



**VIETNAM
HELICOPTER
PILOTS
ASSOCIATION**

The VHPPA Newsletter

P.O. Box 35699

Phoenix, Arizona 85069

February 1986



"Deadly Shadow"

photo by Roger Gould



FROM THE EDITOR:

Sure was pleased with your response to the "What is it?" photo. JAMES CAUFMAN submitted the winning reply which is published in *Incoming Mail*. Very close seconds were submitted by NORBERT VIOLETTE, JOHN LOFTICE, JIM SANFORD, DALE SWORD, BILL MEACHAM, WAYNE NUTSCH, TOM STUNDA, and JOHN KELLER. Several of these entries are also published. We are sorry there was not enough space for everyone's entry, even so, be assured your participation is greatly appreciated.

Also pleasing are the notes and letters complimenting the newsletter. About the time we begin to get discouraged and ready to 'throw in the towel' along comes one of them and recharges our batteries. This doesn't mean constructive criticism is not accepted. In fact, PAUL KEARNS recently took us to task concerning the August 1985 Reunion issue. Paul felt the *After Action Report* gave the impression of one big drunken party and this created a 'booze and war story' image that could mislead some potential VHPA members. Paul may be correct, although the reunions are meant to be fun and a time to reminisce. Still, we don't need to convey any wrong impressions, so the point is well taken and we will keep it mind when reporting on next year's reunion.

We think you all will agree that photos enhance this publication and would like to see their continued use, although we are sure you don't want to keep seeing what's in our limited collection. So, SEND PHOTOS!! Of particular need is Vietnam Era shots for the front cover and the "What is it?" photo. Black and white is preferred, but color photos are fine, even though they lose some of their impact when printed in 'Reflex Blue and Buff' (for example, the sunset in the November 1985 issue's cover got washed out). In addition to photos, written articles are always welcome, as we feel our job should be as titled, 'Newsletter Editor' and not 'Newsletter Author.'

Roger Gould
Editor



"We Shall Not Forget You!"

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The VHPA NEWSLETTER is published quarterly by the Vietnam Helicopter Pilots Association, P.O. Box 35699, Phoenix, AZ 85069.

It is distributed free of charge to all members of the VHPA.

VHPA membership is open to all helicopter pilots who flew in Southeast Asia during the Vietnam Era (1961 to 1975). Annual dues are \$20.00 or Life Membership for \$300.00.

The VHPA is a non-profit war veterans organization filed under Section 501(c)(19) of the Internal Revenue Service.

Material published in the VHPA NEWSLETTER is contributed by members and other interested persons. The VHPA does not guarantee or endorse any product, organization or person mentioned in this publication.

The VHPA NEWSLETTER welcomes letters to the editor. As space permits, we will publish as many as possible. Letters are subject to editing for brevity and accuracy. Mail to Newsletter Editor, VHPA, P.O. Box 35699, Phoenix, AZ 85069.



INCOMING MAIL

THE WINNER!

The "What is it?" is easy. The aircraft being slung is a Beech 18 with a Garrett turboprop conversion. The extended nose would indicate this was a VOLPAR conversion which stretched the fuselage, added the Garretts, and the nose wheel. The paint job and terrian indicate it might be an AIR AMERICA aircraft.

James Kaufman
[REDACTED]

And you did make it look easy, Jim. For the record, the aircraft is an Air America Volpar Beech 18, powered by Garrett TP 331-3 turbines. It is being slung by a CH47A of the 213th Blackcats of Phu Loi. Aircraft was damaged when the right gear collapsed upon landing at Go Cong, June 67. Ed.

CLOSE, BUT NO CIGAR

The picture is of a VOLPAR Beech 18, probably Air America on a sling and probably a CH47 and probably taken by Roger Gould when assigned to the Blackcats.

Norbert Violette
(Longhorn-Phu Loi 65/66)
[REDACTED]

You're PROBABLY almost right, Norbert. If you had mentioned the Garrett engines and had not been our classmate, the "Chickenhawk" would have been on its way to Florida. The photo was actually taken by a Crew Chief with our camera, as we were busy doing the driving. Ed.

ROLLS ROYCE FAN

Thought I might try your mystery aircraft on the back of the current newsletter. Try a retro-fitted Beech DH-18 with DART turbos in the sling mode.

Be curious to know how close the above is ... sure do enjoy the newsletter. See you in D.C.

Thomas Hestand
(Gladiators-Kontum 68/69)
[REDACTED]

Careful, Tom. GARRETT may "DART" you. Ed.

NEW FAA IP

The photo on the back page of the newsletter is an Air America Beech 18 Volpar Turbo or PacAero conversion, being slung beneath a CH54. Am I right?

My plans for formulating a reunion of class 66-1 (WORMAC) are on HOLD at this time. I will be moving to Oklahoma City by March 1st to accept a new position as a General Aviation Operations Instructor at the FAA Academy. I'll be teaching both flight and ground courses in singles and light twins.

The enclosed graduation program may be of interest to you. If you would like information on those deceased, retired, etc., I can probably get most of it for you.

John Keller
[REDACTED]

Thanks for the program; the VHPA is grateful for any info you can provide. We wish you success in your new job, John. One way to get the FAA straight, fill it with VHPA members! Ed.

