



The VHPA Newsletter

Vietnam Helicopter Pilots Association ®

March/April 2000 Vol. 18, No. 2

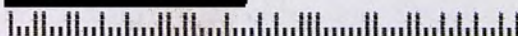
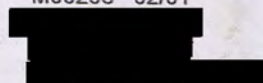


Don Joyce photo

A CH-47 Chinook flies above the clouds on its way to a support mission in South Vietnam. The photograph was taken from the cockpit of another Chinook.

*****3-DIGIT 368

M00296 02/01



From the President

If you received your newsletter late, you were not alone.

Due to late-breaking news on the DC Reunion, we made the decision to delay the newsletter.

Look over the last issue and you will note we have changed the location of the banquet to the Convention Center across the street from the Renaissance.

We decided it would be better to make this change than to try and fill every ballroom, restroom, etc., in the hotel with our members. No matter how large the reunion is, we will be together for the banquet, no piped-in video or sound, a live production for all.

With that said, it is time to fill out your Reunion Registration Form if you have not done so yet. The committee is working hard to make this a special event unlike any other. With your early registration, its job is that much easier.

From what I am hearing from Jim "Goldie" Goldthorpe and his hardworking crew, this will be a year 2000 event no one will ever forget.

I question if the celebration the District of Columbia is planning can outdo the celebration Goldie has planned.

If you have ever wanted to go to a VHPA reunion, now is the time. Sign up with the registration form in the newsletter or go to our website at www.vhpa.org and complete the form there. Don't procrastinate! Do it now!

Project 2000

I started off my year as your president making Project 2000 my top priority.

It still is my top priority, but the reality of spending \$15,000 to make it happen slowed the process down. The cost to do it was not in the budget.

Then my concern was, do we actually have a budget? The answer was yes, sort of, but no, not really.

Believe it or not, the VHPA Executive Council spends very little money. Beyond the expenses for the reunion (it is planned to break even) and the cost of our management firm, plus our newsletters, membership directory and now providing seed money for our new chapters, we spend very little additional.

We do know the cost of these items and our \$30 dues is

a break-even proposition. The money we have in the bank is money set aside for our 900-plus life memberships, plus dues that comes in during the year.

We are not following the federal government's habit of spending the Social Security fund and giving IOU's. We have set that money aside and don't spend it except on dues.

We just don't have the money at this time to spend on this project. We have about \$7,000 in funds that are not earmarked in our budget, and we just spent \$1,500 of that to improve the security on our website, along with administrative time-saving.

Some have indicated a dues increase would be appropriate. I would rather not have one at this time.

You do have the opportunity to help our cause. The money we make over and above the cost of the annual raffle goes into the VHPA budget.

It is the only cost event of the reunion that does not return your money. Our planning and budgeting is done to give each person who attends the reunion his money back in food, entertainment, transportation, etc., so the raffle is the only way we raise money.

This year we have lowered the cost of the tickets to \$50 and increased the prizes. If everyone who bought a \$100 ticket before would continue to do so and those who bought none would kick in \$50, we would be well on our way to funding the project to find the 10,000 or so pilots that we have not found.

If everyone would buy a ticket, you would be helping to make "Project 2000" a reality before the year is over.

You can buy a ticket even if you do not plan on being in DC. If you win, the prize will be sent to you.

Investment policy

I would like to say thanks to all the VHPA members who provided proposal and expertise in choosing a firm to invest the funds of the VHPA.

The Executive Council voted during our March 19 meeting to pick the firm of Paine Webber to handle our funds.

One of our life members, Bob Potvin, and his brother, Joe, also a life member, will be looking out for our funds to insure maximum return with minimum risk.

Our next step is to form an investment committee. If you have a background in investments and would like to

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, Chip Brown
Records/Database	Gary Roush
Gathering (HAI)	Hayden "Pappy" Jones, Chip Brown
2000 Reunion	James Goldthorpe
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
Records/Database chairman	roush@vhpa.org
Website	http://www.vhpa.org
Membership chairman	membership@vhpa.org
Webmaster	webmaster@vhpa.org

VHHPA briefs

SoCal Chapter plans mini-reunion

The SoCal Chapter — VHPA will have a get-together in Washington, DC, on July 2 from 2:30-5 p.m.

Please check the mini-reunion schedule for the location. For further information, contact Carl Cortez at [REDACTED]

48th AHC to meet at reunion

The 48th Assault Helicopter Company Blue Stars and Jokers will hold a mini-reunion in Washington, DC, on July 3 from 1-5 p.m.

Please check the mini reunion schedule for the location. For further information, contact Carl Cortez at [REDACTED]

VHPA chapters

Arizona Chapter
chapete@juno.com

Albert Rodriguez, President
7929 Via De Belleza
Scottsdale, AZ 85258

California Chapter North

Ken Kinne, President

VHPA of Florida

Gary Bortolus, President

Fort Wolters Chapter

Bobby Bateman, President
Ave.

Georgia Chapter

Woody McFarlin Jr., President

Las Vegas Chapter

Lad Vaughan, President

Mid America Chapter

Gary Wineteer, President

Mid-South Chapter

Charles Bell, President

National Capital Chapter

Peter Kacerguis, President

North Carolina Chapter

Allan Hoffman, President

Ohio River LZ Chapter

Michael Molish II, President

Rocky Mountain Chapter

Walter Winters, President

Southern California Chapter

Carl Cortez, President

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

Their e-mail addresses are:

- Holley — profgen@sibretown.com
- 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.

Information sought on Vietnam Huey

I am seeking information about a UH-1, tail number 66-17048, that is in the possession of Motts Military Museum in Groveport, OH. The historical records that came from DOD with the aircraft only listed its history following rebuild as an H model in January 1969.

According to those records, the aircraft served with Company B, 227th Aviation Battalion from March 1969 until February 1971. I suspect it may have served a tour with another unit as a D model prior to those dates.

As a member of the museum, I promised the museum

Continued on Page 5

From the President

Continued from Page 2

help as a committee member, please send an e-mail to headquarters (hq@vhpa.org), which will forward it to the Executive Council.

VHPA leadership

Now is the time to put your name in the hat for a position in the leadership of the VHPA.

Each year during the business meeting, we elect a new vice president and a junior member at large for the Executive Council.

If you want to contribute, now is the time. All of you took charge to get where you are today. The VHPA needs some of that hard-charging drive.

The pay is not much: Zero, in fact, but the rewards are great. Get involved; we need talented people to take the VHPA forward in the new millennium.

Membership

If you will remember, we reached the number of 10,000 members in Nashville.

I am happy to report we are now approaching 10,500. We should be there by the time you read this. We also are adding about 8-10 new life members a month.

For those of you who are taking on the "New Member Recruiting Challenge" contest reported in our September/October newsletter, keep the members coming in

Contact Don Joyce if you need help.

By the way, Don is still on target to surpass his last year's recruiting. The good news is Don cannot win the contest because he is a member of the Executive Council, so don't give up. Keep those names coming in.

— **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: _____

Continued from Page 4

director I would attempt to find out all I could about this aircraft's combat history from my fellow VHPA members.

If any of you have any information, names, dates, war stories or pictures (especially pictures), I would appreciate hearing from you. The museum is very interested in restoring this aircraft to look as it did when it was in country.

The aircraft also needs a few parts such as a right chin bubble, position light lenses, tail stinger boot, so if any of you have any expertise along the lines of parts acquisition, please contact me.

My address is: Keith Alleger, 216 N. Yearling Road, Apt. M, Columbus, OH 43213, or contact me by E-mail at [REDACTED]

Groveport is a hop, skip and a jump from Columbus, if any of you are ever in the area. Check out the museum; it is located at 5075 Hamilton Road, Groveport, OH 43125. You can also check out the Museum's website at:

www.mottsmilitarymuseum.org

While not as large as some military museums, Motts has some dynamite indoor exhibits and is building a fine collection of outdoor exhibits which includes not only 048, it also is building an exact duplicate of Eddie Rickenbacker's boyhood home.

I hope to hear from some of you in the near future.

Keith "Sugar Bear" Alleger
Warlord 24
[REDACTED]

Check pilot friends, are they in VHPA?

Subject: Your personal membership audit of friends and old pilots eligible for inclusion in our association (VHPA).

Everyone knows one, two, three or more. Are they all members? Have they been offered the chance to join this very exclusive club? Do they need some coaxing?

Here is my suggestion: Make a list from your files, ie., Christmas cards, black book, phonebook, e-mail, letters, etc. Check this list against your membership directory. Those that ain't members or current members, contact them and make a personal plea and request that they join/rejoin the VHPA ASAP.

If needed, relate to them how important, fun, neat, rewarding the VHPA has been for you and yours. Possibly relate a story of a special moment or event that highlights your experiences in the association. Tell them how you wish you hadn't procrastinated and missed X number of reunions.

I have done a personal audit and found I know 40-plus and only 20 or so are members, so I have my task at hand. Do it! For everyone's sake, especially theirs.

Chip Brown
[REDACTED]

Vietnamese poet will attend reunion

Linh Duy Vo, the Vietnamese poet who has attended several VHPA reunions, will again be with us at VHPA 2000 in DC.

Linh requests that any members who have his book "Dear Daddy" or any of his other writings, and wish them to be autographed by him, please bring them with you to Washington.

Don Joyce
[REDACTED]

Owner of missing flight helmet found

In the September/October *VHPA Newsletter* on Page 5, an article described how it took 29 years for a crew chief in the Raider Platoon of the 334th UTT to be reunited with his helmet.

