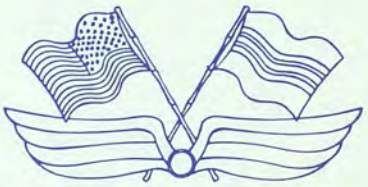
VIETNAM HELICOPTER PILOTS ASSOCIATION

The VHPA Newsletter

P.O. Box 9592 Wichita, KS 67277 March 1987

BIG STOGIE at work, 1968 **photo by Robert Graves**



FROM THE EDITOR:

CHANGE!! Like life, your Association and this Newsletter keep on changing. We're sure you've noticed the change of address on the masthead, from the "Valley of the Sun" to "Middle America." That's alright, with members all over this great land our headquarters should be centrally located. Although not big on our type of flying machine, Wichita certainly has a great aviation heritage.

On January 31, Mike McDonald, Larry Clark, and ourselves visited Wichita, KS, met with the folks at Aviation Association Management, Inc. and established VHPA's new home office. We were particularly interested in their printing facilities and ability to publish your Newsletter. We were IMPRESSED!! AAM publishes the "Cessna Pilots Association Magazine" monthly, with the printing done at Rand Publishing. Both the magazine and the Printer are "top drawer"; most of us will be just a memory long before our Newsletter gets bigger than these folks. As with all transitions, things may not be the smoothest at first, so we trust you will be understanding if the next couple of issues of this Newsletter are somewhat late, a bit rough at the edges, etc. More details on AAM's management of the VHPA is discussed elsewhere in this issue in "The President's Roll Call" and "From the Executive Director."

As we've said before, we are gratified at your response to "Incoming Mail," not only with your letters, but your priceless photos, humorous old calling cards, and thought provoking poems. Unfortunately, because of space constraints, we are unable to publish everything received. Sometimes your old photos will not reproduce, as with enough resolution for printing. For example, Greg Ross sent a marvelous old "dog eared" wallet sized photo of a "C" Model with the right rocket pod painted like a "Coors Beer Can." But, alas, it was too faded for publication. Greg (and us too) would like to know if any of you know the history connected with this unusual configuration.

Last, but not least, note our new Assistant Editor. Without Nancy's tireless help, NO Newsletter folks! So anytime you feel the urge to test your long distance phone service, just dial up Nancy at AAM and tell her we love her.

Roger Gould
Editor

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INCOMING MAIL

SAY WHAT?

I'll take a shot at (no pun intended) the December "What is it?" photo. It's the 1st Platoon, 117th AHC, based at Plantation AAF in III Corps. The location in the photo is a little tougher. It's not at Plantation. I would guess a FSB in either War Zone D or C, in northern III Corps.

I would also guess that the photo was taken sometime after late '68 or early '69. If you're interested in a little history of the "decoration," I can provide some information. I was transferred to the 117th from the 240th on Christmas Eve 1968 and was assigned to the 1st Platoon for about a month before permanent assignment to the 2nd plt. (Pink Panthers). "Little Annie Fannie" (alias Miss Budweiser) initially "filled up" the entire radio compartment door. At some point this "more complete" Miss Fannie drew the attention of some higher brass who strongly suggested (as in: direct order) that she be made a little (alot) more presentable. We all thought she was very presentable as is, but ultimately a wide band of flat black was added to the lower part of the door (as can be seen in this photo). Obviously this was done for tactical considerations (i.e. reduced glare, allow for more concentration during pre-flights, etc.)

I'll look thru my old photos and slides to see if I've got any of the "before" pictures to go with your "after" photo. Please look thru your photos to see if you have any "after" pictures of "Miss Bud" to go with the "before" photo shown in the Newsletter.

Larry Schnaubelt
[redacted]

As I sat down to read my December issue of the VHPA Newsletter the familiar face of "Little Annie Fanny" was staring at me from the back page. Her portrait was on the aircraft of the 1st Plt., 117th AHC, Plantation AAF, Long Bien. I was in the 2nd Plt which had the Pink Panther on the nose. The guns which flew "C" models had a cobra painted on their nose.

I was with the 117th a full eighteen months and often flew on aircraft with "Annie" on the front. The comments from the Troops were always favorable, often unrepeatable. As originally painted, the portrait was a little more revealing. Then some general saw the painting and informed the unit to cover her up. You can go out and kill someone, but don't let the troops see any bare flesh. That's the story of "Little Annie Fanny" as it was told to me. The 117th was a great unit.

Michael Deady
(Warlord 22)
[redacted]

WHAT IS IT on the back cover of the December Newsletter? The unit is, or was, the 117th AHC. At the time, I paid an artist in downtown Bien Hoa to paint Annie Fannie on my helmet visor cover, as well as this UH1-D nose cowling. I do not know the location at the time Tom Morrissey took the picture. I don't even know if that is me I see sitting in the left seat, but it could be. Our picture was taken many times, in PZ's, or while waiting on ash and trash pick-ups. So, if that isn't me, at least, let it be known that I was the original owner of this work of art.

Dal Renshaw
[redacted]

[redacted]

Enclosed is my membership renewal for 1987. I couldn't renew without at least commenting on the photo on the back cover of th December VHPA Newsletter. The picture is, of course, "Little Annie Fanny" and the aircraft belongs to the First Platoon, 117th Assault Helicopter Company, the "Warlords." For many years the company was based at Long Binh and for at least two years the First Platoon flew long range patrols out of Chu Chi, Blen Hoa and Long Binh. Escort or gun cover for the "Little Annie Fanny" aircraft while on the LRP mission was supplied, coincidently, by the "Playboys" based at Bein Hoa. I would guess that this picture was taken in early 1969 near Long Binh, although the PSP reminds me of places called Dong Tam, Tay Ninh, Ben Tre, and Duc Hoa.

Also enclosed is another photo of an "Annie Fanny" aircraft to add to your collection. The young gentlemen is your's truly. I have many fond memories of the year I spent with an "Annie Fanny" Huey (and the thousand plus hours sitting at her back).

I would be very pleased to see the response from other "Annie Fanny" flyers and to someday swap lies and photo's with members of that rather small unique group.

Michael R. Hayes
(Warlord 17)
St. Paul, MN

Continued on next page

Hands on a Fannie (Mike Hayes)

The nose sticker "What is it??," on the back page of the December 1986 newsletter is that of Little Annie Fanny, of Playboy cartoon fame. She was painted on the front of the slicks of the first platoon of the 117th AHC (The Beach Bums). The second platoon were the 'Pink Panthers,' and the gun Platoon were the 'Sidewinders.'

When I got into country, they were based in Neuy Ba Din, then moved south, eventually settling in Ben Hoa in mid 1968.

Originally 'Annie' was painted on the ships from the waist up, but in late 1967 a General took exception to the full exposure. As a result she was blacked out, as you saw her in the Newsletter.

Shortly after settling in Ben Hoa, another general decided that 'The Beach Bums' was not an appropriate name for an AHC, not tough enough. It was changed to the 'Warlords.' The Beach Bum insignia on the nose of our C&C ship was changed, but Annie, the Pink Panthers, and the Sidewinders remained.

Enclosed, you should find a picture of me with 'Annie,' taken in November of 1967, when I was still with the slicks. Shortly after that picture was taken, I switched to the guns, and remained a Sidewinder for the rest of my tour.

Rick King
(Sidewinder 31)
[redacted]

What is it? IS "Little Annie Fanny" from the 1st platoon, 117th AHC.

Robert Elliott
[redacted]

What is it?...A UH-ID
Belonging to the Third (or is that "Turd") Platoon, 117th Assault Helicopter Company, 10th Aviation Battalion, 17th Aviation Group, of the just newly formed 1st Aviation Brigade.