1449 HOURS CHARMING SNAKES

I'd like to begin by identifying the picture on the back of the November '85 newsletter. The aircraft being slingloaded is a Volpar Turbo Beech 18 and is being slung under a CH47. It could possibly be under a CH54, but I'll stick with the CH47.

I wish I was including my registration for 1986 reunion which I was looking forward to since it is going to be so close to me this year. Unfortunately, it is scheduled for the same time as my 20 year high school reunion which I am planning to attend. I'm also on orders for Germany, but since the VHPA has an *annual* reunion I will attend the first one that I can. I can hardly wait to run into some old friends there. I haven't seen many from my class in the registry, but I'm hoping some are still around and just haven't joined yet.

After paying for Christmas, you will be receiving my LIFE MEMBERSHIP payment. I want to be a permanent member of the organization and maybe after returning from Germany I can become more involved in its activities. I'm constantly trying to recruit members now and hope to see our membership grow to the size it should be. I think it's great to finally belong to an organization that hasn't been forc-

ed on me by the Army and one that I can be proud to be a member of. I'm hoping that someday we helicopter pilots get the credit for the job we did. I'm tired of seeing books about the "Air War in Vietnam" to find the helicopter hardly mentioned or not mentioned at all. I've never been impressed by some Fighter Jock who flew 100 missions in Vietnam when most of us flew that many missions a month.

Along that line, I think it would be interesting to find the one amongst us who flew the most hours in a 12 month period. A small award of some sort may be in order for the high timer. We might have to do it by type aircraft to be fair, since gunnies and scouts probably flew fewer hours as a rule. Documentation may be tough for some who've lost their flight records, so everybody would have to be honest (I realize that is tough for chopper pilots). I'll submit my entry at this time. I flew 1449 hours on my first tour with D Troop (Air), 1/4 Cav, 1st Inf. Div., as a Cobra pilot. Since I'm still active I still have flight records for verification. Just an idea for a little competition that I've been curious about for a long time.

Well, I rattled on long enough now. I will be hopefully waiting for my copy of "Chickenhawk", which I've already read, for properly identifying your picture. Keep up the excellent work.

John Loftice
(Dark Horse 37)
[REDACTED]

You're probably right, John. Combat flight hours, gas mileage, the size of fish caught, and the degree of 'war story hairy' all seem to fall into that truth and then some ... category. By the way, your LIFE MEMBERSHIP check arrived just before press time. With that kind of a commitment, you can 'rattle on' as long as you want. Ed.

PROUD OF HIM

To celebrate the Texas sesquicentennial Southwest Airlines sponsored an exposition on the "History of Aviation in Texas."

Among the exhibits is a constant play video of JESSE MILLER, in his new A-Star playing out his role as news media helicopter pilot. His name, aircraft, and station are on a plaque mounted on the wall by the video.

The exposition will be at the Texas Institute of Texan Cultures Museum in San Antonio until next September.

Most people don't get to be in a museum until they're long gone!

Maureen Miller
[REDACTED]

Continued next page . . .

INCOMING MAIL, Continued

You're a lucky man, Jesse. A devoted gal like Maureen, a brand new A-Star, and in a museum before your time. It just don't get no better!! Ed.

WHAT? A NEWSLETTER THIEF?

Your newsletter is getting better all the time. If possible, I would like to have another copy of the last issue, someone kept mine when I took it to Guard Drill.

We are trying to get up a large group from the N.C. Guard to attend the D.C. reunion. We now have about 15 couples that are planning to attend. It looks like it may be more, but we need the info from the newsletter. We are planning to have a good time and meet a lot of old friends.

In the N.C. Army Guard we have about 70 VN pilots, so I hope this will help our membership.

Glenn Kluttz
[REDACTED]

You just got to watch those Guard guys like a hawk; they will steal anything not nailed down, almost like the 1st Cav Div in 'Nam. Wonder what someone would want with a VHPA newsletter? Maybe the 'library' was short of paper. Sorry Glenn, we flat ran out of November newsletters. All the info you need is in this issue. Ed.

AMERICAL 'RATTLERS'

Enclosed please find my check and application for a lifetime membership to your organization. I was very impressed by a copy of your November '85 newsletter. Keep up the good work.

I made many close friends in that country and quickly lost contact after returning to the States. As I am sure all 'short-timers' were totally distracted by just getting the hell out of there.

I would like to get a complete roster of the Officers and EM's of the 71st ARC, 'Rattlers' of the Americal Division, Chu Lai, for the period from Dec. 68 to Dec. 69. Is there an official Army information office that can provide that roster? Can you help? As I would like to contact some of these guys, I would much appreciate your response.

James Adams
[REDACTED]

OK all you 68 to 69 'Rattlers', front and center. Mike Law can probably help with an Officer roster. Unfortunately, there is not much we can do with the EM's. Maybe a VHPA member reading this can give a hand. Sure do thank you for the vote of confidence, Jim. Your Life Membership says it all!! Ed.