It is thought that the "long-lost helmet" was absconded with at Cam Ranh Bay by some Army-type who thought the helmet was still government property and should remain in Vietnam rather than return to the states with its rightful owner.



Was anyone ever issued a used helmet? What a smell! So back to the 334th it went, rather than on the Big Bird to Travis Air

Force Base with Jerry Finney.

Then, with the help of Gary Roush, Dave Barr, Sir Druid (an Internet "hacker") and myself, Jerry Finney was finally located in Chico, CA, only about a three-hour drive north of Berkeley, CA, where I live.

Since Jerry has a sister living in the Bay area, he drove south to my place and, after reporting in for duty, saluting and properly identifying himself, I showed him the helmet which he had had painted by someone in "the ville" just before rotating home, and he almost croaked. He honestly thought the helmet had been lost forever and he had gone to heaven.

We then sat down and had a wonderful lunch prepared by my wife Charlotte, drank a couple of beers, and reminisced about the good old days. He tried to think how his helmet got back to the 334th, but we still do not know for sure. What we do know is that he was very happy, and his wife has since reported that the three of them shared a bed for the next week or so.

Below are a couple of pictures taken at the time. Jerry was gracious enough to give me one of his Nomex shirts

Continued on Page 6



Gil Ferrey (left) and Jerry Finney hold a flight shirt and Finney's helmet, which he lost in Vietnam 29 years ago. Finney finally was reunited with the helmet.

Continued from Page 5

for a collection. It has the 1st Aviation Brigade subdued patch, the 334th subdued patch, one of his two Raiders patches with Yosemite Sam on it, plus a "bullet" hole, which adds to the story, don't you think?

I shall bring the shirt to the reunion to display for those who are interested. Perhaps I can even convince Jerry to come to the reunion as well. Hell, who better to lead our parade than a great crew chief!

Jerry went on to serve in Germany after Vietnam in a Mohawk unit and presently is a steel fabrication engineer in Chico.

Small miracles continue to amaze me. See you at the reunion.

Gil Ferrey Bengal 9G
1/11th ACR 1966-67

SOBA get-together planned at Fort Myers

During the week of the VHPA Reunion in Washington, DC, just across the river in Arlington, the Society of Old Bold Aviators will be holding its annual flyers' songfest

Continued on Page 7

RINGS WITH WINGS

"Precious Metal for Men of Mettle"



10 Carat Yellow Gold VHP ring with 10 Carat White Gold Wings
Terrium (stainless steel) ring with 10 Carat Yellow Gold Wings
10 Carat Yellow Gold Pendant (same as center picture)
Lapel Pin or Pendant (non-precious metal, same as center picture)
(add \$3.00 shipping & handling for pendants and lapel pins)

\$650.00
\$375.00
\$100.00
\$ 15.00

For a price list of additional items* available, call or E-mail

* additional items include Swiss Army Knife with VHP Emblem, VHP Shirts, and VHP Logo Mouse Pads.

RINGS WITH WINGS

800 222-7580

Please visit us at our Rings With Wings booth in the vending area at the DC VHPA Reunion

Continued from Page 6

and sing-along at the Fort Myers Officers Club.

The date will be Saturday, 1 July, beginning about 6:30 p.m. Expected performers include half of the High Priced Help, along with assorted Air Force flyboys.

The Society of Old Bold Aviators (SOBA) is a nonprofit group dedicated to the accumulation, preservation and performance of the unique brand of songs that have been created, adapted, sung, and handed down by military pilots and other airmen since they first launched their machines into battle.

These songs are less a history of military flight than a combination of themes, ballads, and remembrances set to music; in today's terms, they are more like "anti-history with an attitude."

The society's unofficial beginning is rooted in the group songfest of classic flying songs in early June 1998, by an ad hoc group that called itself "the Old Bold Aviators" for the occasion. That name is rooted in the old flying dictum that "there are old aviators and there are bold aviators, but there are no old, bold aviators."

It was the group's claim that, despite the experiences of several of them, both in combat and in more routine forms of flying, they were still around and bolder than ever, hence their chosen name.

The group had so much fun that night, singing along with a highly responsive audience that included many service veterans, at least one Southeast Asia POW, spouses, friends and family members, that its organizers decided to make their Flyers' Songfest an annual event.

The songs themselves combine a wide range of flight-related songs, from those compiled 40 years ago by Oscar Brand from World War II and Korean War flyers, through several collected by the Vietnam Veterans Oral History and Folklore Project, to a few written by the performers themselves, based on their own flying and operational experiences.

The SOBA now carries the torch to ensure that such vital music and all it has represented to succeeding generations of combat flyers should never die. This will be the Old Bold Aviators' third annual sing-along.

Hope you'll join us.

Marty Heuer

Veteran's memory missing 9 years after trip to woods

I am trying to find information on Gary Goldbeck who was in Vietnam from January-December 1970 in C Troop, 2nd of the 17 Cav, 101st, he would have been an E-4 or E-5.

I am trying to find anyone who knew Gary Goldbeck while in Vietnam. In 1991, Gary went out into the woods looking for a place to put his deer stand and was found in California 11 days later.

He is only one of seven known cases in the U.S.A. of

people who have amnesia, but have not regained their former memory.

Since then, Gary has had a lot of flashbacks from Vietnam and has been seeing doctors for PTSD. We have tried to get Gary help from the VA, but they want proof that he was in Vietnam, where he would have been involved in combat.

The VA says there is medical evidence of a diagnosis of PTSD, but no diagnosis of PTSD which is based on a verified in-service stressor.

If there is anyone out there who remembers Gary, please contact me immediately. When Gary was in Vietnam, his dad passed away and he went home to Tomahawk, WI, and then returned. Maybe this will be one piece of the puzzle that will help someone remember him.

I will be getting photos put out on the web of him and some of his buddies soon. Unfortunately, Gary did not write the peoples names on the back of the photos and we have no way of identifying them. Please help if you can.

I have tried finding records for Gary, but in St. Louis, MO, they said between the flood and the fire, most records have been lost and are not willing to help.

Darlene Lewis

Vietnam War oral history to be collected at reunion

My name is Steve Maxner and I am the oral historian at the Vietnam Archive at Texas Tech University, Lubbock, TX.

For those of you who are unfamiliar with our project, The Vietnam Center and Vietnam Archive were created in 1989 to help foster study of the Vietnam War and Southeast Asia generally and to promote the preservation of materials related to the Vietnam War.

Unlike the National Archives, the Vietnam Archive focuses on collecting materials belonging to the average

Continued on Page 8

Does anyone have past reunion logos?

I have the logo used at Nashville last year and the logo that will be used at DC.

I'm trying to locate the logos used at the previous reunions that had a logo: Preferably a photo that could be scanned and e-mailed to me.

Does anyone have whatever was used to make the T-shirts for the previous reunions or anything else that might have a logo on it? If you can't send it, bring it to DC.

Bill Medsker

Continued from Page 7

person who participated in the Vietnam War.

We receive collections large and small, from many boxes to a handful of letters and photographs. All collections are treated the same as they are catalogued under the donor's name creating an individual collection for that person in the archive.

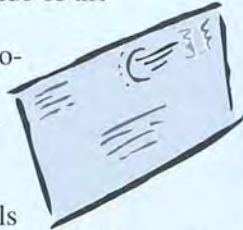
We maintain a complete record of all materials donated and the location of those materials as we process them in our state-of-the-art facility.

All collections are stored in acid-free folders and boxes in temperature- and humidity-controlled environments to ensure the materials last as long as possible.

Most of our donors agree this is better than the old foot locker in the attic, basement or garage. As a result of our efforts, the Vietnam Archive is one of the largest archives of Vietnam War-related materials outside of the National Archives system.

We have millions of documents, photographs, slides, audio and video tapes, and other material culture related to the war.

Students, scholars and the general public are able to utilize these materials at our central location, and generations of family members are and will be welcome to visit the archive at any time to see their family member's collections.



Vietnam Veteran Reunion 2000 Oral History Project

The Vietnam Archive also has undertaken a massive effort to collect oral histories from Vietnam War participants.

Currently, we are contacting veterans organizations and are attending reunions to spread the word about our facilities and projects, and to conduct oral history interviews with interested veterans.

I have received and accepted an invitation to attend your reunion this June/July in Washington, DC. If you are interested in conducting an oral history interview, please visit the following webpage:

<http://www.lib.ttu.edu/vietnam/oralhistory.htm>

Please complete and submit the form and you can expect to hear from me shortly thereafter. Or, if you want, you can e-mail me directly at: lisfm@lib.ttu.edu

Thank you for your time and I look forward to meeting you at the reunion!

Steve Maxner, Oral Historian
The Vietnam Archive

Pilot gets to fly Huey during VHPA reunion

As many of you know and enjoyed the aircraft display at the airport in Smyrna, it had a very special meaning to my daughter and me.

The folks from Army Aviation Heritage brought with

Author writing book on war for high school students

Currently I am writing a book which will relay several experiences of war to high school students. I am contacting you to find out if you might be able to contact your membership to participate.

Marcia Fritz gave me your e-mail. If you can help me, it would be greatly appreciated. Thank you!

Robert E. Fellner

them several of their refurbished aircraft. I must say, a very good job of refurbishing.

One of these aircraft and I had been reunited at Fort Campbell, KY, two years earlier. That, in itself, was an emotional event for me and my commanding officers at the time, Col. Jack Cushman (now Lt. Gen. Cushman, retired) and Col. John Hoffling (now Maj. Gen. Hoffling, retired).

