



**VIETNAM  
HELICOPTER  
PILOTS  
ASSOCIATION**

# **The VHPPA Newsletter**

P.O. Box 35699

Phoenix, Arizona 85069

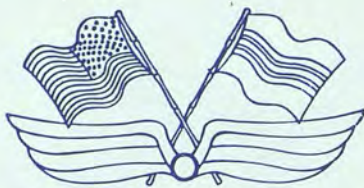
December 1986



**U.S. Navy (HAL-3) UH-1B provides cover for River Patrol boats on the Cho Gao Canal.**

*Photo by T.S. Storck  
(Provided by Phillip D. Chinnery)*





## FROM THE EDITOR:

Here we are again, after "being spaced out" in the last issue we almost forgot how to go about coming up with an editorial. So, if things appear a little "rusty" we know you will understand.

You probably can't tell, but this issue of your Newsletter is a major milestone; it's the first one we've had the luxury of putting together with the help of a computer word processor; all thanks to GARY ROUSH. Gary donated a neat little Kaypro II, including a letter quality printer, modem, and a "barrel" of software, all in the interest of making the thrill of editing this rag more fun. And more fun it's been! 'Cept, now we can't gripe anymore, cry anymore, or make you all feel sorry for us. On second thought, are you sure you don't want this thing back, Gary? All joking aside, thanks a million, Gary; we are grateful for your gift and it has been a tremendous help.

Several weeks ago, the "pony express" arrived with a fat letter from MATT SANDLIN, with the details about a project he has embarked (now that word triggers a memory or two) upon. Matt decided to locate all his flight school classmates and get them signed up in the VHPA. The idea didn't get our attention as much as the method. Matt is sending out "Dear Classmate" letters telling about what's happened to him since flight school, about the VHPA, and all about our '87 Reunion on the Queen. Attached to his letter is a questionnaire so his classmates can relate their life since "Mother Rucker". He also encloses a membership application for the VHPA. Way to go, Matt!!

On the subject of things being sent to us, ED PASCU sent us an interesting editorial from the DALLAS MORNING NEWS, by Jim Wright. The article describes how many people think of the average Vietnam veteran. It seems lots of folks think the war was fought by those who were poor, a minority or both. Not only that, these unlucky souls were drafted and forced to go to 'Nam, thereby, sparing us more fortunate types. Those that made it back are (more or less deranged "Rambos", quote "human time bombs") about to explode and bleed on everyone's parade. Jim goes on to explain how Dallas stockbroker B.G. Burkett gathered data on those of us who served in Vietnam from government agencies, the media, and other sources. B.G. found that the Vietnam Vet is more likely to have been a volunteer than someone who served in World War II, is less likely to be unemployed, is more likely to be college educated, is more likely to own their own home, and usually earns over \$30,000 a year. We are pretty well adjusted dudes today; mini-miracles if one considers how little credit we have received for our service in comparison with vets of this country's other wars. Also according to Defense Department records, 86.1 percent of the casualties were Caucasian, 12.5 percent were Black, and 1.4 percent were other minorities. That's just about the same proportions as the general U.S. population for the period. Interestingly, by rank 13.5 percent of the casualties were officers or warrant officers even though these ranks were only 12 percent of the total troop strength in Vietnam. So much for the myth about who bore the brunt of that war.

By the time you read this, December will almost be half gone, so here's wishing you and yours a very Merry Christmas and the Happiest of New Years.

ROGER GOULD  
Editor

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## INCOMING MAIL

### A MANY MEMBER CLASS!!

Enclosed please find a picture of ten members of WOC 67-1, that attended the '86 Reunion in Washington, D.C.

I'd like to throw out a personal challenge to any other class to get as many or more members than we did at our gathering in Long Beach in '87. And of course, Class 67-1 will be working at getting even more members than we had in Washington on the "Mary" next summer.

Greg Ross  
(Blue Ghost 22)

*OK, raise up all you long haired sons of ...., get your "class" in gear and show this Ross guy. Thanks, Greg, if any more of you show up we'll have to change it to "67-1 Reunion". Ed.*

### DUSTOFF BUSINESS CARD

I'm glad to see the VHPA in existence. I'd like to contact several buddies, and the directory (which hopefully will be sent ASAP) will be a big help. Congratulations on your efforts.