'REAL HELICOPTER PILOT'

Just a quick note to let you know how much this 'Real Helicopter Pilot' appreciates all the fine work Roger, Larry, Bill, the 2 Daves and the 2 Mikes (and the women behind them) are doing to make the VHPA the viable and valuable organization it is. On this day after Christmas it's not hard to close my eyes and remember the two other Christmas Days (Truce periods?) I spent like most of the rest of you - business as usual in sunny S.E. Asia. I was a Dustoff Pilot with the 45th Med. Co. (Air Amb) 1967 - "Dustoff 27" and a Cobra Pilot with 2/20th Arty (ARA) 1st Cav 1970 - "Blue Max 70C".

The Membership Directory and Incoming Mail column really are fantastic. Some old familiar names keep popping up like Johnny Vandever (I still have your shoe brush I borrowed from you at Lai Kae, Johnny!)

I finally made my trip to "The Wall" after a number of trips to D.C. and opportunities to do so on business. It was like soloing. You're never really ready for it. I did it alone. I will also go back some day to see your faces and hear your laughter again "Dear Friends ..."

I was going through some files last week and came up with two writings that boil down my two tours to a few words. Use them if you like or s--- can 'em if you want.

Thanks again for the hard work in bringing together the most unique fraternity with the toughest prerequisite I know of -- The VHPA.

Boyd Wynne, III
(Dustoff 27 & Blue Max 70C)
[REDACTED]

Let's see ... to be a "real helicopter pilot" one has to steal shoe brushes, have a big Japanese watch, white scarf, and a little ... Thanks for the poems, Boyd. We'll get them in the next issue; we're short on space this time around. Ed.

NEVER FORGOTTEN

As a new member I appreciate all you guys are doing. I'll do my best to make Washington, D.C. on the 4th of July.

We've put the war behind us but the memories last forever, regardless. The men we worked with, fought with, and sometimes lost should NEVER be forgotten. We should all do our best to keep this organization together and growing.

Alan Walsh
(Dustoff 18)
[REDACTED]

Alan, roger that! Hope to see you in July. Ed.

EGO FOOD

Enclosed is my annual dues. Keep up the good work. I really do enjoy the Newsletter. Thanks!!

Harold Smith
[REDACTED]

I really enjoy reading the Newsletter and keeping up with the latest party in Houston. You are doing a terrific job; keep up the good work. I really appreciate your efforts.

Steve Lawrence
[REDACTED]

Your Newsletters are wonderful. When the two or three that you send to the desert begin to arrive, they are hotter than a care package from home, in RVN and the gray hairs weren't so prevalent around the ears of us "Crazies." Thank you.

Wayne Alexander
(in Abu Dhabi, U.A.E.)
[REDACTED]

Sure do like these kind of letters, but they make it hard to get our hat on and in the hot Arizona sun that could be dangerous, especially with "hairs of any color" not so prevalent. Ed.

"KINDA SPECIAL"

Pulling the staple from your quarterly issue initiates a string of memories and emotions unlike any regular publication that a veteran can subscribe to. Despite having a tougher hide these days, I am surprised at how quickly I am drawn back in time to the world of orange baseballs, green sandbags, and mildewed jungle fatigues. A mini "Chickenhawk", if you will. The service you are doing for your members is much appreciated!

Though I entertained hopes of making it to the 2nd Reunion in Houston, my 20th high school reunion took place the same time in Las Cruces, New Mexico. Being short on vacation time, the wife, son and I settled on the high school reunion. Once there, we met up with three other Veteran/Pilot alumni. Jerry Weinhaus (who ended up as an RLO new guy in my outfit at Camp Enari), Malcolm Hardin and Robert Scarbrough. Robert and I are old friends who've kept in touch; both of us still active in the commercial helicopter world.

Once the Reunion wound down, Robert and I got off to ourselves and had a few. He mentioned that he had something "kinda special" for me to take

Continued

INCOMING MAIL, *Continued*

back to California, and he brought out a wad of crumpled paper from which he carefully extracted this weird looking triangular shaped chunk of paint stuck to a thin shell of rock and put it in my hand. I couldn't guess what it was, so he explained. On a trip through Texas some years ago, he diverted through Mineral Wells to the old Alma Mater, Fort Wolters. Amongst the tall weeds and crumbling exteriors of a once proud and spotless institution, he came upon ... THE ROCK! Yes, that very same huge boulder that had been painted and repainted time and again with the colors of the graduating classes. I turned the souvenir on edge to study the scores of paint laminations piled one-upon-the-other (the last coat being green); Orange, Red, Yellow, Brown, Purple ... the memories and sheer energy that flood from that piece of WOC history are overwhelming!

I can only guess what the Rock looks like today. Robert said there wasn't much of it left when he collected his memento. I'm sure it would be a sad experience to walk through old Fort Wolters. Our spirits once soared so high there; none were prouder than the Senior Candidates with their company caps pulled smartly down over prying eyes, searching the horizon for some hapless lowly geek to pounce upon. All gone now.

This letter's too long to publish even if it were noteworthy, but I've resisted adding my two MPCs worth up to now. In closing, I'm interested in knowing whatever became of William B. Ellis and Mike Mullenix from my old outfit. Also where is Onofre Orosco of the AAOD, Holloman AFB 70-71, veterans all.

My kindest regards. Hope to run into some of you at the HAI in Anaheim '86. (Even you RLOs) Still flyin' Hueys, and lovin' 'em!!