We took pictures, told stories, all of the usual things that we do at reunions. I also helped right a few wrongs on the information that Mike Brady had on the history of the aircraft. Then Mike did a little story for his newsletter and, of course, I passed this around to all of my friends and neighbors and to anyone else who I thought would care.

However, the real joy came at our (VHPA) reunion this past July.

My daughter had expressed a desire to attend this reunion, what a shock. This was her first and my wife's third or fourth reunion. I did not know at the time that "Old 795" was going to attend this affair. In letter and telephone exchange, I learned that Mike did indeed plan to be there with "Old 795."

When I told my daughter and wife they were going to be able to see an aircraft that I had actually flown in Vietnam, they were excited or, at least, I hoped they were.

Well, cutting to the chase, the big day arrived (Mike almost did not get there with the bird, but that is another story.) So there we were again taking pictures, this time with family, Curt Knapp (he flew "Old 795," also), and some other guys who also flew the bird.

As the crowd thinned, I got a chance to talk with Mike and asked about taking some pictures with the family sitting inside, etc. His shocking response was: "No, you are going flying."

Well, it was all I could do to contain myself. I had not flown a helicopter since I left the Army in 1970. Well, as the crowd thinned and the rest of you went your merry way, Mike came up to me and asked if I thought my daughter would like to go for a ride? I said, I am sure she would.

Well, the next statement was a real surprise. He said, well you get in the front with Pete Peterson and she can get in the back. Well now, we are really getting excited. Of course, the daughter had gone off to the ladies room and had no idea that she was going for a ride with her dad in his

Continued on Page 9

Continued from Page 8

helicopter from Nam.

When she came back, I told her we were going for a ride. Words cannot express the joy I felt taking off with her in the back. Of course, Pete was doing the takeoff; I was a little rusty with the hover.

We took off and, at about 100 feet, Pete says: "You got it." You know, it was just like riding a bicycle. We flew around for a few minutes and then Pete says, set up a pattern to land and take it on in. So I did downwind, base final, three-foot hover to the pad, just like at Fort Wolters.

Wait a minute, I am hovering this thing with no problems, but Pete corrected me with, I think, you are going a little fast here. Well it seemed okay to me, but this was no Vietnam.

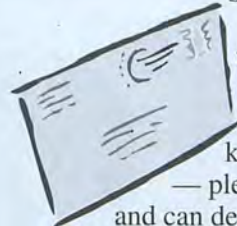
Now you go tell me where you can find another reunion like this. Maybe you will not get to do something like this, but I will guarantee you will find something to make it worth the trip, because someone out there wants to see you again.

Bill Savedge, 67-15
HHC, 2 BDE, 101st ABN, 1968

Stars and Stripes Museum short of Vietnam issues

While in Branson, MO, we met the director and staff members of the Stars and Stripes Museum/Library Association of Bloomfield, MO.

They asked that we pass on a request — they are desperately short of any Vietnam-era copies of the Stars and Stripes.



Seems the newspapers were read until they wore out and few copies were saved. If you have any copies you would be willing to donate or know someone that saved a few copies — please let them know they are needed and can be donated to the museum!

(Other war-related material also is accepted.)

Feel free to contact Deloris May at: Office (573) 568-2055 or e-mail stripes@sheltonbbs.com

The Museum website is: www.sheltonbbs.com

Chuck and Mary Schantag

Taps

Cleveland Andrew Clark

Cleveland Andrew "Cleve" Clark, 65, of Mineral Wells died March 2 in a Fort Worth hospital.

He was born in Elizabeth City, NC, on Jan. 16, 1935. He married Bretenia Galope on May 27, 1990.

Clark joined the Army in 1955 as an infantry soldier. He attended airborne and ranger schools and rose to the rank of sergeant.

In 1961, he attended officer candidate school and was commissioned a second lieutenant.

Clark was assigned to flight school in 1962 and graduated in Class 63-3 as a helicopter pilot in 1963.

In 1964, he was assigned to the 119th Aviation Company in Pleiku, South Vietnam, where he served as an aviator and flight section leader in late 1964 and 1965.

After his Vietnam tour, he served as an instructor pilot at Fort Wolters.

In 1967, Clark was assigned to a second tour of duty in Vietnam, where he served as an aviator and as a scout platoon commander in Company B, 227th Aviation Battalion, 1st Cavalry Division at An Khe and later at other locations near the North Vietnam and Laos borders in I Corps.

After completing his second Vietnam tour, Clark again was assigned to Fort Wolters, where he managed training aids in the Department of Academics.



He retired from the Army in 1975 as a major.

After retirement, Clark settled in San Antonio, where he opened a small restaurant and bar. However, he missed aviation, so he moved to Alaska and flew helicopters.

In late 1976, he returned to Mineral Wells and went to work for Edo-Aire/Mitchell as a manager.

Three years later, Clark joined S-Tec Corp. as manager of manufacturing. He managed manufacturing at S-Tec for 19 years, retiring in 1998 as director of manufacturing.

Clark was a life member of American Legion Post 75 and VFW Post 2399, and was a founding member of the National Vietnam War Museum Committee and the museum's board of directors.

He was a life member of the Vietnam Helicopter Pilots Association and was a member of the Fort Wolters VHPA.

Survivors include his wife, Bretenia "Betty" Clark of Mineral Wells; son, Andy Clark of El Paso; step-son, Bob Davis of Rochester, NH; daughter, Barbara Clark of Paradise; step-daughter, Evelyn Smith of Mineral Wells; brother, Jimmy Clark of North Carolina and three grandchildren.

He was preceded in death by a daughter, Cleo McCue, in 1994.

James E. Edens

James E. Edens of Avondale, AZ, died in October after a lengthy illness.

Eden's wife Lynn said her husband had planned to attend the VHPA reunion in Washington.

She said he had a heart condition caused by a virus

See TAPS, Page 10

Taps

Continued from Page 9

he'd been battling for the past six years.

"Suddenly, in September, he became ill and entered the hospital, never to return home," she said. "The Association and his camaraderie with the other pilots meant a lot to him."

Edens graduated in Class 69-26.

He served in South Vietnam with the 173rd Assault Helicopter Company in 1970 and with the 11th Combat Aviation Battalion in 1971.

William R. Hensley

William R. Hensley, 67, a decorated Army colonel who commanded an assault helicopter company during the Vietnam War, died of lung cancer March 9 at his Fairfax, VA, home.

After he retired from the Army in 1986, he was a mortgage loan officer for Guild Mortgage and Briner Inc.

Hensley was born in Harlan, KY, and graduated from Eastern Kentucky University. He received a master's degree in public administration from Shippensburg University of Pennsylvania.



He also graduated from the Army War College and the Command and General Staff College.

Hensley served in the Army for 30 years. He was a military attache to Laos in the mid-1960s and Army NATO delegate in the mid-1970s.

His awards included the Legion of Merit, Distinguished Flying Cross, Bronze Star Medal, Meritorious Service Medal, Joint Services Commendation Medal and the Army Commendation Medal.

He was a member of Fairfax United Methodist Church, the Association of the United States Army and the Order of the Daedalians military aviation association.

Survivors include his wife of 39 years, Joan B. Hensley of Fairfax; two daughters, Joan Toma of Bloomington, IN, and Sharon Giareatana of Kennewick, WA; children, Army Maj. Karen D.H. Tomlin of Orlando, Elizabeth H. Martin of Fort Leavenworth, KS, Army Maj. William R. Hensley, Jr. of Fort Sill, OK, and Army Capt. Robert B. Hensley of Fort Stewart, GA; his parents, Roy Hensley and Beulah Hensley of Lexington, KY; a sister; and nine grandchildren.

Carl R. Jones

Carl R. Jones of Tustin, CA, died Nov. 27, 1998.

He served two combat tours in Vietnam — with 48th Aviation Company and the 129th Assault Helicopter Company.

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 National Vietnam War Museum

A Challenge to all Unit Organizations



For the past two years, The National Vietnam War Museum has been selling memorial bricks, and a number of veterans have purchased one to commemorate their Vietnam tours or in some cases Flight School Class. But you may not be aware that we are also offering larger memorial tablets to honor entire units.

Your unit, whether Company, Battalion, Brigade, or Division, has the opportunity to demonstrate its unit pride, and join with other units that have already purchased one of these large tablets to be displayed throughout the museum grounds. The 71st AHC, 119th AHC, and 174th AHC, and 282nd AHC have already "pulled pitch" on their unit memorials, and are challenging other Vietnam units to follow suit.

If you are interested in purchasing a unit memorial, or would like more information, contact The National Vietnam War Museum, P.O. Box 146, Mineral Wells, TX 76068, or on line @ www.nationalvnwar museum.org



Pilots like to get information on CD

JACK SWICKARD
NEWSLETTER EDITOR

A survey of VHPA members shows most of the combat helicopter pilots are a high-tech group who like getting information on compact discs.

The survey also shows only 12 percent of the respondents reported they did not own a computer. Survey ques-



tions were printed in the January/February issue of *The VHPA Newsletter* to determine if association members liked receiving information about Vietnam War helicopter operations on CDs.

The VHPA Executive Council wanted to gauge member satisfaction with the less-expensive, alternate form of distributing information from

In one question, members were told: "For cost reasons, the Combat Unit and Flight Class indexes are available on CD this year (1999). These indexes were published in the 1998 Directory."

databases.

Responses from 210 members were tabulated.