Also, I thought you might get a laugh from my old "business card". I gave them to all the WIA's I picked up as a Dustoff pilot.

Bernie Goldenzweig  
(Dustoff 84)

*Real cute, Bernie, but we're sure most didn't want to be repeat customers. Are you sure you wouldn't have taken "greenbacks" in lieu of MPC? By the way, check out Ted Gish's "Kingsmen" business card elsewhere in this issue. Ed.*

### 21st HISTORY

As a recently enrolled member, I'd like to offer my congratulations and thanks to the folks who took the time to put this organization together. Reading the letters and articles brings back memories and emotions long since put away, but surprisingly still as strong as when I first experienced them so many years ago. I flew with the "Hornets" - 116th AHC, '67-'68 and then with the "Deans" - 120th AHC, '71-'72. UH-1s both trips. I'm currently flying UH-60s in Europe with the 21st CAC, working as an SIP/IFE and, being the oldest guy in the outfit (now THAT feels weird) I've been made the Unit Historian. That brings me to the central theme of this letter.

The 21st was the 121st, then E Co., and now 21st CAC (Combat Aviation Company). The 121st used to be the "Top Tigers" down in IV Corps at Vinh Long, I think. The problem is no one seems have any idea who the 21st was or know anything about their history other than the basic facts from the Office of Heraldry in D.C., i.e. activation/deactivation and the campaigns they served in. The basic information is that the unit was activated at Rucker in March '58, and stood down there in September '65. It was reactivated at Ft. Lewis in January '67 and stood down in Viet Nam in November '71 (the month I arrived for my 2nd tour). Given those dates, they weren't around over there when I was, and I've never met anyone who was in the unit.

I'd like this unit, the people in it now, to know what their lineage is. The

combats, the traditions, the character of the outfit. So I'm asking, with great earnestness and sincerity for anyone who has any knowledge of our unit during the Vietnam War to contact me and pass it on.

As for the 21st today, it's a pretty good outfit. The youngsters continually amaze me with their abilities. They're every bit as good, if not better, than we were. I do wonder every now and then what we might have been able to do with the "Black Hawk" over in Vietnam! Thanks in advance for your help.

Dave McAdams  
21st CAC, Box 8  
APO N.Y. 09182

*For sure those "youngsters" need to know what they have to measure up to, Dave. We bet they appreciate your kind comments as to their abilities, but don't be modest, we know for a fact that you are as good of a helicopter pilot as ever "came down the pike." We remember a 21st Signal Group Avn. Det. at Nha Trang '69-'70 with a call sign of "Manifest", but more than likely there isn't any connection. Ed.*

### LAMSON 719

The U.S. ARMY AVIATION DIGEST carried a three-part article about LAMSON 719 in its June, July, and August 1986 issues (Part I: "Prelude to Air Assault"; Part II: "The Battle"; and Part III: "Reflections and Values").

Copies of these articles can be obtained by writing to: AVIATION DIGEST, P.O. Box 699, Fort Rucker, AL 36362-5000. Also, your comments, letters, or articles about LAMSON 719 are welcome at the AVIATION DIGEST.

Richard K. Tierney  
Editor  
U.S. ARMY AVIATION DIGEST

*Continued on next page*

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Dustoff Business Card



WOC CLASS 67-1 .. at the Hilton (from the back, L to R): Gary Kimbrell, Jim Fulcher, Ron Raible, Ralph Harvey, Greg Ross, Joel Ekeland, Don Werner, Al DeMailo, Jim Hazelwood, Otis Gray. Photo by Greg Ross



### NO PEDAL 500

Please let me know if any of your members are paraplegics, as I would like to equip a Hughes 500 with hand pedal control and use it for ranch work. All my inquiries so far netted me blank responses.

Do you share piloting information with non-members? If so, I would to become better acquainted. I am located in the ghost town of Alto, some 15 miles N.W. of Patagonia by road. The nonworking mine "Helvetia Patent" offers a fine view of Mexico, Green Valley, Tucson, etc. Also provides a nice landing site in steep mountains.