Dorcey Wingo
(Blackjacks and Gambler Guns)

Easy on the RLOs, Dorcey, or the WOPA is going to increase your dues, 'cause "Black Hands" are expensive nowadays. Imagine the VHPA 1988 reunion in Fort Worth, when once again we can all walk through "ole Fort Wolters", now that will be something "KINDA SPECIAL"! Ed.



LETTERS FROM PLEIKU

The letter in the last Newsletter from my friend Barry Geller regarding Mike O'Donnell brought back a flood of memories. Mike was a talented singer, songwriter and poet. He was also in my flight doing our daily duty over northern Cambodia on the 24th of March 1970, the day he was killed. He and his crew had just picked up an eight member Special Forces team literally from the jaws of the NVA when his aircraft was hit by a B40 and exploded in flight. Everyone on board was killed and no bodies were ever recovered.

Mike kept a diary during his tour in Vietnam. The diary was in the form of poetry entitled "Letters from Pleiku" and the poem Barry clipped from the newspaper is one of those in the full set. I am privileged to have the full set, a copy of which, along with a photo, I am enclosing with this letter.

The last poem in the set is dated 20

March 1970, four days before he was killed. I am sure that Mike would be pleased if any or all of these could be shared with the readers of this publication.

James Lake
(Bikini 24)

Had trouble getting through "Letters from Pleiku" ... seems something kept getting in our eyes. Also don't know how to tell you how thankful we are that you sent them for us to share, Jim. In time, we will publish the entire set. Following is a photo of Mike and a poem he wrote on 26 February 70 in which he had a premonition of his death a month later. The other poem he wrote a month after arrival in country, it expresses the awful feelings of loneliness most of us felt, even in the midst of chaos, especially when no mail from home arrived. Ed.



Mike O'Donnell is on the right, holding onto the M60. photo by James Lake

LETTERS FROM PLEIKU

26 February 1970

I am breathing ...
taking back everything and more ...
I have melted
from the sheets into the net above me
and back into the sheets.
I have watched the ground
come to me
and I have crashed,
I have died
and I am alive ...
My God, where has
fast ricky gone?

7 November 1969

On the days
there is no mail from you
I sit quietly
in my room and reread
what I have ...
because I love you
I am alone for the first time
in my life ...

Upcoming Events

February 28-March 2, 1986

7TH ANNUAL DUSTOFF ASSOCIATION REUNION. Airport Holiday Inn on Loop 410, San Antonio, Texas. Details: Joe Madrono, (512) 659-4237

April 8-10, 1986

HELITECH '86. Aberdeen Exhibition and Conference Center, Bridge of Don, Aberdeen, Scotland. Sponsored by Rotor & Wing International. Info: 01-5495831

April 9-13, 1986

ARMY ASSOCIATION OF AMERICA CONVENTION. Marriott Marquis Hotel and Georgia World Conference Center, Atlanta, Georgia. Contact: (203) 226-8184

April 27-May X, 1986

AIR FORCE ASSOCIATION'S GATHERING OF EAGLES. Las Vegas Convention Center, Las Vegas, Nevada. Details: Richmond Keeney (703) 247-5800

June 2-4, 1986

AMERICAN HELICOPTER SOCIETY 42nd ANNUAL FORUM AND TECHNOLOGY DISPLAY. Washington, D.C. Info: (703) 684-6777

July 3-6, 1986

VIETNAM HELICOPTER PILOTS ASSOCIATION 3rd ANNUAL REUNION. The Washington Hilton, Washington, D.C. Contact: Jay Elliott (817) 735-8810

New Life Members

RUSSELL P. JANUS works for TWA as an airline mechanic. He was the **FIRST** member to register for the 1986 Reunion.

JOHN E. LOFTICE, still a "green suiter" with the U.S. Army, will be training for the World Helicopter Team Trials.

RICHARD D. McCAIG works in Law Enforcement in Santee, California; in other words, "The Fuzz."

JAMES J. ADAMS is an architect and runs his own firm in Nevada, Missouri.

ROSCOE C. ARMSTRONG is the Manager of Aircraft Operations for the State of Illinois. He was formerly with Sikorsky Aircraft as Director of Aviation and most recently as the Western U.S. Marketing Manager.