In one question, members were told: "For cost reasons, the Combat Unit and Flight Class indexes are available on CD this year (1999). These indexes were published in the 1998 Directory." Members then were asked to check all the statements that

apply to them.

A majority — 65 percent — checked the statement: "Indexes on CD work fine for me."

Other responses to this questions were:

- "I miss indexes printed in directory." — 27 percent.
- "I miss quick lookup when don't have access to CD." — 19 percent.
- "Don't use Combat Unit index." — 7 percent.
- "Don't use Flight Class index." — 7 percent.

Another question on data distributed on CD showed even more VHPA members liked using CDs in conjunction with the printed Membership Directory.

After posing the statement: "The CD was distributed to provide new value to members without increasing Directory printing expenses," mem-

See ONLY 12 PERCENT, Page 12

Taps

Continued from Page 10

Richard Arthur Rubiolo

Richard Arthur Rubiolo died April 15 at his home in New Brockton, AL, after a battle with cancer.

He was 61.

Rubiolo was born in San Francisco on Feb. 27, 1939. He moved to Paradise, CA, with his family in 1947 and graduated from Chico High School in 1956.

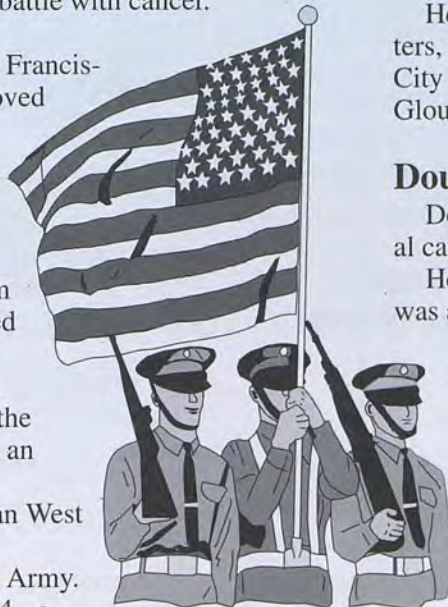
He joined the National Guard at 14, graduated from high school at 16, and joined the Army at 17.

Rubiolo left the Army in early 1960 and worked for the Chico Enterprise Record as an apprentice printer.

In 1961, he married Susan West of Paradise, CA.

Rubiolo reenlisted in the Army. He retired in 1982 as a CW4.

Rubiolo received his bachelor's degree from Embry



Riddle Aeronautical University in 1972 and his master's degree in education from Troy State University in 1987.

During his years in the Army, he served in Alaska, Hawaii, Europe, with three tours in Vietnam.

He graduated from flight school in 1963 and spent most of his Army career as a maintenance officer and test pilot attached to flight detachments in the United States and Europe.

He is survived by his wife, Sue; two sons and daughters, Anthony of Enterprise, AL, and Michael of Panama City Beach, FL, Dina of Arcata, CA, and Kimberly of Gloucester, VA.

Douglas C. Stenberg

Douglas C. Stenberg, 53, of Palmyra, PA, died of natural causes on Feb. 13 in the Hershey Medical Center.

He was born May 5, 1946, in Duluth, MN. Stenberg was a graduate of Southern Illinois University.

He was a corporate pilot for Harsco Corp. for 14 years.

Stenberg served in South Vietnam in 1969-70 with B Troop, 7/17 Cavalry. He was a member of the Vietnam Helicopter Pilots Association.

Surviving, besides his wife, are a daughter, Johanna Bernice Stenberg, of the family home; sons, Justin Albert Stenberg and Ryan DeSales Stenberg, both of the family home; and a brother, Terry Stenberg of White Bear, MN.

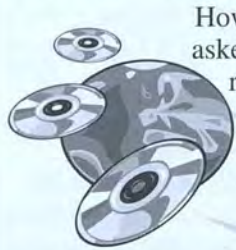
Only 12 percent felt left out with CD

Continued from Page 11

bers were asked to check one of two boxes that best expressed their opinion.

An overwhelming 88 percent checked the statement: "Like idea of using CD and printed Directory."

Only 12 percent checked: "Feel left out because I can't use CD."



However, when asked how soon after receiving their 1999 Membership Directory — which was

accompanied by a CD — they used the CD, 31 percent responded "within two days after receiving it."

Eight percent said they installed the CD after reading the survey; and

When asked in another question if they have access to a computer with a CD drive, 92 percent of the VHPA members who responded to the survey said: "Yes."

another 7 percent installed the CD within two weeks after receiving it; and 4 percent reported installing the CD within two months of receiving it.

Another 21 percent said their CD was broken when it arrived; 18 percent said they had the CD, but had not yet installed it; 7 percent said they

do not have access to a computer; and 4 percent said they did not use the CD because installation and/or viewing was too complicated.

When asked in another question if they have access to a computer with a CD drive, 92 percent of the VHPA members who responded to the survey said: "Yes."

Eight percent said they did not have access to a computer with a CD drive.

Some other statistics from the survey show that 88 percent of those responding to the questionnaire have e-mail at home, 60 percent have e-mail at work, 91 percent have Internet access, and 72 percent have visited the VHPA website.

Another indication of VHPA membership —
See RESPONDENTS, Page 13

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

jta Promises Kept. Expectations Exceeded.

Respondents embrace technology

Continued from Page 12

bers embracing computer technology for communicating surfaced in response to a checkoff question about the Year 2000 Membership Directory that will be distributed in the fall.

When asked for their opinion about the Directory, 72 percent said members' e-mail addresses should be printed in the Directory.

Asked to check all the statements that apply to them in this question, the respondents checked:

- "VHPA should retain CD and put additional information on website." — 55 percent.

- "I favor small dues increase to support more historical activities." — 44 percent.

- "Directory should follow same approach as 1999 Directory, without dues increase." — 43 percent.

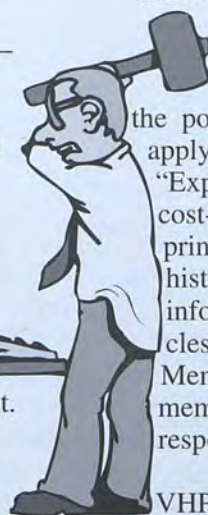
- "Individual call signs should be printed in Directory." — 31 percent.

- "No-frills 'telephone book'-style Directory is adequate." — 17 percent.

- "VHPA membership numbers should be printed in Directory." — 15 percent.

When asked for their opinion about the Directory, 72 percent said members' e-mail addresses should be printed in the Directory.

- "Instead of CD, additional information should be put on website." — 13 percent.



Asked to check all the possible responses that apply to the statement, "Experience shows it is not cost-effective to publish printed versions of VHPA's historical and flight class information, except for articles in the newsletter and Membership Directory," members gave the following responses:

- "It is important the VHPA seek cost-effective

ways to print this information." 61 percent.

- "I would favor 10 percent dues increase to make more information available." — 46 percent.

- "VHPA can expand services if dues remain same." — 20 percent.

- "I am only interested in the newsletter, reunion and a basic directory." — 20 percent.

- "VHPA should get out of history business." — 3 percent.



Length of membership

One of the final questions asked about length of membership in the VHPA.

Fewer than 1 percent of the respondents had belonged to the association less than one year, 21 percent have been members 1-3 years, 20 percent members 4-5 years, 31 percent members 6-10 years, 21 percent members 11-15 years, and 7 percent members 16-18 years.

The mean average length of membership for respondents is 7.71 years.

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.

Greetings:

New Members Corner



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Wanted: Dedicated VHPA officers

Every year at the annual VHPA reunion, the membership elects two new members to the Executive Council.

The Executive Council needs dedicated volunteers each year to continue the growth and progress of this great organization, that serves more than 10,000 helicopter pilots who flew in Southeast Asia during the Vietnam era. Those eligible are men from all countries, all services and all ranks.

During the VHPA annual business meeting on July 3, the members will elect a vice president and a junior member at large.

The vice president will become VHPA president in 2001 and then will fill the past president position in 2002.

The junior member at large will become the midterm member at large in 2001 and then to senior member at large in 2002.

When several members vie for

these positions, their campaigns for votes at the reunion add some serious "fun" to the days before the election.

The seven-member Executive Council conducts the VHPA's business by e-mail, snail mail, fax and conference telephone calls. It involves a little work, a bit of reading, some decision-making, but never a dull moment.

How does a member get started to run for VHPA office?

- Make a personal commitment to put forth the time, interest, imagination and effort to continue the future growth and ideals of the VHPA.

- Please notify me by e-mail or snail mail of your intention to run for office. Include a brief description of yourself and your background: Military, civilian, organizations, business or other qualifications.

- Plan your campaign. You can bring brochures, pins, stickers, signs, etc., with you to DC to distribute

while campaigning.

- Be prepared to give a short presentation at the business meeting, just before the voting takes place.

Easy enough, right?

Send your Candidacy Declaration by June 15 to:

Don Joyce

**VHPA junior member at large
Elections Chairman**

Or mail it to me at:

My telephone number is:

NOTE: The VHPA Constitution and Bylaws, printed on Pages 2-4 of the 1999 VHPA Membership Directory, is the controlling legal authority for the election of VHPA officers.

— Don Joyce

VHPA seeks 10 'lost' life members

Ten VHPA life members have been "lost."

Headquarters has not received change of addresses and their mail is returned unforwarded.

The VHPA is seeking information on the 10.

