa.org (e-mail)

Membership application/change of address

- | | |
|---|---|
| ☐ New application | ☐ Annual/renewal dues: \$30 (Newsletters included) |
| ☐ Address change | ☐ Life membership: \$450* |
| ☐ Directory correction | ☐ Newsletter subscription only: \$30 |

NAME _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP: _____
HOME PHONE: () _____ WORK PHONE: () _____
OCCUPATION: _____

- ☐ Please charge my MasterCard/Visa credit card. ☐ Add \$15 for current Membership Directory.
☐ Enclosed is a check/money order payable to VHPA.

Credit card No.: _____ Expiration date: _____

SIGNATURE: _____

FLIGHT SCHOOL CLASS: _____ SERVICE BRANCH: _____
COMBAT FLIGHT HOURS: _____ SOCIAL SECURITY NO.: _____

Information about each Vietnam tour:

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

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

How did you learn about the Vietnam Helicopter Pilots Association?

**NOTE: Life memberships may be purchased with three bi-monthly payments of \$150 each.*