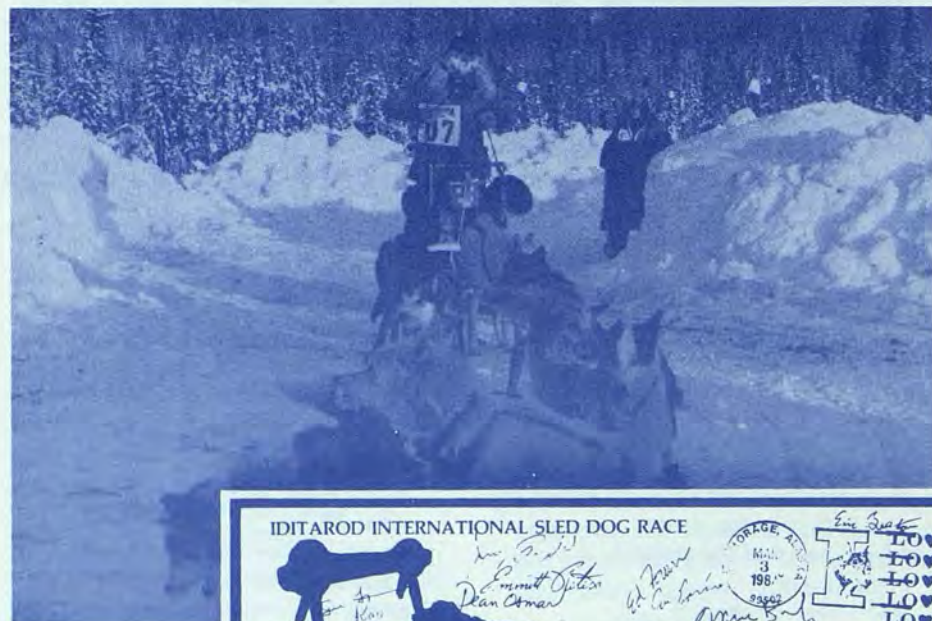
Member News

JAMES MEADE, JR. gets the "Guts of the Century Award". After being shot down for the 4th time on 8 May 69, Jim was considered the "vegetable for life" type. He was hurt so badly that doctors felt he would never again be able to function as a human being. Well, Jim not only proved the experts wrong, after relearning how to talk, write, read, feed himself, etc., he went on to acquire a Ph.D. in Psychology! Jim is now a Veteran Outreach Specialist for the "Vet Center" in Fresno, California. Jim's story was featured a few years back in the *Reader's Digest*. Imagine what an example he must set for the other vets he now spends his life helping.

PHILLIP CAREY SHELTON has fallen into 'it' again and come up smelling like roses. Last year he got back into the saddle again after leaving aviation for eighteen years by being accepted in the Virginia National Guard to fly Hueys. Well, now the VA Guard has formed the 29th Aviation Company, the only Guard unit equipped with UH60A Blackhawks. Yep! You guessed it! Our friend Cary has been selected to go to "Mother Rucker" for a Blackhawk checkout. He and seven other pilots will form the core of the Guard's new Blackhawk unit. Let's see ... what's next? National Guard Apache Gun Platoons! And of one of the crew ...

RUSTY MILLER, of Fairbanks, Alaska has some kinda unusual life, helicopter pilot in the summer for Tundra Copters and full time "dog musher" during the winter. Rusty and his team have made quite a name for themselves. "Rookie of the Year" for a 13th place finish in the 1984 Iditarod (a grueling two week plus, 1200 mile race from Anchorage to Nome) and one of only ten people in the world to compete in all three of the "Big Three" - the Kusko 300, the All Alaskan Sweepstakes, and the Iditarod. Dog mushing is no cheap affair, with it costing over \$15,000 to field a team. So, Rusty wouldn't turn away any of you "well heeled" types who might find sponsoring a dog team a worthwhile venture. Contact Rusty at 330 Pearl Drive, Fairbanks, AK 99701.

Cachet carried by Rusty on Iditarod, cancelled at both ends and signed by other mushers. (This will probably be worth a bundle and Rusty generously donated it to the VHPA Archives, as a gift to all members. Thanks Rusty! Ed.)



Rusty and team all iced up at -30° and the finish of a race.



Help!! from Project Freedom

Project Freedom has a photo of CPT CLINTON MUSIC and CWO JACK BRUNSON who crashed their OV-1 30 miles SE of Tehepone, Laos on 31 May 1971. The photo shows the two pilots on the ground, alive after the crash. Verification is needed from the folks who took the photo, possibly helicopter crew members. Any information is urgently needed. contact: James M. McFarlane, [REDACTED]

Looking For ...

ERNIE WELLS
class 59-3 is sought by John R. Logan, [REDACTED]

PAUL MATRIX
last known to be at Fort Hood is being looked for by Rodney C. Bacon, (176th AHC, 70-71), [REDACTED]

MIKE HEARNS
formerly with the 54th AHC, contact Greg Guthrie, (POW #1102), [REDACTED]

USMC H-34 DRIVERS
please contact Joe Syslo, [REDACTED]
[REDACTED] Joe was with HMM-362, 363, and HMS-16, 68-69. Units call signs were Ugly Angels and Red Lion.

VIKINGS or TIGERS
from the 121st, formerly at Soc Trang, Hal Duensing, [REDACTED]
[REDACTED] is looking for you.

Tour to Vietnam

MARTY THIELEMANN has been busy gathering information concerning possible tours of Vietnam for Americans. His efforts have born "fruit" and you can call him at (408) 394-6150 or request details direct from the travel agent, SEKKO, c/o Richard K. Piechowski, [REDACTED]

H4A3H4. [REDACTED] Telex: 05561146

A Note from the Executive Director (Santa Claus)

I want you all to know that I do indeed READ all of the notes you send to the VHPA or include on your application forms. But since there are so many, I don't have the time to answer each and every one of them; it's almost like writing to Santa Claus.

Larry Clark
Executive Director

VHPA in Flying Magazine

The VHPA will have a 1/3 page ad in the February issue of *Flying* magazine. This space valued at \$5000 was donated to the VHPA, thanks to the efforts of KEN FRITZ. By the way, this will be the issue that was handed out at the HAI Convention in Anaheim at the end of January.

Can You Top This?