They are:

• Billy J. Jackson (68-1)
1170 N. Victoria Drive
Oklahoma City, OK 73120

• William G. Myers (68-7)

• Ron Smith (69-15)

• Thomas C. Thomas

• Alan F. Jackson (67-1)

• Michael Krueger (68-523)

• Richard H. Laird (70-23)

• Don C. Thomson (67-6)

• James L. Beson (69-30)

• William Whitlow (66-15)

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**

Local chapters big help with reunions

CHARLES HOLLEY
VICE PRESIDENT

The VHPA Executive Council has noted a positive link between local chapters and reunion sites/committees.

Things seem to work a bit smoother when a local chapter is already established and takes on the responsibility of the reunion and forming a reunion committee from its existing membership.

Examples include Orlando in 1997 (Florida Chapter) and Fort Worth in 1998 (Fort Wolters Chapter).

Of course, the EC has seen it work smoothly the other way as well: When having the reunion committee

produced a local chapter, as with Nashville in 1999 (Mid-South Chapter); Washington, DC in 2000 (National Capitol Chapter), and Denver in 2001 (Rocky Mountain Chapter).

The Executive Council has approved — subject to satisfactory negotiations by the Reunion Site Selection Committee — Las Vegas for the 2002 reunion, which would be handled by the Las Vegas Chapter.

The “handwriting on the wall” seems to be that if you have a location where you’d like a future reunion to be held, it can’t hurt your proposal if you’ve got a local chapter in place or will be putting together a local chapter in that geographical area.

Of course, there are other factors considered in site selection, as well, such as hotel size, “fun things to do,” probability of tornadoes, etc.

Wouldn’t it be great to go back to Chicago! Where’s our local Chicago Chapter and why aren’t they “in there” proposing Chicago for 2003? Why don’t we have a Chicago Chapter?

Want to propose a reunion site for 2003 or later? Contact Kenny Bunn at

Ready to form a local chapter, with or without a reunion site proposal? Contact Charles Holley at

Jodi Allison at or
hq@vhp.org.

Las Vegas has busy time starting up

Greeting from fabulous Las Vegas! The Las Vegas Chapter has had a very busy start-up schedule.

After a successful formation and compliance period, Las Vegas was a co-host of the Traveling Vietnam Wall in December. Our membership was active in the planning and showing of this most tasteful memorial that drew upwards of 50,000 visitors.

We were proud to have taken part in the event and to represent all us “swing-wingers.”

In February, HAI came to town. All 12,000 attendees had the opportunity to view the newest in hover stuff.

At the MD area there was a vintage OH-6 from the 11th Armored Cavalry Regiment with quite a history. On one of my visits, a rather large and now-balding man was emotionally touching the bird. He had been a torque in that very same bird while in III Corps.

We had 87 VHPA members visit the VHPA booth and most departed sporting our most stylish chapter T-shirts. And yes, you can get one, also.

Our website, www.vhpalasvegas.org, has been developed via the good offices of some of our “techies” and you are invited to click it up and go for a ride.

John Merrick, the chapter vice president, is heading up the effort to bring the VHPA annual reunion to the Entertainment Capital of the World in 2002.

We hope that at the VHPA Reunion in DC, our pitch for Las Vegas meets with approval.

Needles all Green!

Lad Vaughan
President
Las Vegas Chapter — VHPA

Florida chapter

For the third year, the Florida VHPA Chapter displayed our OH-6 “float” Feb. 6 in Eustis, FL, during the oldest — 98 years — community parade in the United States.

Organized by Ray Shinkle, VHPAF members turned out in force to march with the Loach and carry our flags and VHPA banner.

Chapter reports

of residents lining the streets.

Ray, with his pickup, pulled the OH-6 on its trailer. The helicopter had been “polished” by Rex Flohr and looked spotless, with its RVN paint job. Riding in the helicopter, waving to the crowd, were Henry “Capt. Hook” Land and Helen Joyce.

Marching ahead of the Loach were Marshall Harris, Al Brown, Jack McDonald, Bob Lee, Fred Breuche, Mike Wyman, VNAF Capt. Phong Le, and Don Joyce, the event photographer.

After the parade ended, the OH-6 was the centerpiece at Lakefront Park, for an afternoon “static display,” where chapter members talked “Vietnam” with the crowd.

Don Joyce
Vice President, Region 3
VHPA of Florida

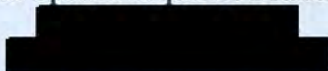
Flight records key to getting medals

Several people have asked me how to get Air Medals from the Vietnam War that were earned, but never received.

The key to getting Air Medals are your flight records. If you can prove you had flight time in Vietnam on DA form 759 "Individual Flight Record and Flight Certificate — Army," there is a chance you might be able to get your Air Medals. Without that proof, it would be nearly impossible.

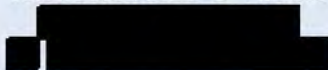
You need to fill out and submit DD Form 149, along with a copy of your DD-214 and DA Form 759. You can get a copy of DD Form 149 from:

**Department of the Army
U.S. Army Reserve Personnel Center
Attn: Special Inquiries Branch/18**



They will instruct you to return the completed paperwork to:

**The Commander
U.S. Army Reserve Personnel Center
Attention: ARPC-VSA-A**



It will then go to the Review Boards Agency, Support Division in St. Louis, which will send it to the Department of the Army, Military Review Boards Agency, Management Information and Support Directorate, Rm. 210 Crystal Mall No. 4, 1941 Jefferson Davis Hwy., Arlington, VA 22202-4508 for further processing.

That office provides administrative support to the Army Board for Correction of Military Records, Arlington, VA 22202-4508.

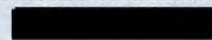
If the board makes a favorable decision, it goes back to St. Louis for them to take corrective action.

This process took me two years. In September 1996, I submitted DD Form 149; in March 1998, I was notified it went to the Review Board in Virginia; in June 1998, I was notified of a favorable decision; in August 1998, I received an Air Medal in the mail with a numeral 17; in October 1998, I received DD Form 215, which corrects DD Form 214.

I would assume this applies to other services and other medals, but do not know that for sure.

Good luck.

**Gary Roush
Records/database chairman**



Member drive runs through June 30

**DON JOYCE
MEMBERSHIP CHAIRMAN**

On Page 3 of the January/February *VHPA Newsletter*, President Bob Smith mentioned my VHPA membership recruiting efforts, so far this year.

As a member of the VHPA Executive Council, I am NOT eligible to compete in this year's recruiting contest . . . but, ALL other members can try to win the \$1,000-plus worth of prizes.

See Page 23 of the September/October 1999 *VHPA Newsletter* for contest rules and prize list.

All it takes is to recruit a minimum of 10 members, submitted to VHPA

*As of Feb. 29,
only two
members
have recruited
two
members
each, and 42
members
have
recruited one
member.*

Membership corner

Headquarters, with your name on the bottom of the application, between July 5, 1999, and June 30, 2000.

If you attend VHPA 2000, bring the "last-minute" applications to DC.

As of Feb. 29, only two members have recruited two members each, and 42 members have recruited one member.

So, the contest is still wide open!

Recruiting hints:

1. Copy the VHPA application from the back of your Newsletter. Print your name and membership number on the bottom. Carry them with you at all times.

2. Use the 1999 VHPA Directory. Any name with the # symbol is a potential member. If you know him . .

. send an application and ask him to join.

3. Use the 1999 VHPA Directory. Any name printed in "light print" is a former VHPA member. Refer to No. 2 above.

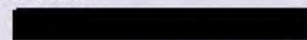
4. Use your unit's webpage. Check the unit roster and guestbook. If a pilot is not listed in the Directory as a VHPA member, send him an e-mail for a current mailing address and send him an application.

5. Wear a VHPA T-shirt whenever possible, when a non-member asks you about the shirt, produce an application, and get the new member.

This works very well at Moving Wall local visits, veterans gatherings and air shows.

6. Use your imagination for other recruiting ideas.

Questions or comments? Contact me at e-mail:



Or telephone me at:



Pilot feels bond with KIA captain

SEPPO HURME
AND MIKE LAW

I have always been interested in the story of Capt. Larry Thorne.

I guess my own Finnish ancestry, the fact I flew Marine UH-34Ds in the same area where Larry worked, and Larry died in a VNAF CH-34 (that most likely had once belonged to the USMC), helped form a bond between Larry and me.

I joined the VHPA in 1993. In 1995, I contacted Gary Roush concerning helicopter wrecks and KIAs. His information helped me get in touch with the Special Forces Association.

As noted in the SOG article in the March/April VHPA Newsletter, I became friends with Charlie Norton, who commanded SOG in I Corps. In August, I received an e-mail for Charlie with details about the

The Finns returned home confident they had found the site of Larry's death. This is front-page news in Finland because Larry was a Finnish war hero long before he joined the American Army.

U.S./Vietnamese Joint Task Force for Full Accounting (JTF-FA) field excavation of the VNAF helicopter crash site.

Most of the e-mail contained an account written by Mike Eiland who served about five years in the Special Forces in Vietnam as a captain and a major.

He was with MACSOG for over

three years and is now the first secretary at the American Embassy in Hanoi.

Briefly, in late July, the JTF-FA team spent several days excavating the site about 10 miles south of the old Special Forces camp at Kham Duc.

The U.S. and Finnish Ambassadors to Vietnam, Mike Eiland, two Finnish authors and two Finnish cameramen, plus one of Larry's relatives, visited the site.

The Finns returned home confident they had found the site of Larry's death. This is front-page news in Finland because Larry was a Finnish war hero long before he joined the American Army.