The 117th (Beach Bums & Sidewinders) was headquartered at Dong Ba Thin, and lived in the field OPCON to the 1st Bde, 101st Abn (Sep). The 3rd Platoon (Green Weenies) was commanded by Cpt. Jerry "Short Shaft" Adcock and contained such other notorious pilitz as: Cpt. Brett Knox, 1Lt Doug Keach, 1Lt Fox, WO1's Dave Loftin, George "Baby Huey" Erwin, Steve Williams, Larry Dempsey, Fred Salitore, Tom Yoha, "Pop" Kemmett, Ed Bowers, others I'm sorry to admit I have forgotten and me.

"Little Annie Fanny" was applied to the nose of each of the platoon aircraft during mid March, 1967, while the platoon was detached to Nha Trang, supporting IFFV. If the color of "Annie's" eyes are blue, the UH-1D may have been mine; as the color of her eyes were matched to the color of the Aircraft Commander's eyes (bloodshot would have been a more accurate depiction). The picture you have was taken sometime after the second week of May, 1967. That was after the Commander of the new 1st Avn Bde ordered us to "Cover up those T-ts!! What would your Mothers say if they saw that?" Since most of us were trying very hard to be twenty years old, I've always liked to think our poor Mothers would have said we were normal! The inital "cover-up" was done with water base black paint. It served the purpose, until you went through a rain shower, then "Annie" was in full bloom again.

J.D. Huss
[redacted]

NO WAY! We're not going to pick the winner, you be the judge. For the record, Photographer Tom Morrissey says the photo was a UH-1H from the 1st Platoon, 117th AHC. The general who ordered the cover up deserves a "WOPA Blackhand" for sure. We await the arrival of Larry's and Miss Bud's "before shots." Ed

Rick King (Sidewinder 31) Nov. '67, somewhere in Vietnam.

PAIRS TO OPEN — TRIPS TO WINS!

No disrespect intended to Charles O'Connor and his twin brother, but they were not the only twins to serve together in RVN. Like the O'Connors, my brother Joe and I joined and went through flight school together (67-15). Upon graduation, Joe was assigned to the 101st Aviation BN and I attended Cobra transition Class 67-3. I was assigned to the 1st Cav. in early December, 1967 while Joe shipped over with his unit in late November. Since the 1-oh-Worst consisted of all "new guys", many were shipped to the four winds. In Joe's case, this meant A Co, 227th Aslt Hel., 1st Cav.. Joe and I met in An Khe while attending "charm school," got drunk on our butts, then shipped out to our respective units. Since the Cav. had no Cobras' at that time, I ended up flying scouts for the 1st Bde Avn Section. My callsign was Stingray White 25 and Joe's was Chickenman 24.

In August, 1968, Joe transferred to the 1st Brigade where he and I spent the balance of our tours. Joe flew C & C during that time and I was the Scout Section Leader. While our unit callsign was Stingray, most radio traffic was conducted by personal callsigns which were used almost exclusively by us and the units we supported. My callsign was "Hoss" and Joe's was, appropriately enough. "Little Joe."

Joe and I flew together on several occasions although I'm sure our Ops officer

Continued on next page

would have pooped his pants if he'd known. Joe & I still work together. We are both Assistant Vice-Presidents with E.F. Hutton & Co. and have a partnership office here in East Lansing.

So a big Au Contrare to Charlie O'Connor and his brother. I suspect that in order to come up with a winner in this category you'll have to find triplets.

Robert F. Potvin
(Stingray White 25)
[redacted]

Joseph M. Potvin
(Chickenman 24)
[redacted]

I get my Newsletters here in Saudi Arabia and would like to make a belated comment on Robert Fila's letter about brothers:

My class, WORWAC 69-31, graduated in October '69 and was assigned to about six months stateside duty.

In April '70, I was assigned to the "Fireball" aviation unit of the 199th Light Infantry Units flying OH-58's. We covered all of III Corps, and had an excellent combat record in III Corps and Cambodia.

When they went stateside in Sept. of '70, I was reassigned to B Troop, 3/17th Air Cav (Stogies).

In January of '70, my brother Roger (WORWAC 70-39) was also assigned to my unit after graduation from Fort Rucker. We convinced the Army to let us both be there together, although they wouldn't let us fly together. Roger was 19 and I was 20, and we were younger than many of our gunners.

I left in April of '71 and missed "An Loc," but Roger caught it. He left in January '72. We had some memorable experiences together!!

To top it off, I've just resigned from Petroleum Helicopters, Inc. after 13½ years, and Roger is going strong with 13 years. During that time, we flew together (mostly Bell 212's) in the Philippines for two years, Saudi Arabia, three years, California for 18 months (Roger is still there), and Louisiana for a few years. The rest were separate tours in Egypt, Bolivia, and Saudi.

I've had to miss the reunions because of my overseas schedule, but Roger goes to every one and parties enough for both of us (he's one of the first "Life Members" and I've just converted from "general" to "Life."

Everybody here reads your Newsletter, so you might get some more applications soon.

Robert "Smokey" Searcy
c/o Arabian Helicopters, Ltd.
[redacted]
Saudi Arabia

The December Newsletter mentions twins and brothers who served as pilots in Vietnam. Here is another set. My brother Steve and I, trained together from the first day of basic thru graduation from flight school. (Class 68-3 at Ft. Wolters and class 68-505 at Ft. Rucker — there were about 100 of us held over at Wolters that winter.) We were always in the same unit right down to squad level. We soloed at the same time and were tossed in the pool at the Holiday Inn in Mineral Wells at the same time.

I went to Vietnam to fly "slicks" for "A" Co, 227th Assault Helicopter Bn, 1st Cav Div., Steve to Germany to fly H-34's. He transferred into CH-47's and arrived in Vietnam in time for our tours to overlap about four months. Steve flew "hooks' for "C" Co., 228th Assault 'Support Helicopter Bn., 1st Am Cav. We visited regularly, flew with each other and talked on the radio numerous times. The photo was taken in May of 1969.

Greg Conaway
(Chickenman)
[redacted]

Steve Conaway
(Crimson Tide)
[redacted]

Greg Conaway (Chickenman) and brother Steve Conaway (Crimson Tide).

Since the September Newsletter was published it seems that we have been establishing an informal record of the number of sets of brothers who flew together in Nam.

So I would like to add my brother Gary and myself to the list. Gary and I went through basic (at Ft. Polk), flight school (69-30 at Ft. Wolters and 69-31 at Ft. Rucker) and our tour in Vietnam together. We were assigned to the 173rd Airborne's "Casper" aviation platoon as slick drivers from November 1969 thru November 1970 when the 173rd was based out of LZ English at Bong Son in northern II Corp.

We're both still flying regardless of "Charlie's" attempts to the contrary.

Bob Horowitz
(Casper 18)
[redacted]

Amazing, one-half of two sets of you guys were both Chickenmen. If not triplets, maybe there are three "just plain" brothers out there, who flew together on our "great adventure." P.S. Bob Searcy and his brother Roger are the VHPA's 1st and ONLY pair of brother Life Members. Ed.

"FLYING FUZZ"

I have not had the opportunity, or I guess I should say, I have not taken the opportunity to write since I have joined this group. I have been sorry I have missed the reunions in the past and am looking forward to this years in Long Beach, Ca.

I, along with about a half a dozen other guys are lucky enough to be employed, (1) still flying helicopters, (2) and working at Air Support Division Los Angeles Police Department, (3). We all have been talking about who plans to attend the reunion, and what days would be the best to go if we are not lucky enough to get the time off to attend the complete festivities. One of our partners, another Larry Clark, wrote to you and requested a break down on what will be taking place on what days and times. His reply from you was to look into the Newsletter. Come on guys that ain't going to cut it. We need more information, and so might others around southern California who plan to attend. If you do not have this information, please say so. If you do, please pass it on, time is getting close.

The other reason we would like this information, is to see if there will be some extra time. If so we would like to try to arrange a tour of our facility (Air Support

Continued on next page

Division Los Angeles Police Department) for those who may be interested. Please forward this information. We would like to make this year's reunion one of the best ever.