PHIL MARSHALL wants to know if anyone can top this ... World's Shortest Time as an A/C: Phil made A/C on 12 November 69, flew 6 hours before he was wounded on 14 November 69 and medevac'd out of country.

Calling All Hackers!!

OK, listen up all you computer freaks. The time to help your association has arrived. MIKE LAW (the VHPA wouldn't have made the first LZ without Mike's long hours of help. He is the dude who established, and continues to maintain, our records database. He also generates the mail labels that bring all the goodies to you) is now the solo act on the Records Committee and is operating at the "red line." One of you with an IBM PC (or compatible) 96K of memory, two 360K floppy drives and a printer is needed to volunteer about 10 hours of work a month under Mike's direction. Data base software would be furnished and you would be reimbursed for any expenses, so any costs would be your valuable time. Please contact Mike directly at [REDACTED]

Phone: [REDACTED]
[REDACTED] (W). Thanks!! Your help will certainly be appreciated.

In Memory

RUDY PARRIS was killed in the crash of the Arrow Air DC-8 in Canada just before Christmas.

CLEMENS JANNY died of a brain tumor on 24 October 1985.

PHILLIP PARRISH II was killed when his GA National Guard OV-1 Mohawk crashed on 13 July 1985. Phillip was serving as the instructor pilot during a check ride.



No. 10!! GI takee malaria pill, shorts same-same color under Water Buffalo tail.
photo by Larry Clark

1986 Reunion Site Inspection Report

by Jay Elliott, Reunion Committee Chairman

To quote the famous Hannibal Smith on *A-Team*: "I love it when a plan comes together." Thanks to the Washington Hilton and American Airlines, I was able to travel to Washington, D.C. over the Thanksgiving holidays and the plan is coming together very well!! Bruce McInnes told me that the Washington Hilton was the best site if we could get it ... get it and he was correct.

My wife, Jo, and I arrived at National Airport at 5:30 p.m. This was our first mistake. Traffic is hell at this time of day and cabs are slow going through it. The cabs come in two types: D.C. and other cities. The D.C. cabs do not have meters, and the others do. However, it does not make much difference, the fare was about \$15 including tip in a metered cab and about the same in a non-metered cab. They count up passengers and baggage for the total. (Many cabbies are non-English speaking.)

When we arrived at the Washington Hilton, I was impressed with its location and look more than anything else. Please request rooms overlooking the pool area so that you will also get the D.C. skyline and if high enough up, the fireworks display. You will find yourself located in the Northwest sector of D.C., a few blocks north of Georgetown, embassy row, the National Zoo, and one of the nicest parts of the city. You can walk anywhere in the city before dark without a problem. There seems to be some doubt about this after dark and in the eastside of downtown. However, be aware that to walk to the Mall area will be a 30 to 45 minute affair and you will feel the exercise in your bodies. The cabs runs about \$5 to most of the attractions. The subway (METRO) was clean and safe and fast ... about \$1 across town. We used all three forms and found the city delightful and exciting. One point: write to your Congressman (not Senator) and request VIP passes for the White House, FBI, Bureau of Engraving and Printing, and the Capitol ... it will be much nicer than standing in line for tickets to these events. We were very happy to have seen all the monuments and those attractions listed above. However, the high attraction to me was the Vietnam Memorial. There were past servicemen on duty to answer questions and help you look up names. It felt like a cemetery but it also felt good to see the respect given our friends who died in Vietnam. You will need to go more than one time to get

your emotions in track. The second best attractions are the Smithsonian Museums along the Mall. You will spend lots of time getting through these because of the crowds. All are super and will surprise you with the variety of exhibits.

The Washington Hilton has gone out of its way to build a hotel which will fit any meeting well, but ours to a 'T'. All the registration will be done between the extra large pool and the tennis courts next door to the display room. Following this report is a layout of the Terrace Level and our meeting rooms. We have assigned the below listed rooms for our functions.

CONSERVATORY:

Memorial displays and general mixing area with cash bar.

KALORAMA: 1

Registration offices.

JACKSON: 2

Vendor sales.

INDEPENDENCE: 3

Committee meeting room (all committees except Reunion)

HAMILTON: 4

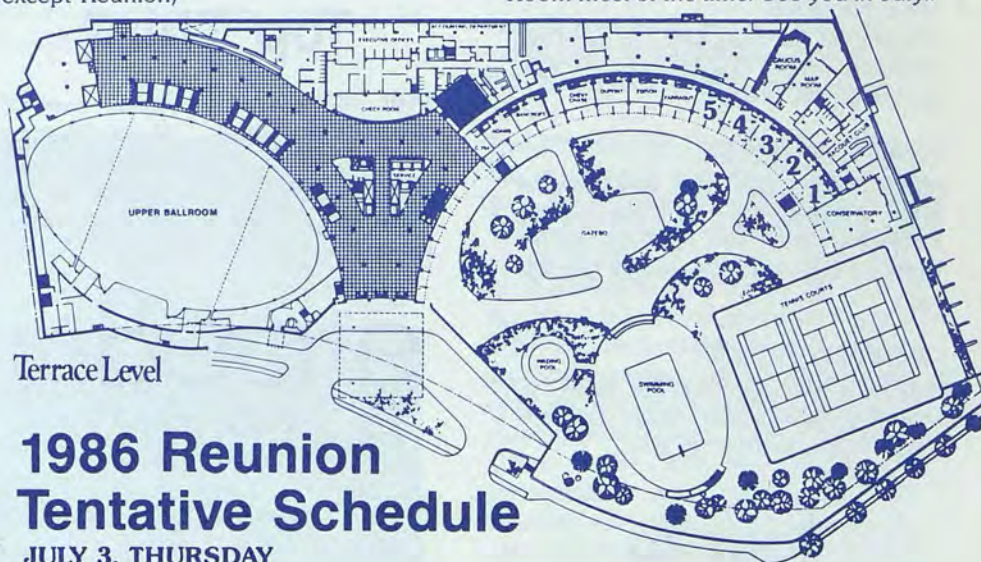
Executive Council meeting room.