I think VHPA members will enjoy Mike Eiland's account:

My day in Da Nang started with a
See HELICOPTER, Page 19

Assistance in claims for benefits to the Department of Veterans Affairs

**at the Regional Office; Board of Veterans Appeals;
or the Court of Appeals for Veterans Claims**

Nationwide practice

Experience in claims for PTSD, war wounds, peacetime in-service injuries; Agent Orange, hepatitis, and psychological disorders, and claims for widows of veterans who died of service connected injuries.

Assistance in claims for service connection and increased benefits

Theodore C. Jarvi, Attorney at Law
retired JAG Colonel — USAFR
Vietnam-era veteran
4500 S. Lakeshore Drive, Suite 550
Tempe, AZ 85282
Tel 480-838-6566; Fax 480-838-8810

Federal law prohibits the payment of fees by a veteran to an attorney prior to the veteran receiving a final, negative decision from the Board of Veterans Appeals, so I am unable to take such cases unless my fee is paid by someone other than the veteran.

Helicopter passengers included NVA

Continued from Page 18

familiar sound: Continuous takeoffs of afterburning jets from the air base — only this time it was MiG-21s, not F-4s. That kind of set a mood.

Most vivid, though, was the helicopter ride (on a MI-17, not a UH-1 or CH-34) to the site accompanied by our, catch the irony here, NVA counterparts.

When we got down low and started going through the mountain passes and close to the trees, it all seemed very familiar — the place where we spent the worst and best days of our lives.

We landed on a small LZ hacked out of the jungle on a hilltop, then walked to the crash site, which is miles from nowhere.

Here again, many familiar things: The mud, heat and humidity, humongous leeches, wait-a-minute vines, falling on my butt.

There were changes, though. The mountains seemed a lot steeper, for example. At least that's what my legs and lungs told me.

Also, my rucksack, although it only contained water, poncho, and camera, was really, really heavy. I don't know what accounts for these changes.

At the site, there was a great deal of scattered wreckage, some remains. The ethics of the situation don't permit me to elaborate on the remains.

One of the rotors was in a tree about 25 meters off the ground. Some personal effects also were found. It was a very steep slope and to work, the team had to cut steps and string ropes for handholds.

The Finns had already been there four days. They pitched in and helped with the shoveling and sifting.

They also got drunker than hell one night on local moonshine the VN workers urged on them.

The locals shot a bear and barbecued it, which seemed a high point of their stay.

Larry's relative produced a bronze plate with a tribute to Larry engraved

The VN officers stood back silently, but old Col. Vien (now 64 — he was a battalion commander outside Kontum in early 1970) suddenly came forward to the hole, said a couple of words to himself, and put in a couple shovelfuls of mud.

in Finnish. He dug a hole, said a few words in Finnish and English, and put the plate in the hole.

He covered it with a couple of shovelfuls of mud, then I put a SF coin in the hole and covered it with more mud.

Several others, including the two ambassadors, took turns filling up the rest of the hole.

The VN officers stood back silently, but old Col. Vien (now 64 — he was a battalion commander outside Kontum in early 1970) suddenly came forward to the hole, said a couple of words to himself, and put in a couple shovelfuls of mud.

I don't know any other way to describe this simple and apparently spontaneous act than moving.

The U.S. team leader was a young captain from the 7th SFGA. Neither he nor anyone else on his team had been born when this incident occurred in October 1965.

Their diligence and dedication and professionalism were, therefore, all the more impressive.

They were from all services and included a couple of females who camped and worked there in the jungle just like the men.

One little thing occurred that points out how young they are and how old I am.

They recovered the barrel and receiver of a weapon, which the captain described as probably an M-3 grease gun.

I went to look at it and saw right away it was a Swedish K. No one else there, except the Finns, had ever heard of it.

We then humped back to the LZ, overloaded the helicopter with the Finns and their gear, and made a hair-raising downhill takeoff.

We stopped for a while at another excavation site at Ngoc Tavak, about 15 kilometers from Kham Duc, but that is another story.

In Charlie's e-mail, he notes that since RT Iowa were armed with Ks, it is likely Larry carried one.

He also said the Finns were allowed to take the weapon parts, plus some aircraft parts, home with them.

Anyway, I sent a copy of all these e-mails to Mike Law. I'll let him tell his side of the story.

— Submitted by Seppo Hurme

I've always been happy to work with Seppo.

He was a big help with the Larry Thorne story we printed in the Helicopter History of Events Outside of Vietnam in the 1998 VHPA Directory.

I was delighted to learn not only had they found the crash site, but they also had actually excavated it!

I was thrilled with Mike Eiland's first-person account of visiting the site and their work! I was happy for the Finns.

Suddenly the idea came to me — I wonder if the JTF-FA teams tried to identify the Vietnamese who also died on that ship?

It is a well-known fact I am sad the VHPA's KIA database lists only one VNAF helicopter pilot KIA out of what had to be hundreds.

I saw the e-mail addresses of people who might be able to help correct this, so I started with an e-mail to Mike Eiland.

He was pleased the VHPA wanted to honor the former South Viet-

See IN FORMATION, Page 20

Dogfight over Phou Phathi Air America Bell 205 takes on VPAF An-2s

JOHN KONEK

During the second half of 1967, a flurry of activity was focused on the Phou Phathi ridgeline in Sam Neua Province, northern Laos, as a modified TSQ-81 system was being installed by U.S. Air Force technicians under cover as Air America employees.

The disassembled radar system, modified for deployment in rugged terrain, was first flown to forward jungle airstrips (Lima Sites) in Sam Neua and then slingloaded to the Phou Phathi mountain summit by Air Force Pony Express and unmarked CH-47s on loan from the U.S. Army.

Sited on the edge of a sheer cliff overlooking the southwestern face of the ridge, the station was shared with the TACAN beacon established in August 1966.

The Air Force technicians and the five-company, BG 206 defense unit of the Royal Lao Army and Team Z-16 of the Royal Thai Army tasked to provide security to the radar site compound, received their supplies via a helipad 300 meters to the southeast.

The Phou Phathi compound served a dual purpose: Besides serving as a radar/TACAN site, it continued to serve as a paramilitary launch site which was overseen by two permanent site CIA case officers.

Terry Quill had served at the site since the previous summer when he was an adviser to the Interrogation Center at Pha Khao in MR 2.

The second CIA officer, Woody, was an air operations specialist. He previously served stints at Udorn, Luang Prabang and Long Tieng.

These two case officers operated from a number of huts and a bunker on the south side of the helipad.

Their main duty at the site was focused primarily on running road watch and intelligence teams across the Sam Neua Province.

By November 1967, the TSQ-81 was pressed into heavy use as the Air Force Barrel Roll bombing campaign

See NVA, Page 21

Information released on FOI request

Continued from Page 19

name Air Force helicopter pilots and crew KIAs, and put me in touch with the JTF-FA leaders.

A few e-mails later, I was told I needed to make a request of specific items under the Freedom of Information Act and tell why I wanted this information.

No problem!! This time I worked with a Joe Hartsell, the FOIA representative for the JTF-FA.

This was his reply:
Mr. Law, 7 October 1999

In response to your 17 Sep 99 E-mail, the following information is provided to you.

During the investigation, JTF-FA recovered two dog tags with Vietnamese names on them.

The team also recovered wreckage that can be correlated to a CH-34 helicopter, which is the same type as

The VNAF aircraft loss record shows this loss and reports the aircraft was from the

219th Helicopter Squadron stationed at Da Nang. This unit had replaced the 83rd SOG helicopter unit.

Case 0174. The team did not recover any data plate or other items that could equate the tail number of the helicopter.

The VNAF aircraft loss record shows this loss and reports the aircraft was from the 219th Helicopter Squadron stationed at Da Nang. This unit had replaced the 83rd SOG helicopter unit.

The pilot of the helicopter was Lt. Long Phan, the co-pilot was Second Lt. Tung Nguyen and the crew chief was Sgt. Lua. That is all the information that is available from the files.

V/R Joe Hartsell

Praise the Lord!!! My ship had come in!!

I immediately updated the records in the KIA database which appear in every VHPA Directory.

The satisfaction of knowing the VHPA finally can include the names of one complete VNAF crew in our Honor Rolls makes me very happy.

Gary Roush and I have been working on KIAs and helicopter events for more than a decade. We have had many great successes.

This is a day to remember! This needs to be shared with the VHPA membership!!

— Submitted by Mike Law

NVA commando team recons ridge

Continued from Page 20

of the DRV stepped up its momentum. The TSQ guided 55 percent of the Barrel Roll missions.

Because of the impact Quill and Woody's teams were having on the NVA's Ho Chi Minh Trail system that cut through Sam Neua Province, a handpicked commando team from the NVA 305 Dac Cong Command was tasked in October to recon the Phou Phathi ridgeline.

What the 305 DC team expected to recon atop Phou Phathi was paramilitary activity such as team strength, time, direction, etc.

What it discovered was an added bonus of the TSQ-81 radar and TACAN complex.

Finishing its recon efforts the following month, the Dac Cong team submitted its findings and suggested an air strike on the radar site, since a ground assault would not be possible without softening the target first.

The NVA discovered the site to be heavily defended by five companies of BG 206, Hmong militiamen of FAR 1 Company of BV 26 and Team Z-16 led by Capt. Chamlong Srimuang, a 33-old-graduate of the U.S. Naval Postgraduate School.

Forming the last line of defense, the Thai Z-16 team ringed the mountaintop helipad with machine guns, rocket launchers and mortars.

Because of the questionable loyalty of the local Hmong, especially Gia Too (call sign "Pig Fat" by the local CIA advisers), who were suspected of collaboration with the Pathet Lao; relatively little effort was given initially to expanding the ADC net in the immediate area around the ridgeline.