Bob Percy
[redacted]

It's Here! The reunion info you're seeking is on page 14 of this issue. Until just recently, with management functions being picked up by AAM, EVERYTHING done concerning this organization has been on a volunteer basis, unfortunately, the task of putting "bread and butter" on the table is first priority. Now you know why you're receiving this newsletter a month late. We will publish a 1987 Reunion Schedule as soon as our overworked reunion committee can get one nailed down. We think a tour of your facility would be great!

A RUFFLED RUF!!

This letter, or rather note, is to ask you to please correct my name in your records. My mail and my CERTIFICATE has my last name as "Rue." As you can see by the mailing label, my last name is RUF or as I always say "FUR" spelled backwards. The certificate is very pretty and my wife wants it on the wall with the rest of my awards.

With this matter cared for I should now like to ask for some applications for the association. I ran off twenty copies but stupidly gave away my last copy of the newsletter without making some more. Have at least ten more fellows wanting to join. Love my "pin" and wear it as a 'tie-tac" to draw attention to your wonderful organization.

Now for "what its worth" department. As for Army Helicopter Unit entries into the Vietnam war, the first three units were the 57th Trans, at Saigon, the 8th Trans. at Quinon, and the 93rd Trans at Da Nang. The Marines were at Soc Trang. Then came the 81st Trans from Hawaii to Plieku, followed by the 33rd Trans. to Bien Hoa. Later the UTT (Huey gunships) came from Okinawa to Saigon. They were all under the 45th Trans, Bn, at Saigon's Ton Sa Nut airport.

William Ruf
[redacted]

21st HISTORY

The 21st that Dave McAdams is seeking, may have been the 21st Aviation Company — Surveillance Light Aircraft, which left Ft. Lewis and served in Vietnam between June 1967 — Nov. 1971. They were a part of the 269th Aviation Battalion (combat) from July 67 - Jan. 68, then transferred to the 212th Av. Bn.

Regarding the ACH 47 Gunships. Four were modified. 64-13151 was destroyed on 6th Aug. 1966 when it struck a parked Ch47, 64-13145 was lost on 5th of May 1967, when it shot itself down, as described. 154 Birth Control, was shot down and then destroyed by mortar fire near Hue on 22nd Jan. 1968. 149 Easy Money, the only survivor, was last heard of at the Denfense Administration School and Centre at Savannah, IL in 1982.

Philip D. Chinnery
[redacted]

The following may be of help to Dave McAdams of 21st CAC (Incoming Mail, December 1986 issue.)

I was a Vinh Long during 1971-72 (saw most of the stand-down of that base.) I was with the 7/1 Air Cav (Blackhawk), which was augmented with C Troop, 3/17 Cav (Light Horse). Also on Ving Long during most of my time there was a Combat Engineer Battalion (desgiation lost to me), an Assault Helicopter Battalion (214th?), and to the best of my recollection the 121st Recon Airplane Company, equipped with 0-1 Bird Dogs. If that was the same outfit which became today's 21st CAC, it probably explains why Dave has never run across any helicopter pilots who served in RVN with the unit — most of those guys were "pure" fixed-wings types. I wouldn't swear in court to any of the above, except about my own squadron, but the November 2972 stand-down is about right of the deactivation of the airplane drivers who were there with us.

Don't know if I can make the Reunion on the "QM" next year, but I'd sure like to. Sounds like the reunions so far have been a blast. And — a note to the USMC/USN helicopter guys — I'm only speaking for myself, but I'd sure welcome you to the party and make you feel at home. We in IV Corps worked with the Navy gunships out of Binh Thy, and we pulled each others' fat out of the fire more than once. Also, my hat's off to the Marine OV-10 "Black Ponies" for the best Close Air Support we ever had.

Jim Crawford
Box 8
[redacted]

BRINGING HOME THE BACON!

Enclosed is a class photo of Class 63-4 WT, which is yours to keep. I salvaged it from a waste basket many years ago when I worked for ARMY AVIATION MAGAZINE.

Four class members later flew with me in the 117th Avn Co., 52nd Avn Bn, out of Qui Nhon. — David St. Germain, Donald Borg, James Howard, and Robert Donnenwirth.

Dave St. Germain (AKA "The Saint") and I brought back two water buffalo, which were barbequed as Christmas dinner steaks in 1963.

Jim Howard and I flew a hairy resupply mission in Feb '64 to ARVNs near Boun Mi Jar (out of Ban Me Thout.)

Bill McGee
[redacted]

Some folks will do anything for "red meat." We'll see if we can fit the class photo in sometime when more space is available. Thanks for sending it along, Bill. Ed.

Meat (Buffalo Bacon??) on the hook. Photo by Bill McGee.

Continued on next page

« BLUE STAR »
AT YOUR SERVICE

Fire Support By " JOKER "

Couldn't keep quite any longer. Here is the "business" card we "Blue Stars" handed out to anyone foolish enough to take them.

Please note our motto "skill not luck"... I have to admit there were times when the reverse was true.

Jim Sanford
(Blue Star)
[redacted]

As an old poker playing friend always said, "Don't bother wondering whether it's skill or luck, the fact I'm raking in the pot is what counts." Ed.

NO CLASSES, BUT TONS OF CLASS!

I've been reading letters some of the Army pilots have been writing and was particularly struck by the way everyone seems to have their reunions by class or whatever they used to define their groups. I thought it might be time to clue some people in on how we Marines were organized and how come we don't have class reunions. This may take a while, so bear with me, I'll try to be brief and clear.

There were no organized classes in flight school (Pensacola). People just reported in and were assigned to begin training. Actually, there were groups that started together but everyone advanced at a different pace so you could pass a guy or be passed. It depended on a whole list of variables.

One major distinction was that all Marine and Navy pilots were officers. Some Navy people started as what was called NAVCADS and some Marines started as MARCADS. But this was only basic training and they still were commissioned before they could start flight training.

We all started flight training in the Beechcraft T-34 and usually accumulated 50-70 hours in it before advancing to the next stage where you were either chosen to fly jets, transports, or helicopters. This was determined by the number of open slots available that particular day at Meridian (jets), Kingsville (transports), or Whiting (the helo pipeline). One day everyone would go to Whiting, the next everyone went Meridian. It was rare for anyone, especially a Marine to go to Kingsville.

At Whiting we flew the T-28 and received aerobatic and instrument (both basic and advanced) training. We then went to Wolf Field and got carrier qualified in fixed wing planes. It was at this point that we then started helicopter training.

We started out in the Bell TH-13M and after our solo in that went on to the H-34 for advanced training. Upon completion of this training we were awarded our Navy wings and were officially designated as a naval aviator (MOS 7599).

We were then sent to training squadrons on either the East or West Coast. Here you were further broken down as to whether or not you would fly heavy, medium, or light, and went to the appropriate squadron. Training in type was then commended and eventually you received your final MOS according to type (7562 for us medium flyers).

We were then sent overseas, individually, but usually three or four of us would be together. Upon arrival at DaNang we were given our operational squadron assignments and away we went.

Because of this set-up we have squadron or group reunions instead of class reunions. You have to remember that there were only 5000 marine pilots at any one time so after being in a couple of years, there were very few people you did not know. So we don't mind guys from other squadrons showing up. What the hell, after a bunch of drinks who cares anyway?

Jon A. Bouile
(Phrog Phlyers HMM-161)
[redacted]

Well Jon, here's one Army "puke" who's a little wiser. Wish there were more "classy" Marine pilots in this group. Ed.

Powerful Experience

I've been a member since last May, and as of yet I have not received my list of fellow members. I am looking forward to getting it so I can find out if you have any other Little Bears in the organization.

Sorry I won't be able to make it to California for next years reunion, but my wife and I are planning to attend the Fort Wolters reunion in 1988. Coincidently, that year will also celebrate twenty years since attending flight school. We plan on driving down to Texas, and stopping at Ft. Rucker and Ft. Benning where Joan and I were stationed after Nam. It should bring back alot of vivid memories! The whole trip is something to look forward to. Walking through Ft. Wolters will be a powerful experience.

Keep up the good work, I am always looking forward to the next Newsletter. I keep hoping that I will come across a name that I knew in Nam. As of yet, since my tour of Vietnam, I have not had contact with any fellow pilots I flew with, so you can see why that list is so important to me.