GRANT: 5

Reunion Committee meeting room.

These are all ground floor with sliding glass doors to the brick patio area, where we can set up the tables for registration, if the weather permits. The gazebo shown has both food and booze. Our bar in the Conservatory will have only beer and wine on a cash basis. There is a fitness center next to the racquet club shown that has male and female lockers plus exercise areas and a sauna.

The arrival area will be either the lobby (one floor above the Terrace Level) or the Terrace. If you ride the van in from the airport (\$5) you will arrive on the Terrace. If you come by cab, you will arrive on the lobby level. We will have members placed on both levels Thursday, Friday and Saturday to greet you and help you find where to register. There will also be signage placed where the hotel will allow. Also there will be a member of the Reunion Committee on duty in the Grant Room most of the time. See you in July!!



1986 Reunion Tentative Schedule

JULY 3, THURSDAY

1200-2400:

Registration
HELLO'S
Displays
Cash Bar

JULY 4, FRIDAY

1000-Dark:

Registration
All day:
Activities at the Mall
Dark-2200:
Fireworks on the Mall

JULY 5, SATURDAY

0830-1200:

Annual Business Meeting
(Election of Officers)

1230-1330:

Luncheon
1200-1800:

Displays

1900-0100:

BANQUET

Guest Speaker:

GENERAL WESTMORELAND

JULY 6, SUNDAY

0900-1200:

GOODBYEs
Checkout

VIETNAM HELICOPTER PILOTS ASSOCIATION

Third Annual Reunion

3-6 July, 1986
Washington, D.C.

REUNION REGISTRATION

Name: _____ Member No.: _____

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

Address: _____

City: _____ State: _____ Zip: _____

Registration Fees

Adults: \$15.⁰⁰

Children: Free

Registration Fee includes: An Information Packet and a Zippered Roll Bag with Theme Logo.

*NOTE: A SPECIAL REWARD WILL BE GIVEN
FOR PAID REGISTRATIONS
RECEIVED PRIOR TO 1 MAY 1986!*

Business Meeting Lunch and Banquet Costs

LUNCH

Adults: \$15.00
Child: \$10.00

BANQUET

Adults: \$30.00
(Semiformal Dress)

Number of Adult Registrations: ☐ Amount: \$ _____ . _____

Number of Adult Lunches: ☐ _____ . _____

Number of Child Lunches: ☐ _____ . _____

Number Attending Banquet: ☐ _____ . _____

Total: \$ _____ . _____

Make Checks payable to VHPA

NOMINATIONS

Vice President: _____

Member at Large: _____

MAIL WITH CHECK TO:

Vietnam Helicopter Pilots Association

P.O. Box 35699 Phoenix, Arizona 85069

VIETNAM HELICOPTER PILOTS ASSOCIATION

Third Annual Reunion

3-6 July, 1986
Washington, D.C.

HOTEL REGISTRATION

Name: _____ No. of Persons in Party: _____

Address: _____

City: _____ State: _____ Zip: _____

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

Arrival Date: _____ Departure Date: _____

Special requirements: _____
(CHILD CARE, HANDICAP SERVICES, ETC.)

Room Rates

- ☐ One or Two Persons: \$ 65.00 Rates are Per Night
☐ Additional Person: \$ 20.00 Add \$1 per room/per
☐ One Bedroom Suites: \$230.00 night & 10% for taxes

THESE ARE SPECIAL RATES

Reservations must be received by 1 May 1986 to hold VHPA rooms. Credit Card or Check Deposit required for arrival after 18:00.

FOR CREDIT CARD USERS:

Card Type: ☐ MC ☐ VISA ☐ AMEX ☐ DINERS

Other: _____

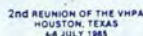
NUMBER: _____

Expires: ____ / ____ Signature: _____

**PLEASE USE THIS FORM ONLY
DO NOT SEND TO VHPA. MAIL TO:**

Washington Hilton Hotel

1919 Connecticut Avenue, N.W.
Washington, D.C. 20009
(202) 483-3000



Extra shirts of our
Reunion T-shirts —
A 9-color design!



(4-colors!)



("Call Signs")

SWEATSHIRT (L, XL)
12.00



VHPA Hat w/ 'Eggs' Patch	8.99
Window Sticker	3.50
Car License Plate	1.50
Stickers (60 ea.)	5.00
	3.50

D & G
P.O. Box 12105
Columbus, GA 31907

	Size	Unit Price	Amount
Subtotal			
Ga. Residents 4% Sales Tax			
TOTAL / Ck or M.O.			