However, about Jan. 4, Gen. Vang Pao decided to add some muscle to Capt. Gia Too's Phou Phathi garrison, which blocked the south approach to the ridge, by airlifting in a 105 mm howitzer.

To feed the lone artillery piece, Air America Bell 205 choppers, over the ensuing week, shuttled ammunition from the Phou Phathi helipad down to



This file photo shows an Estonian Air Force An-2 similar to those belonging to VPAF (Vietnamese People's Air Force) were shot down by an Air America helicopter.

Gia Too's base camp.

At 1 p.m. on Jan. 12, while two Air America 205s were unloading 105 ammunition on the pad, explosions erupted from near the radar station which was comprised of three air portable vans resembling olive drab mobile homes, one of which was topped by a free-rotating radar dish.

To the amazement of those present, the site was being bombed by two biplanes!

The air attack on Phou Phathi and the ensuing dogfight between the attacking planes and one of the Air America 205s ranks as one of the more unusual applications of air power during the war.

Taking the Dac Cong November 1967 recommendation to heart, Hanoi had ordered the first VPAF (Vietnamese People's Air Force) airstrike on foreign soil.

But instead of using one of its MiG jets, the VPAF had elected to modify some of its Soviet-made An-2 Colt biplanes into bomber/fighters.

Originally developed as a crop-duster, the An-2 was an unlikely strike aircraft, even though, for lack of airframes, it had in 1966 explored its use as an attack plane to interdict SVN commando boats infiltrating

along the coast. During five such An-2 missions that year, one boat had been sunk by air attack.

There was a second reason for the decision by VPAF leaders to use the An-2: Had the MiG been used for the attack, there was a good chance the Americans would have detected the MiG's departure and flight path by Mainland Southeast Asia Air Defense Section (MSEAADS at Tan Son Nhut) and relayed the information to the U.S.A.F./RTAF Radar Communications Facility Control and Reporting Post (CRP) at Udorn.

The Royal Australian Air Force, stationed at Udorn for purposes of air defenses intercept, had eight MF-6 Sabres ready to meet any intercept scramble requirements to protect southern Thailand and northern Laos airspace.

Who, on the other hand, would suspect a few slow-flying crop-dusters?

Also, the closer to the Thai/Lao border the An-2s came, the more likely MSEAADS would be to attribute the intercept signal as nothing more than a few helicopters — probably Air America!

To give the An-2 teeth for the

See VPAF, Page 22

VPAF modified An-2s for combat

Continued from Page 21

Phou Phathi mission, the VPAF modified two airframes with 57 mm rockets in wing pods and a section of floor had been cut open to hold a cluster of tubes.

Each tube would take a 120 mm mortar round, which, when released, would be armed in the slipstream to detonate on impact.

This is the same MAD (mortar air delivery) system the U.S. Army used in its helicopters.

On Jan. 12, four An-2s had launched from Duc Thang Airfield toward Laos. Two of the aircraft orbited the Lao border while the other two continued on a southwest heading toward Phou Phathi.

Dropping low, the pilot in the lead aircraft established radio contact with another Dac Cong commando, who had infiltrated to the base of the mountain.

With the commando vectoring them toward their target, the two aircraft made a rocket pass over the summit.

The radar, however, was well camouflaged with olive netting, a precaution taken the previous month due to reports of VPAF MiG

activity making shallow forays along the Sam Neua border area.

Due to the camouflage and inexperience of the VPAF crews, all the rockets missed their targets, hitting only empty jungle.

Circling the ridgeline, the biplanes aligned themselves for a bombing run.

The 120 mm rounds salvoed from the tubes and spread across the edge of the helipad, the SGU compound and surrounding jungle.

Due to the camouflage and inexperience of the VPAF crews, all the rockets missed their targets, hitting only empty jungle.

Damaged and riddled with small arms fire from the defensive positions along the ridgeline, the plane was fast losing altitude.

While its VPAF pilot fought to clear the ridge, it plowed into the jungle and exploded.

Two SGU troops were killed, while two more were wounded.

A Thai from Z-16 was hit from shrapnel as were some of the structures near the helipad.

Before the planes finished their second bomb run, the site defenders returned fire, riddling one with small automatic arms fire.

The An-2 wavered as it headed northwest.

CRUMP! CRUMP!

At the helipad, Air American Capt. Ted Moore, his CE Glen Wood, and a RTA officer kicked out the 105 mm ammo stacked in the back of their Bell 205 and lifted from the helipad as the 120 mm mortar rounds impacted around them.

Banking northwest along the ridgeline, Moore looked over the starboard side and saw one of the An-2s coming out of the clouds below him.

Wood, retrieving an AK-47, leaned out the sliding door and took aim on the biplane.

Damaged and riddled with small arms fire from the defensive positions along the ridgeline, the plane was fast losing altitude.

While its VPAF pilot fought to clear the ridge, it plowed into the jungle and exploded.

As Moore banked and watched the first biplane burn, Wood yelled over the intercom that a second An-2 was closing fast on their six.

Kicking left peddle, Moore swung the nose left so that Wood could use the only defensive weapon on board,

the AK-47.

Small arms fire was exchanged between Wood and the An-2 gunner with Wood coming out on top.

The biplane pitched forward, then banked in a lazy arc. It plunged into the triple canopy, ripping off its wings, but not exploding.

At 4 p.m., a mixed Hmong PARU team was heli-lifted by Air America to the crash site.

Inside the wrecked plane, the team found a dead bombardier. Both pilots were injured, but still alive. The two survivors were immediately executed by the Hmong.

Two of the bodies were removed from the plane, but the third had a leg pinned under the engine.

As a less grisly war trophy, an U.S.A.F. HH-53B sling-loaded the An-2 wreck back to Nakhang.

Ever resourceful, one the Hmong took his machete and hacked off the leg.

All three bodies were brought back to Long Tieng and displayed in open body bags at the edge of the runway for

two days.

As the stench on the apron grew unbearable, the three corpses were turned over to the DRV Embassy in Vientiane.

As a less grisly war trophy, an U.S.A.F. HH-53B sling-loaded the An-2 wreck back to Nakhang. It was then lifted to Vientiane and put on public display.

EDITOR'S NOTE: much of the credit for this story must be given to Mr. Kenneth Conroy. Other sources and credit go to the USAF PACAF — Historical Office in Hawaii and USAF Historian in Washington, D.C. The Estonian Air Force An-2 in this photo should give the reader an idea of what the VPAF An-2 looked like.

Directions given to reunion hotels

JIM GOLDTHORPE
REUNION CHAIRMAN

When making your traveling plans, if you decide to choose United Airlines — using the VHPA Meeting No. 5821J — be sure to check fares to Baltimore-Washington Airport.

They might be cheaper.

If you choose to rent a car, be sure to call Avis using VHPA Group No. J099439

You have arrived at the airport. How do you get to the hotel?

The Reunion Committee has made arrangements with UC Tours to provide ground transportation. You can make your reservation by calling (703) 730-5961 or faxing (703) 680-1841, or e-mailing: uctours@web.com, or visiting UC Tours' website at www.uctours.com and clicking on "VHPA."

The rates are:

Reagan National

- Adults — \$5
- Children — \$3.50

Dulles/BWI

- Adults — \$7
- Children — \$5

Driving to the reunion? Need directions to the hotel?

• **The Northeast Corridor is I-95.** Follow I-95 South to Baltimore-Washington Parkway South. It will

The Reunion Committee has invited the Army Fife and Drum Corps and the Marines Drum and Bugle Corps to perform at the picnic at Fort McNair.

converge with U.S. 50 from the East. Follow U.S. 50 (New York Avenue) to Mt. Vernon Square. The Renaissance Hotel is opposite the southwest corner of the Square, at 999 Ninth St. NW. Ninth Street is one-way south.

• **The Northwest Corridor is I-270.** Follow I-270 south to I-495 west to Northern Virginia. Cross the American Legion Bridge. Take the first exit, George Washington Parkway, south to the 14th Street Bridge. Take 14th Street north to New York Avenue, right turn east to Mt. Vernon Square.

• **The West Corridor is I-66.** When you cross the Potomac River, you will be on Constitution Avenue. Take Constitution Avenue to Sixth Street, left turn on Sixth Street (Route

U.S. 1 and U.S. 50 N.) to Massachusetts Avenue, left turn to Mt. Vernon Square.

• **The South Corridor is I-95.** Take I-95 N to I-395 N. Cross the 14th Street Bridge, take 14th Street to New York Avenue east to Mt. Vernon Square.

Constitution Avenue is the "Fourth of July" Parade route from Seventh Street NW to 20th Street NW. The Vietnam Memorial is at 20th Street and Constitution Avenue NW.

The Reunion Committee has invited the Army Fife and Drum Corps and the Marines Drum and Bugle Corps to perform at the picnic at Fort McNair. There may be no need to see the Marines on Friday night as mentioned in the past newsletter.

The VHPA has been given a spot in the "Independence Day Parade." We are the "Grand Finale." Remember, this is the nation's capital. All eyes will be upon us.

There are a lot of logistics that will need to go into this parade to make it successful.

Be sure to read the Gil Ferrey article on the parade in this issue of the newsletter, and complete the accompanying questionnaire and fax it to VHPA Headquarters. Or call up the VHPA website and fill out the survey there.