Gene Trask
(Little Bear)
[redacted]

Another directory is in the Mail, Gene, sorry the "Pony Express" missplaced the first one. As the main purpose of the VHPA is getting you together with your fellow pilots, we will be "stepping on it" if you don't make some contacts soon. Ed.

"RECRUITER A GO GO"

Enclosed are two membership applications for members I've recruited. I'll get more as I can.

The membership directory is a big selling point. Everyone wants to know about someone. The newsletter is coming along great.

Regarding the letter from Ron Disney on "guns a go go," I was flying one of the gunships escorting the Combat Assault when the "Guns a go go" ship he described went down. I was unfortunate enough to watch it happen — in what seemed like slow motion. It was as he said, the result of shooting away their own blades. I'll drop him a note.

Dave Canfield
[redacted]

Continued on next page

WILDEST DREAMS

I am four days short of completing the AH-64 Apache Transition course at Mother Rucker, and I can assure you that Army R/W Aviation has come a long way since the days of 67-5 and the OH-23 and the UH1 A's & B's. Never in my wildest dreams did I expect to have the chance to fly such an advanced aircraft. I guess good things really do come to he who waits. Gone forever are the days of questionable take-off power and low RPM audio's, and believe it or not old dogs can learn new tricks. Would you believe direct hits from a hover at 2½ miles with the FIRST 2.75? Honest!

I wish all our members could have the chance to fly the new family of Army Helicopters, they are great, and fun too.

David Redden
NCARNG
[redacted]

GHOST RIDERS

"THE DYING PLACE"

Enclosed is a copy of a letter I received from David A. Maurer, the author of "The Dying Place." I received this letter after writing to let him know how much I enjoyed his book.

Gary Grow
(Ghost Rider 58)
Spotted Fever Farm
[redacted]

Dear Gary,

Thanks for your kind letter. I couldn't be more pleased about how much you enjoyed the book. I've always had a special place in my heart for you helicopter pilots, especially from the 101st, so it is very gratifying for me to receive a letter like yours. I've said many times to many different people, that without you guys coming and getting us out of some very hairy situations, my name would be on the wall in Washington and not on our book.

I've often marveled at the amazing courage demonstrated by you guys day in and day out in an almost nonchalant manner. I remember cases when teams had begged pilots not to come in because of intense ground fire, yet with a dauntless spirit of brotherhood they had still brought their ships in, sometimes giving their lives trying to save others. There is no greater love in this world than that.

Thank you also for the help with the code names of the C-130 Moonbeam. And thanks again for getting our butts out of the dying place so many times.

Your Friend
David A. Maurer
Author "The Dying Place"

MARINE AND VHPA'ER — FOR LIFE!!!

Enclosed is a check for my life membership. I would like to retain my original member number. Also, in the membership directory, in my information block, please change the last line to read "Major, USMC." Unfortunately, the price you have to pay for my life membership is having to wade through a long, rambling letter, so, here it is . . .

I have enjoyed being a member of VHPA, it has been a source of personal pride. I am a Marine Cobra Pilot (after having flown Cobras in the Army for three years), and one of the few RVN veterans in the Marine Corps still operating at the squadron level. As such, it gets lonely when it comes to trying to relate on a personal, shared experience basis. The VHPA provides a good outlet, Thanks.

As I mentioned earlier, I'm still flying Cobras. As an Army WO, I flew in C Battery 4/77th ARA, 101st Abn Div. and D trp 1/1 Cav. I left RVN in Aug. 72 and went to Ft. Knox, Ky and was in C trp 7/1 Cav. until May 74. I E.A.S.ed, went back to college, finished my degree and continued my original ambition by joining the USMC.

Since then, I have flown AH-1Js and AH-1Ts, making 5 Marine Amphibious Ready Group cruises (on board helicopter carriers). I have gotten to fly in such neat, diverse places as the Indian Ocean (Iran hostage crisis), Beirut Lebanon (during our latest adventure) Norway (in the middle (brrr) of winter), and Honduras.

I am currently one of three Marine Cobra pilots in the Navy's Air Test and Evaluation Squadron Five (VX-5, a jet squadron) at China Lake, Ca.

I have had the chance to watch, and be part of, the growth of the AH-1. After Viet Nam, while at Ft. Knox, I participated in the operational testing of the first AH-1Q TOW missile firing Cobra. In the Marine Corps, I was in the squadron that received the first AH-1Ts. I was among the first Marine Cobra pilots to start flying night vision goggles (the Marine Corps lagged far behind the Army in this) and helicopter air-to-air combat (the Marine Corps is very far ahead of the Army in this).

Now, at China Lake, I'm flying the brand new AH-1W Super Cobra. We conducted the operational evaluation of the prototype and are now doing the follow-on test and evaluation of the production aircraft. What a far cry from the plain little AH-1G. The beast can carry close to 3000 lbs. or ordnance, including TOW wire guided and Hellfire laser guided anti-tank missiles, Sidewinder and Stinger air-to-air missiles, Sidearm anti-radiation missiles, 5.0" Zuni rockets in addition to the expanded family of 2,75" rockets we all know. A mixture of the above, up to the aircraft's max gross of 14,750 lbs. can be carried single engine (this is a dual engine a/c) on a hot day. With all of this, it can cruise at 150 kts. It can also carry four aux fuel tanks giving it a ferry endurance of about 5 hours (yes, it now has relief tubes). The aircraft is equipped with a heads-up display and has a lady's voice that will tell you #2 engine fire, dual engine fire, rotor rpm and rotor brake, as appropriate. It has many other features old "G'" model pilots would not believe.

One of the most interesting things we've been doing is air-to-air work. We have also done extensive work against F/A-18s, AV-8 Harriers, A-4s, F-4s, A-7s and OV-10s. Bottom line...if they want to come down and tangle, we'll get 'em!

All of this fun is why I'm still a snake pilot...I don't have to grow up.

Mike Williams
(Saber 70 and Nail)
[redacted]

No sweat on keeping your old number Mike, it's SOP. Ed.

Continued on next page

PLAYBOY 99 — WANTED DOWN UNDER!

I am just dropping you a short letter in the hope that you may be able to help me locate a pilot who saved our whole company of grunts during the TET Offensive. I don't know if it will help but his callsign was "Playboy 99" and we had an argument over the air about purple and mauve coloured smoke. I suppose looking back on the situation now it's funny, but at the time we were getting the shit shot out of us, with nowhere to go. We were backed up to the Song Nai River. Geez mate, it's hard to recall all the bloody details but I'm doing me best.

Anyway, to get to the point, we have at last got our first welcome home parade in Sydney in October of 1987 and even though I can't pay for the pilot's airfare we are trying to work out cut rates with the airlines. I will be able to pay for his accommodations and have him come down to my house in the mountains.

I could probably look up the grid coordinates if its needed, but I should think that if the pilot is still alive he should remember our call sign O.A. and that we were the 2nd Battalion, Charlie Company, Royal Australian Regt. and the shit really flew. As I remember it is the Dustoff couldn't get in to winch out our dead and wounded as the fire was too heavy and we were pinned down for 23 hours, with near suicide counter attacks by the rogues who were high on drugs.

Well that's about it, but I would be real rapped if the mate is still around and came to Australia for our welcome home march, I guarantee he'll be most welcome. If you need more info, please let me know and I'll do the best I can.

Bernie Newson

[redacted]

Tom Sabistion, Curator of the U.S. ARMY AVIATION MUSEUM, also received a request for help from Bernie, so he's serious about locating Playboy 99. Contact either Tom or Bernie direct. Ed.

"TOP GUN"

Having just seen the movie "TOP GUN," I am "waxing nostalgic" and am compelled to put my thoughts and feelings in writing.

Why can't someone do for the Viet-Nam helicopter pilots what has been done for the Navy aviators?