Call: 800-328-7949
Recap #: 6407000

A black and white photograph of a vintage rotary telephone. The phone is a desktop model with a large, dark, rectangular base and a separate handset on a coiled cord. The handset is positioned at the top left. The base features a 12-button rotary dial. Below the dial, there is a small rectangular label with the text "(800) 423-3799". To the right of the phone, a wooden gavel with a dark handle and a light-colored head rests on the surface. The entire scene is set against a plain, light background.

It's as easy as contacting
American's Meeting Services Desk.

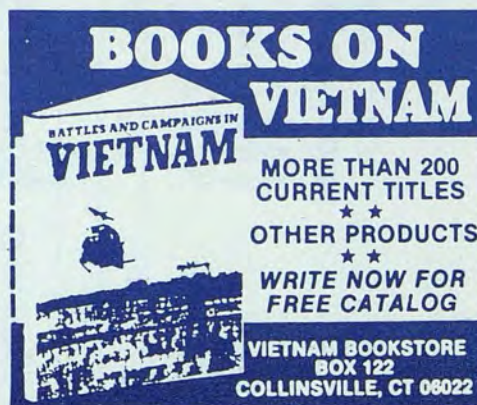
American Airlines is proud
to be your Official Airline.
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STAR #S81002

American Airlines
Something special in the air.®

Receipt of photo-ready copy on or before 15th of January, April, July, and October for publication in respective Quarter's Newsletter.

Please place all orders for merchandise directly with the vendor. For example: T-shirts and hats are provided by D&G, not VHPA Headquarters. You place an extra workload on the Executive Director if checks for Dues include amounts for these type of items.

**VIETNAM BOOKSTORE
BOX 122
COLLINSVILLE, CT 06022**



VIETNAM HELICOPTER PILOTS ASSOCIATION

P.O. Box 35699 — Phoenix, Arizona 85069



MEMBERSHIP APPLICATION OR CHANGE OF ADDRESS

OFFICE USE

APPLICATION: ☐
ADDRESS CHANGE: ☐

ANNUAL DUES: \$20.
LIFE MEMBERSHIP: \$300.

MN _____
DP _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

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

OCCUPATION: _____

FLIGHT SCHOOL CLASS: _____ SERVICE BRANCH: _____

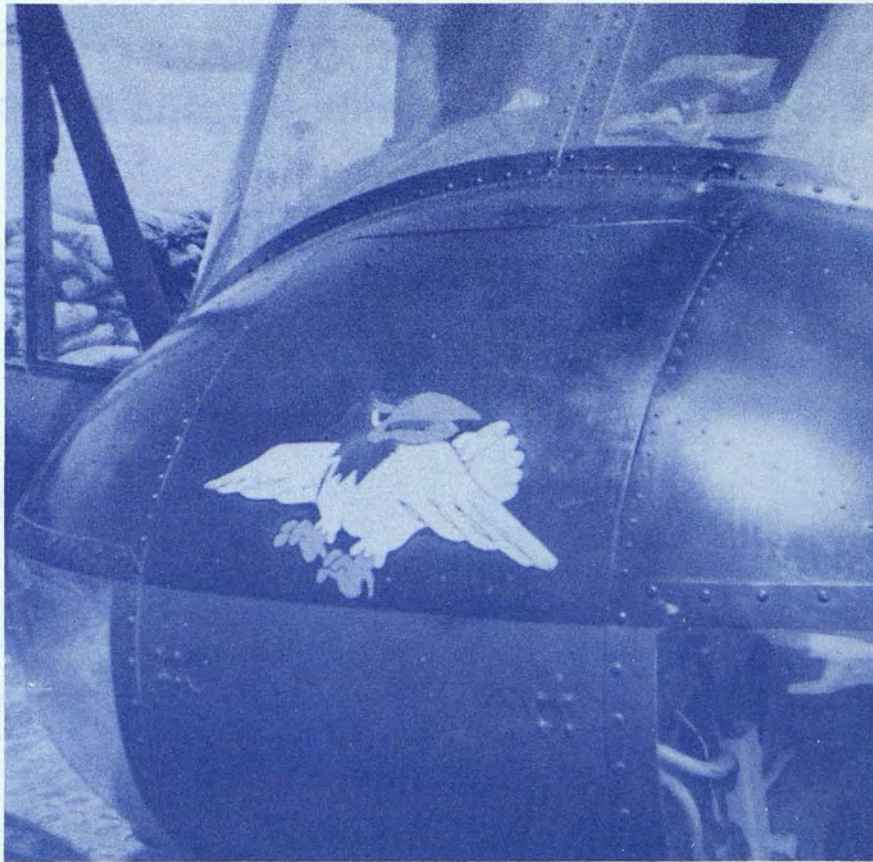
COMBAT FLIGHT HOURS: _____ SSN: _____

Information about EACH Vietnam Tour:

DATE		UNIT	LOCATION	CALL SIGN
From	To			

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

NOTE: This form may be used for DIRECTORY CORRECTIONS



WHAT IS IT?? Name the unit and location.

photo by J.T. Barnille



VIETNAM
HELICOPTER
PILOTS
ASSOCIATION

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Phoenix, Arizona 85069

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