VHPA gets OK to march in parade

GIL FERREY

The day before the January/February VHPA Newsletter went to press we were informed by Ed Ridenour, the Fourth of July Independence Day Parade manager, the VHPA's request to participate in the parade was approved.

How many of you have waited for almost 30-plus years for the opportunity to march in our nation's capital as Vietnam veterans?

Those of you who served our country for more than 20 years are

perhaps "marched out," while the rest of you, who separated from one of the services after a few years, may be rarin' to go.

Whereas, we formerly had a separate category "Parade Questionnaire" on the VHPA website, many of you missed it. So Gary Roush has dutifully incorporated the Parade Questionnaire into the Registration Form on the website.

At the end of the registration portion, if you click "yes" you wish to march in the parade, you automatically will be presented with the Parade

Questionnaire form to fill out.

Its information will automatically go to VHPA Headquarters for compilation into a parade database.

For those of you who already have registered, but who did not fill out the questionnaire, fax the attached form or bring up the Registration Form on the VHPA website (www.vhpa.org) and scroll down the Registration Form until you come to it. Fill it out and you are done.

The National Park Service, which normally only allows marching units
See PARK SERVICE, Page 24

Park Service to allow 1,500 marchers from VHPA reunion

Continued from Page 23

of no more than 250, was persuaded to allow us to have as many as 1,500.

Why the limitation? There is a time element within which all 70-odd units must start and finish.

So, in order to accommodate all reunion attendees who want to participate, we'll widen our ranks.

We already have more than 2,100 people registered for rooms. With a bit over 1,000 now registered before the registration fee goes up, our numbers undoubtedly will increase.

To make it fair, we will take sign-ups from VHPA members first, and spouses and family members simultaneously, but on a separate list.

We really have a very unique opportunity to shine and bond with the civilian populace, who will line Constitution Avenue, as well with those watching on television.

The VHPA's North Carolina Chapter will bring a UH-1C, a UH-1H painted as a dustoff, a Cobra and a Loach on trailers.

Jim McDaniel, who is working with the Reunion Committee, is contacting Washington, DC, area military vehicle collectors, looking for Jeeps — World War II through the M151 varieties — to tow the helicopters.

If you collect or know someone who collects military vehicles in the DC area, call Jerry Seago with the VHPA's North Carolina Chapter at [REDACTED]

We will have all four of the helicopters on static display in the Convention Center across the street from three of our hotels.

We will need volunteers to work two-hour shifts at this site, helping the public, answering questions, and protecting the aircraft. Please sign up for a block of time to assist the North Carolina Chapter when you register.

See SEND, Page 26

Fourth of July Parade Questionnaire

NOTE: It is assumed that those who fill out the following brief questionnaire are registered and coming to the 2000 VHPA Reunion in Washington, DC.

Name _____

VHPA Member number _____

- Do you wish to march in the Fourth of July Day Parade?

☐ Yes

☐ No

- Do you have a complete uniform?

☐ Yes

☐ No

If Yes, what type is it?

☐ **No. 1:** Green utility fatigues with U.S. Army in yellow and black with white name tape (late 1950s to mid 1960s).

☐ **No. 2:** Jungle fatigues and jungle boots with subdued insignia and soft bush hat or baseball-style military hat.

☐ **No. 3:** Gray cotton, one-piece flight suit.

☐ **No. 4:** Nomex flight suit.

☐ **No. 5:** Khakis, short- or long-sleeved with low quarters.

☐ **No. 6:** Class A greens (not recommended because of hot and humid weather in DC during summer.

☐ **No. 7:** Other. Please describe below:

- Can you wear the uniform without using a shoehorn?

☐ Yes

☐ No

- Do you have extra uniforms which you can bring so that another member can wear one in the parade?

☐ Yes

☐ No

If yes, which of the above? Use number adjacent to uniform type above to designate, or describe:

- Do you have family members who would like to march in the parade with you? If so, how many? _____

List their names, please:

- Are there any "marshal" volunteers who can still march and are able to keep us in line?

☐ Yes

☐ No

Name: _____

Phone number: () _____

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			

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	

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)

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): _____

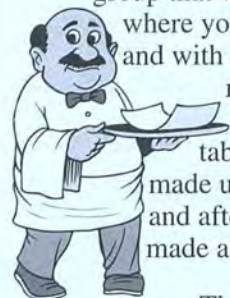
Hometown or current residence: _____

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.

Banquet reservations being taken

Your 2000 Reunion Committee will be taking table reservations for the banquet on July 3.

If you represent or are part of a group that would like to know where you will be sitting and with whom, make your requests now.



Multiple table requests will be made up to June 9, 2000, and after that date will be made as available.

There will be something on the order of 250-300 tables for the banquet, each table seating 10 guests.

We do not at this time have a floor diagram, but stay tuned and it will be forthcoming.

All reservations will be first-come, first-served, and will be applied to the

All multiple table requests must have all names submitted by June 9, 2000. All unfilled tables after then will be returned to the reunion committee.

floor plan on that basis.

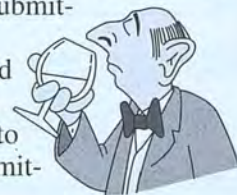
Reservations for multiple tables must include the following:

- Group designations and/or unit call signs.
- Point of contact name, phone number and e-mail (if available).
- Number of people expected.

- General location on the floor.

Think of the room as a large square with a head table somewhere. (Floor plan to follow, I promise).

• All multiple table requests must have all names submitted by June 9, 2000. All unfilled tables after then will be returned to the reunion committee.



- In submitting names, include individual call signs as appropriate.

Make reservation requests to David F. Clemmer

The phone number is (evenings) the fax number is

Golf tourney to be at Bristow Manor

Attention golfers! Are you ready for the "mother" of all golf tournaments?

If so, the National Capital Chapter of the VHPA and the Reunion 2000 Committee want you to sign up for the Reunion 2000 Golf Tournament on July 1 at the Bristow Manor Golf Course in Northern Virginia.

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.

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

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 the yardage.

Sign up as an individual or request to play with your

long-lost copilots.

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 have the usual closest-to-the-pin, longest- and straightest-drive contests, and some spectacular prizes for a hole-in-one on all four par 3s.

We also will be holding a raffle with more prizes, like a pair of roundtrip tickets anywhere United Air Lines flies domestically. Now that's a serious raffle!

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. Sign up now and stay tuned.

Send parade questionnaire to VHPA HQ by e-mail or fax

Continued from Page 24

Please fill out the questionnaire on the VHPA website, even if you have already registered to come to the Reunion (www.vhpa.org), or fax the following form to VHPA Headquarters at [redacted], attention: Jodi Allison.

Remember to bring your own bicy-

cle-type water bottle for the parade, not your bicycle. Depending upon numbers and our budget, we may have buses to take us to the start point and bring us back from The Wall after the parade.

We'll look forward to seeing you there, and let's look sharp. We have an image to establish.

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.*



HOW CAN A DEGREE YOU EARN WITHOUT EVER SEEING OUR CAMPUS BE AS GOOD AS A "REGULAR" DEGREE?

THE DISTANCE LEARNING DEGREE PROGRAMS AT EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

For starters, let's get one thing straight. It's the same degree.

There is no difference. As a student in the Embry-Riddle Distance Learning Program, you'll take the same courses...from the same professors...and earn the same degree as students living and studying on campus.

If the truth be known, earning a bachelor's or master's degree through the Embry-Riddle Center for Distance Learning is actually somewhat more demanding than studying on campus. After all, our students must make the conscious choice to set time apart evenings and weekends to study on their own.

Likewise, course requirements and exams are no less stringent. Recognizing that, we go to unusual lengths to aid each student in their quest for a better education.

The correct choice for those who can't take time out to return to college.

Lack of the proper college degree needn't stand between you and career advancement. Through video tapes, audio tapes, textbooks and study guides, you can experience the entire classroom learning experience without taking time out from your career to return to college. We foster interaction between professors and students through the internet and telephone. Graduate-level courses use real-time interaction and chat modes on the web.



Academic support systems assure that, while students pursuing a degree through our distance learning program may be studying on their own, they aren't studying alone.

Simply the best program available.

Even if you can't come to the campus, you can still earn your degree from the remarkable university *Time* magazine has labeled "The Harvard of the Sky." The Embry-Riddle Center for Distance Learning offers associate and bachelor degree programs in the areas of professional aeronautics, the management of technical operations, and a master's program in aeronautical science.

Get credit for prior learning from professional experience.

Your aviation experience may count toward college credit, as can previous college work and military experience.

Take a moment now to find out more.

We'd love to send you more information about how you can earn your degree through the Embry-Riddle Distance Learning Program. For full details simply call us toll-free at 1-800-359-3728 (for undergraduate programs) or 1-800-866-6271 (for graduate programs). Call today; next semester starts as soon as you're ready.

The Right Degree Will Take You Further

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

Accredited by the Commission on Colleges of the Southern Association of Colleges and Schools. Approved for VA Educational Benefits.

Embry-Riddle Distance Learning Program

Please send me information about:	NAME _____
☐ GRADUATE PROGRAMS	ADDRESS _____
☐ UNDERGRADUATE PROGRAMS	CITY _____
Embry-Riddle Aeronautical University Center for Distance Learning 600 S. Clyde Morris Blvd. Daytona Beach, FL 32114-3900	STATE _____ ZIP _____
Internet: INDSTUDY@CTS.DB.ERAU.EDU	PHONE (____) _____ VHPA 1

Degree programs offered through the Embry-Riddle Center for Distance Learning are tailored for aviation industry professionals who often need to take their classroom with them all over the world.