We too, were a very unique group of young, virile men — pioneers, actually, as we developed an entirely new method of combat and flying. We were full of life, full of confidence and indestructible, invincible and arrogant. Nothing could stop us.

All of us, both Warrant and Commissioned, became an exclusive fraternity that no one else can ever join; a fraternity with an initiation of fire, fear and bravery. We all volunteered.

Every one of the 22,000 Americans that graduated from flight school knew that they would go to Viet Nam to fly in combat. We knew that some would go down in flames and some would be lost forever or become unrecognizable remains. We lived together, trained together, laughed together, struggled together, sorrowed together and survived together. With very few exceptions, those that completed the intense training would do whatever was necessary to save the life of another helicopter pilot — *whatever!*

We fought an unpopular war. It wasn't the "in thing" to be in the military then. Even though a lot of us were not old enough to vote, our elected officials determined that we should be there and so, there we were. We had missions to fly and we did; time and time again, often flying into hostile situations several times a day — being shot at because we were easy targets. But we fought back. We proved that we were worthy of our status, we proved that we could do the job, we proved that we were *GOOD!*

Probably some day, another group of young pilots will prove themselves; they did it in World War I, World War II and we did it in Viet Nam. A hurriedly assembled and trained group of young men to fly a difficult job. We worked hard and partied hard. But don't ever tell us what we can't do — just tell us what you need and we'll do it. It will be a labor of love!

Phil Marshall

[redacted]

You say it better than anyone Phil. Sorry for leaving out part of your letter, but only us "WOPA LIFERS" would understand. Ed.

"RICE OVER RICE PADDIES"

I flew with "D" Troop, 3rd Squadron, 4th Cav. "Centaurs" as a scout pilot from Jan '68 to Jan '69 out of Cu Chi. Started out flying Oh-23's and ended up flying OH-6s after the demise of the 23's during TET. I have enclosed a Christmas card showing some of the gun and scout pilots (I am on the right). "Hornets," "Stingers," "Mule-skinners," "Little Bears," "Diamond-heads," and "Pipesmoke" were familiar folks in our neck of the woods.

The newsletter brings to mind names and places I haven't heard mentioned in quite a while. I look forward to the reunion in Long Beach and am actively supplying membership applications to all I'm still in touch with. If I can provide any assistance out here in the San Francisco Bay area let me know. Any old "Centaurs" out there "drop me a dime" or line!

Charlie Rice
(Centaur 11)

[redacted]

Continued on next page

GREETINGS FROM CU CHI (Charlie Rice on the right) X-Mass 1968

SEAWOLF REMEMBERED

When I read your comments in a previous issue regarding Vietnam helicopter pilots who were not in the Army, and with the small number of Navy pilots in membership, I was not surprised that so few Army pilots knew of our squadron. Those that flew in the Mekong Delta region, I am sure, were aware of our existance. When I saw the cover picture of one of our birds on the December, 1986 issue I felt obligated to write this note.

Our squadron was originally formed by the Navy to provide air support for the Navy river boats patrolling and doing interdiction work along the rivers of the Mekong Delta. Gradually the work expanded, and besides doing this we also provided air support for the SEAL Units as well as providing them with occasional inserts and extracts. Occasionally we were even called upon to help Army people.

Our squadron, HA(L)-3, helicopter attack (light) squadron 3 was the only Navy gunship squadron, and we flew UH-1B choppers, armed with a pair of rocket pods as well as side mounted mini guns. The squadron had nine detachments scattered throughout the Delta, many on land while some were based on LST's offshore, and some were on YRBM's in inland rivers. Our squadron headquarters was in Binh Thuy which was just down the road from Army Can Tho. With several slicks to provide logistics support, our squadron numbered approximately 500 officers and men, during the time I served with it (70-71) and was one of the larger Naval Aviation squadrons. Our call sign of "Seawolf" is still remembered and discussed in the Navy helicopter community.

I hope this note helps to explain something about our squadron, which accounts for most of the Navy helicopter pilots in the country.

Mark S. Mizel, M.D.

[redacted]

Thanks Mark, we hoped the cover would remind folks that the VHPA is for ALL Helicopter pilots who flew in Vietnam, not just Army types. Ed.

THE BOX CARS OF CHU LAI

YOU CALL — WE HAUL

Your Friendly Chinook Pilot
"Joe" W. Milles
Airplane Pilot, Helicopter Pilot, (VHP)
Drinker, Lover, Coon Ass, CWO U. S. Army

From the Executive Director

Recently, members of the VHPA Executive Council and I, held a meeting with one of our members, John Frank, who is President of Aviation Association Management, Inc. AAM is a company that is in the business of running or operating associations such as ours. Some of you may know of John and his work with the Cessna Pilots Association, which has over 10,000 members, and previously with the American Bonanza Society.

The VHPA has signed a contract with AAM to operate our organization and provide better service to the membership than has been available in the past with an all volunteer staff. While we volunteers have somehow managed to find the time to process the mail each month, get the Newsletters, directories, tie tacs, etc. in the mail, and set up and run the reunions, we here at the "national headquarters," which has been my spare bedroom, can't cope with enormous task as we continue to grow. Without the assistanace of AAM, the VHPA will stagnate at about 3,000 members, as that will be all that we can handle administratively.

Since I first started this group five years ago, I knew that someday we would reach this point in the growth of the VHPA. We are now here and we must make some changes so that we can continue to grow past the 3,000 member point. We will be changing from a small "folksy" group to a "sophisticated" association. Here are some of the changes:

1. Our headquarters has moved from Phoenix to Wichita. The address is P. O. Box 9592, Wichita, KS 67277.
2. The headquarters in Wichita will be located on the ICT Airport and you will be seeing a VHPA sign on the building soon. You, the membership, will be welcomed to visit VHPA headquarters.
3. During normal business hours (8 to 5 CST) you will be able to call 316/946-4047, and get information about your membership or have a friend join, even charge dues and purchases to your VISA or Master Card.
4. More membership promotion thru various press releases, magazine and other media ads, and trade shows.

All of this and much more with no increases in annual dues. We feel that the ability to handle more members and to try and reach more of our former pilot friends, is the best step that we can take at this time by using AAM. We hope that you will agree with the leadership of your association of this big change and that you each will continue to recruit more members in the future as we continue to grow.

As we move into a new year in the history of the VHPA, I want to personally thank all of you that have volunteered so much of your time and talents to make this association a success. Without your efforts, we could never have grown to this size. A list of these volunteers would fill this page, which I am sorry we can't do, but each of you see their names listed on page 2 of this Newsletter. Next time you meet one of them, buy them a beer and say thanks, I know I will forever be indebted to so many that have helped us get the VHPA off the ground into a "hover" and now forward into "translational lift."

Larry Clark
Executive Director

1986 Financial Report

Balance forward from	1985	$ 5,234.03
Income received	1986	$ 64,559.50
Expenses paid	1986	$ (45,679.20)
Balance forward to	1987	$ 24,114.33

Note: 1986 Income and Expense totals include 1986 Washington reunion income of $24,645.00 and expenses of $23,265.67. Balance forward to 1987 includes 1987 Queen Mary reunion registrations received as of December 31, 1987. ACTIVE Members desiring a more detailed breakdown of the above, please contact Larry Clark, VHPA Executive Director.

Looking For

GEORGE FRANKLIN
of WOC Class 69-1, David Mills, [redacted] J7R-5P7 is looking for you.

LAWRENCE FARMER
BILL McGRATH
170th AHC, Camp Holloway, Plieku '68-'69, contact Randy Brooke [redacted] He urgently needs your help!

RICH GALLAGER
of 67-13, who flew with the "Jokers" in '67-'68, the Inter American Geodetic Survey, and the 1/9 CAV '71; last known to be with EDS Tehran in 1979, please check in the Joe Footer, [redacted]

LOH PILOT
possible call sign "Yellow Scarf," who saved the life of Gary Fields on April 27, 1970, you're being sought by Duane Brudvig, [redacted]

CENTAURS
who were in Lai Khe, '71-'72, especially the ones involved in the 12 December 71 rescue of shot down Philip Goodman, contact him at [redacted]

VIKINGS
during the 1965 time frame, Bill Wilson, [redacted] 28207 would like renew old acquaintances.

JOHN K. DAVIS
(aka. Jake the Snake) known to have been with the Smiling Tigers (Co. D, 229th Avn. Bn., 1st Cav. Div. 67-68, then Gunnery IP Ft. Rucker, your classmate (66-19), James P. Davidson, [redacted] is looking for you.

RALPH HARVEY
JIM HAZELWOOD
(67-1) Paul B. Hart who flew with 1/9 Cav., 1st Cav. Div. would like to hear from you. Drop him a line at [redacted]

Attention All Former "Blueghost" Pilots

The Executive Council of the VHPA has decided that at every Association meeting, beginning in Long Beach next summer, one of the aviation units that flew in Vietnam will be highlighted. Information to be presented will include when and where the unit was formed, how it got it's name, areas of Vietnam operated in, etc. "BLUEGHOST" will be the first such unit recognized.

I need your help!!! If any of you have any information regarding the unit, especially those of you that joined "BLUEGHOST" after August 4th, 1968, I would very much appreciate your sharing it with me. I am very interested in hearing from anyone who was with the unit at the time it was deactivated.

The program will be a slide presentation, but there will be a display of other memorabilia as well. All slides, pictures, memorabilia, etc. will be returned to the owners. If you have an item that can be put on display in Long Beach during the program and you will be attending, please bring it with you. If you are not going to be attending, please send them to me and I will put them on display for you. All items should be clearly marked with your name and return address.

Any and all information will be greatly appreciated. Please, drop me a line or give me a call. This will be our one and only chance to tell our fellow pilots what being a "BLUEGHOSTER" was all about.

Greg Ross
(Blueghost 2)
[redacted]

President's Roll Call

The long awaited "Reunions" booklet has finally arrived and I am very disappointed with the results. The pictures that we received are great but they bear no resemblance to the poor quality of reproduction in the booklet. Ron Wright is requesting your help in verifying the extent of the problem. He needs to know if all of the booklets were poorly done or if it is an isolated problem. We will request a reprint if this is verified as bad printing on all the booklets. You may call VHPA Headquarters with your comments or write to Ron at the VHPA address. Please be specific and to the point with your comments.

I am continually amazed at the places you find Vietnam Helicopter pilots. Larry, Roger and I left Phoenix enroute to Wichita on America West Airlines. As we settled in for our flight and Larry gave us the latest mail, the steward and stewardess noticed that we were all helicopter pilots. Much conversation was generated about the reason for our trip and about our organization. Larry gave the stewardess one of our newsletters, which she put in the overhead bin. Awhile later the newsletter was taken into the cockpit by the stewardess who soon returned and requested a second newsletter. To our surprise, upon her return from the cockpit, she informed us that the Captain believed the cover picture was a "C" Model instead of a "B" Model Huey. In addition to this observation, the application on the back page was filled out. We briefly visited after landing in Wichita with our new member. By the way, we finally convinced Captain Bob that it is a "B" Model.

Time is short —
Register Now for the 1987 Reunion.
See You On The Boat!!

Regards,

Mike McDonald
(Blueghost 42)

At press time we received notice from Mike that the 1986 Reunion booklets were being reprinted and will be mailed in 2-3 weeks

In Memory

JOHN R. MULLEN, killed January 28, 1987 near the Holy City of Makkah, Saudi Arabia, in the crash of a KV107 (CH46 civil version). John was the Captain and Instructor Pilot on the flight.

WARREN "MATT" SANDLIN, JR. died in a S-76 accident on February 4, 1987 while performing a maintenance test flight near Freeport, Texas. Matt worked for Air Logistics. His wife, Mardella, requests no flowers be sent, instead she requests donations to the VHPA for use in a scholarship fund.

RICHARD C. BRIMS, killed May 21, 1986, in a helicopter crash.

JOHN O'MALLEY died November 1, 1986 of cancer.

LETTERS FROM PLEIKU

each of us

is a can of tomato paste

and though we may all

not have the same label

as we spin thru the air,

when we land too hard

or get torn,

from the outside or within,

we spill out

and stain the hands of everyone

who knew us . . .

michael davis o'donnell

25 October 1969

One Vet's Memories

Many of us in the VHPA can remember very well our tours in Viet Nam. For those of us who were not wounded, these memories tend to be only those of good times, the funny things and of the guys. It sometimes takes an outside stimulus to cause us to remember the bad times, the heat, the sweat, and the heartbreak. For those Vets who were wounded, there are constant reminders of the bad times. This story is about one such Vet that I know by the name of Dave.

In the Summer of '69, there was a fresh young armor lieutenant assigned as a troop commander in the 11th ACR. Dave came from a military family, was a graduate of Richmond University, and a promising military career lay ahead of him. Dave, like all of us, never really thought anything would happen to him — just to the other guy.

Unfortunately, Dave became the other guy.

When the UH1 medi-vac landed near his stretcher, Dave felt the cool wind caused by the rotor blades, and heard the noise — those helicopters sure make a lot of noise! All of his senses were acutely aware of what was going on, but he could not see the pilots, crew chief, or medic. Dave would never see anything again.

The story of Dave's new life now began as a blind civilian; he was like many other blind people — read braille, had a guide dog and white cane with a red tip. Dave knew that he had to do something with his life, so it was back to school. He went to law school, got married, moved to San Diego and became a Deputy District Attorney.

It was because of our jobs that Dave and I met. We were introduced by a mutual friend who knew we were both Vets. Since then Dave and I have become friends, and we talk frequently, usually not about Viet Nam. Recently Dave and I were talking about nothing earthshaking (like we usually do) when I was called into Court. As I was going through the door, Dave yelled "Hey Mac!" I shut the door and turned toward Dave, asking what he wanted. He asked if I had seen "Platoon" yet. I told him no, that we were going to Phoenix the following weekend to visit some friends, and were all going to see it then. Dave said "Let me know what you think of it. I would be interested to know. I saw it yesterday." It immediately struck me as odd that he said "I saw it," but I responded "Sure Dave, I'll let you know."

I thought about Dave's comment for a number of days, trying to figure out how a guy with glass eyes could see a movie, but after seeing "Platoon" myself, there is no doubt that Dave really did see it — he saw it in his memory.

Richard D. McCaig
Life Member 113

Upcoming Events

May 4-10, 1987

The First National Veterans Unity Conference
The Los Angeles Bonaventure Hotel, Los Angeles, California Contact: David Parks (818) 999-4174

May 18-20, 1987

American Helicopter Society 43rd Annual Forum and Technology Display
St. Louis, Missouri. Details: AHS (703) 684-6777

May 23-25, 1987

HMM-262 Reunion
Kansas City, Kansas. Details: HMM-262 Reunion Committee, 6509 West 100 Terrace, Overland Park, KS 66212

July 2-5, 1987

Vietnam Helicopter Pilots Association 4th Annual Reunion
Hotel Queen Mary, Long Beach, California. Info: Paul Uster (602) 831-5989

July 11-18, 1987

282nd Assault Helicopter Company (Blackcats) 1st Reunion
Contact: Tom Pullen (919) 822-2902

August 7-9, 1987

145th Combat Aviation Battalion (Vietnam) Reunion
Fort Wayne, IN Contact: James L. Bodkin, 3719 Forest Hill Ave., Fort Wayne, IN 46805, phone 1-219-483-5149

**Help The VHPA.
Get A Friend
To Join Today**

New Life Members

RAYMOND C. ASHMAN
[redacted]
69-
69-70 B/158 101 ABN

JOSEPH M. BILITZKE
[redacted]
67-21
68-69 281 AHC
VP Concept Organization

CLINTON I. CAIN
[redacted]
69-39
70 191 AHC
70-71 C/16 CAV
Sales Rep.

CARL W. KIMMICH
[redacted]
71-1 71-3
71 192 AHC
72 3 AHC
Pilot, Delta Airlines

JOSEPH R. LICINA
[redacted]
68-1
68-69 189 AHC
71-72 C/229 1 CAC
CW4 US Army

JIM PAULIN
[redacted]
66-13
66-67 9 Inf Div.
68 334 AWC
Corporate Pilot

JOSEPH M. POTVIN
[redacted]
67-15
67-68 A/101 101 ABN
68 C/227 1 CAV
Asst. VP., E. F. Hutton & Co.

FRED PRATT
[redacted]
66-16 USMC
68 HMM-265
68-69 HMM-161
Real Estate

WILLIAM A. PULLUM
[redacted]
68-501
68-69 DIV ARTY 9 Inf
Realtor - Developer

DON RUSKAUFF
[redacted]
56-3
67-68 281 AHC
Contract Engineer

ROBERT P. SEARCY
[redacted]
Dhahran, Saudi Arabia
69-31
70 199 Inf BDE
71 B/3/17 CAV
Helicopter Pilot

DONALD J. SPRAGUE
[redacted]
68-36
69-70 A/7/1 CAV
Retired

KENNETH D. WILLIAMS
[redacted]
63 QC
65 2/20 ARA 1 CAV
66 121 AVN
Captain, Delta Airlines

MICHAEL E. WILLIAMS
[redacted]
71-13
71 C/A/77 ARA 101 ABN
USMC

You Too, Can Be A Life Member. Call VHPA For Details—(316) 946-4047.

D & G DAVE GRIEGER P. O. BOX 12105 COLUMBUS, GA 31907 (404-563-7846 7-11 daily)

52. Golf Shirt (Wh.-tan-lt. blue) M, L, XL - 14.00
53. 1st Reunion ("Call Signs") T-Shirts-M, L, XL - 8.50
Sweatshirts-L, XL - 13.50
54. VHPA "Logo" T-Shirts-M, L, XL - 8.50
Sweats-L, XL - 13.50
55. 3rd Reunion ("D.C.") T-Shirts only M, L, XL - 8.50
56. 2nd Reunion ("Houston") T-Shirts only M, L, XL - 8.50
57. VHPA Cap w/patch w/eggs (White, Navy, Black, Royal) - 9.00
58. Car License Plate - 5.00
59. VHPA Patch - 3.00
60. Tie Tack - 3.00
61. Stickers (60) - 3.50
62. Window Sticker - 1.50

Send SASE for brochure

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flight of 4

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"LOH" OH-6

"OH-58"

"CH-34"

"CH-46"

"CH-54"

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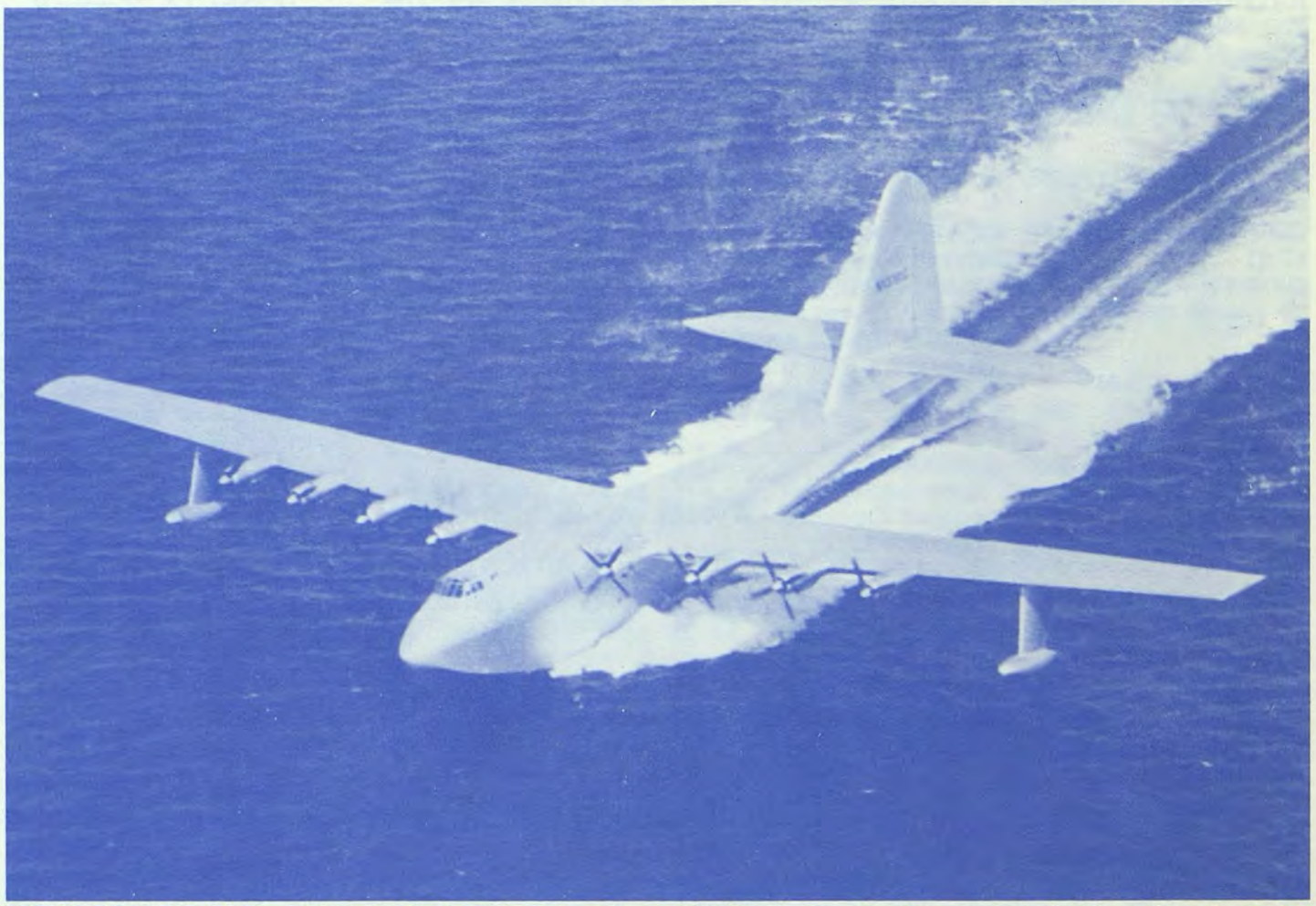
AUSTRALIA NEW ZEALAND CANADA S. KOREA

VIETNAM HELICOPTERS CREW MEMBERS ASSN.

GEORGE ECKER
Executive Director

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

A feature of our stay on the Queen Mary will be a visit to the Spruce Goose exhibit, as often as you want to see this monster, and it's FREE, part of the Hotel package.



PREPARING FOR FLIGHT — The historic Hughes Flying Boat, nicknamed the "Spruce Goose," took its one-and-only-flight on November 2, 1947 before a scant crowd of reporters, crew members and friends. Hughes silenced skeptics by lifting the 400,000-pound, all-wood seaplane into regal flight over the waters of the Long Beach Harbor. The flight lasted for just one minute at an altitude of only 70 feet, but the "Spruce Goose" journey will be forever remembered in history. Located adjacent to the Queen Mary in Long Beach, the Spruce Goose is open daily.

4th Annual Reunion Tentative Schedule Thursday, July 2nd — Sunday, July 5th

Registration . . . . . 12 Noon till dark, Thursday thru Saturday
Thursday evening July 2nd: . . Welcome Party
Friday evening July 3rd: . . . . . "This Ain't No Shit!" Party. Music with D.J. 50's thru present. Dance if you must!
Saturday a.m. July 4th: . . . . . General Business Meeting
Saturday Noon: . . . . . Luncheon
Saturday evening: . . . . . Traditional Dinner Dance. Coat & Tie. Music by D.J.

Please note there are not a great deal of daytime activities planned because of the numerous attractions in the area.

Don't miss out, guarantee your fun-filled fourth of July Weekend, make your reservations NOW!

Paul Uster
Reunion Chairman

It's VHPA Time!

Here it is, folks! A classy symbol of your VHPA membership that will look great even in a business suit. A quartz movement with gold tone case, leather band, and VHPA logo face for only $29.95 including tax and shipping. How can you beat that? This elegant watch is also available in a women's model for the same price. Why not buy one for the entire family?

VHPA WATCH OFFER

— Men's @ $29.95 = $_____
— Women's @ $29.95 = $_____
CA Residents Add 6% = $_____
Total = $_____
Checks & Orders to: **VHPA Time**
P.O. Box 9592
Wichita, KS 67277

NOTE: Expect your watch in 5-7 weeks. Orders will be consolidated by the VHPA and submitted to the supplier monthly.

VIETNAM HELICOPTER PILOTS ASSOCIATION

Fourth Annual Reunion
2-5 July, 1987
Long Beach, California

REUNION REGISTRATION

Name: _____ Member No.: _____

Wife/Guest Name: _____ No. of Children: _____

Address: _____

City: _____ State: _____ Zip: _____

Registration Fees

Adults $15.00 **Children: Free** (10 & Under)

Business Meeting Lunch
Adults $15.00
Child: $10.00

Banquet
Adults: $30.00
(Semiformal Dress)

Number of Adult Registrations: ☐ x 15 = $ _____
Number of Adult Lunches: ☐ x 15 = _____
Number of Child Lunches: ☐ x 10 = _____
Number attending Banquet: ☐ x 30 = $ _____
Total: $ _____

Make Checks Payable to VHPA

NAME TAG INFO

_____
(Name desired on your reunion nametag)

_____
(Flight School, Class No., Years)

_____
(Combat Units and Years)

_____
(Hometown)

MAIL WITH CHECK TO:
Vietnam Helicopter Pilots Association
P.O. BOX 9592 • WICHITA, KS. 67277

VIETNAM HELICOPTER PILOTS ASSOCIATION

Fourth Annual Reunion
2-5 July, 1987
Long Beach, California

HOTEL REGISTRATION

Name: _____ No. of Persons in Party: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: ( ) _____ Arrival after 6:00 PM? _____

Arrival Date: _____ Departure Date: _____

Room Rates

☐ Single or Double $69.00 Rates are per night
☐ Rollaway Bed $13.00 Add 7% Tax
Staterooms available for occupancy at 4:00 PM

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

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

FOR CREDIT CARD USERS:

Card Type: ☐ MC ☐ Visa ☐ AMEX Diners
Other: _____
NUMBER: _____
Expires ___ / ___ Signature: _____
If deposit is by check, amount enclosed: $ _____

QUEEN MARY & SPRUCE GOOSE

DO NOT SEND TO VHPA. MAIL TO:
Hotel Queen Mary
P.O. Box 8 • Long Beach, CA 90801
(213) 435-3511 (800) 421-3732

Special Rates Available at all Southern California Locations

National Car Rental.

Special Convention Rates for
VIETNAM HELICOPTER PILOTS ASSOCIATION

July 2-5, 1987
Long Beach, California

Car Model	Daily	Weekly	Y4 Day Rate
Compact	$27.00	$144.00	$25.00
Intermediate	29.00	154.00	27.00
Full Size 2 door	31.00	164.00	29.00
Full Size 4 door	33.00	174.00	31.00
8 Passenger Station Wagon	37.00	194.00	N/A
Premium Luxury	39.00	$19.00	N/A

Cars may be returned to any Southern California city for an additional charge of $5.00 per day. Rentals in other California cities, Las Vegas and Reno, a $10.00 per day surcharge will apply. Three to four day rate must include a Saturday. Rates include 200 free miles per week, 100 free miles per day, excess mileage is 20¢ per mile.

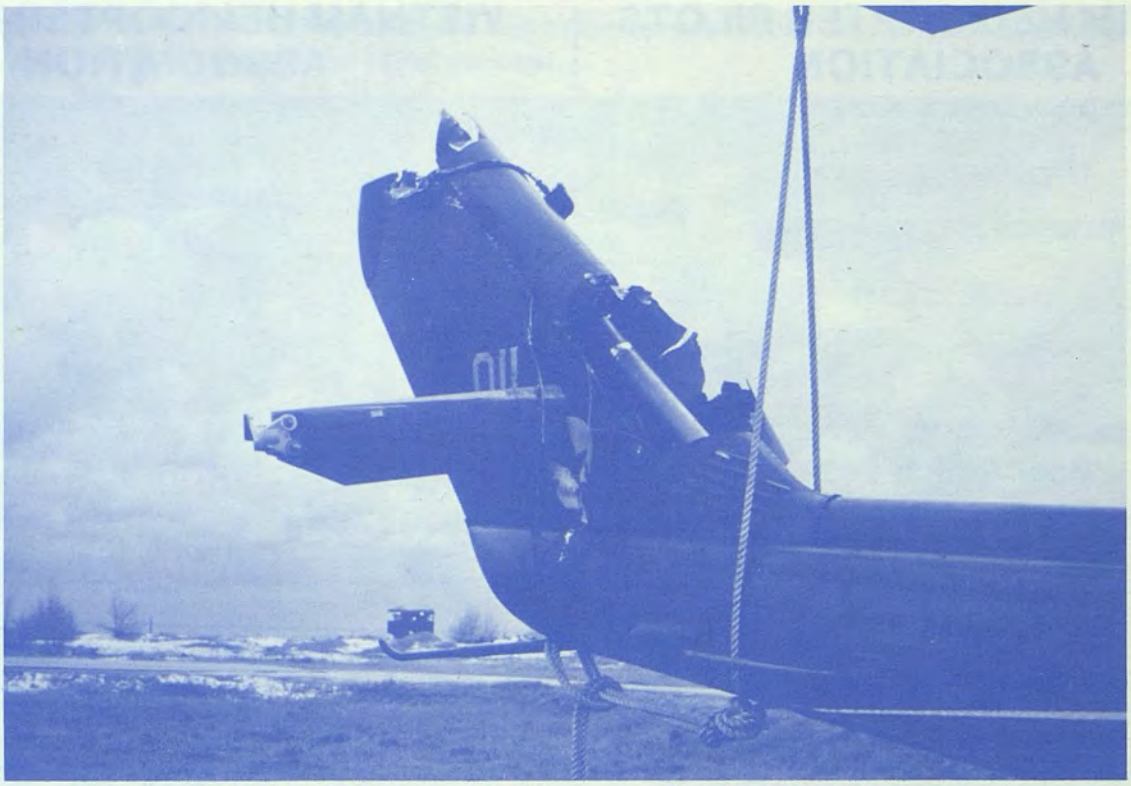
For Reservations and Information Call National's Convention Desk:
1-800-328-7949
(Just mention Vietnam Helicopter Pilots Association)

AmericanAirlines

Save an additional 5% off the normal Super-Saver Rate by simply calling the special phone number listed below.

American Airlines has agreed to sell ALL Ultimate Super-Saver seats at 5% under their normal fare if you reserve and pay under their restrictions for Ultimate Super-Saver air fares. Reserving early will help get you this very special rate, however, even late registrations will get you a 35% reduction from standard coach fares.

CALL: (800) 433-1790
Ask for Star Number S-81176



WHAT IS IT? Provide details. **photo by Dave Grieger**

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

MEMBERSHIP APPLICATION OR CHANGE OF ADDRESS

APPLICATION: ☐ **ANNUAL DUES: $20.**

ADDRESS CHANGE: ☐ **LIFE MEMBERSHIP: $300.**

OFFICE USE

MN _____

DP _____

NAME: _____

ADRESS: _____

CITY: _____ STATE: _____ ZIP: _____

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

OCCUPATION: _____

FLIGHT SCHOOL CLASS: _____ SERVICE BRANCH: _____

COMBAT FLIGHT HOURS: _____ SSN: _____

Information about EACH Vietnam Tour:

DATE From	DATE To	UNIT	LOCATION	

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

NOTE: This form may be used for DIRECTORY CORRECTIONS.