J. Chap

*No sweat, the 500 is a super machine; your idea is technically feasible and shouldn't be too difficult to implement, although getting it signed off by the FAA could be a bit rough. If you are serious about continuing to explore your idea, contact Norris Servais, Astronautics Corporation, P.O. Box 523, Milwaukee, WI 53201. Phone: (414) 447-8200 Ext. 403. — Ed.*

### "LIFE'S A BXCH!"

The Army! Wolters! Rucker! Helicopters ...! Life is really a BXCH! But to get LEFT OUT of the "Members of 65-3" picture .. DAMN!! But, Mary and I had a great time in D.C.

"Joe" Wayne Milles  
(65-3)

*BXCHs, aren't they made in Wichita? Glad you liked the reunion, Joe, and*

*the word we get is you're in the '87 Reunion Class of 65-3 photo, even if they have to paint you in. Ed.*

### LAST TO DIE

I'm writing to submit a friend's name for inclusion in the KIA listing, after seeing it on the "Wall" at the D.C. Reunion. ANTHONY DALPOZZO died on 29 January 1973 as the result of wounds received the previous day. The ironic thing is that Tony was the LAST Army helicopter pilot killed in action in Vietnam. He was hit about 2 hours after the official cease-fire, flying an unarmed (in accordance with the Paris Peace Accords) UH-1H near Can Tho. Although armed AH-1Gs were on standby, no retaliation was launched because "the war was over!". However, a VNAF unit, at Binh Tuy, held no such reservations and launched their UH-1 gunships in response to the V.C. action! I was proud to buy one of the VNAF pilots a drink shortly thereafter, and hope someday to see his name in our Directory.

The D.C. reunion was a great success and I hope to see all the attendees (and more) out here in Southern California next July. Enclosed are some photos I hope you can use.

John Harris

*You bet your sweet bippy we can use the photos; in fact immediately following is one of them. How about the similarity between "Miss Bud" and the gal on the front of the UH-1 in the "What is it?" photo? Amazing, Miss Bud would have been only a baby when the UH-1 was decorated! The script never changes, just different players. Thanks, John, you made our day. Ed.*

### MORE BROTHERS

I have a postscript to the letter by Robert Fila in the September Newsletter. There was at least one other brother set that flew in combat together. The unit was my old one, HHC, 3rd BDE, 9th Inf Div., Mike Preston was a CW2 "Old Guy" when I arrived in late 1969. Soon after that his brother, Bob, arrived in country. Mike went to the 90th "Repple-Depple" at Long Binh and made sure that Bob became a "Go Devel" at Tan An. They flew some missions together before Mike "DROSeD" back home. Bob later went on to OH-6s and other adventures.

On a different subject, James Bodkin is in the process of setting up an organization for former members of the 145th CAB. Interested individuals should contact him at 3719 Forest Hill Ave., Ft. Wayne, IN 46805.

Tom Murphy  
(Merkin 10)

*The same day we received your letter, Tom, we also got an After Action Report of the 145th's Reunion from Jim; find it elsewhere in this issue. Ed.*

### A BROTHER LOST

I just received my September Newsletter and the letter from Robert Fila about brothers in Vietnam reminded me of something I have been meaning to do.

I served with two brothers by the name of Dave and Doug Lape. They arrived in Vietnam about one month apart. The first to Soc Trang, and the other up country somewhere. After a couple of months the one managed to get a transfer to the same unit as his brother, the 336th. They flew with our gun platoon, the T-Birds. I cannot remember which was which, but one rotated home, and a few weeks later, during my last night there, we were hit hard. Most of our aircraft were damaged or destroyed. The other brother was killed by a mortar round as he was trying to get to his gunship. He did not have to be in Vietnam because his brother was already there, he did not have to come to Soc Trang, and he did not have to try to get to an aircraft that was probably already rendered unflyable, but he did. I never met a Vietnam vet who did not do things "He did not have to do".

The reason I am writing this letter is because his name is not listed on your KIA list. WO Lape was killed in



"Miss Bud, The VHVA Needs You!" L to R: Dave Greiger, Miss Budweiser, and John Staugard.

Photo by John Harris — Taken at the AAAA '86 Convention

Continued on next page



## INCOMING MAIL, *Continued*

November 1967. That summer we also lost a CPT Stewart who is also not on your list. He was flying lead when he landed his formation right in front of .50 and .30 caliber machine guns. Everyone else we lost is included.

I am sorry I cannot provide you with more complete details, but after almost twenty years I find more and more that I need a little something to jog my memory in order to dig out specifics.

Jimmy L. Borger  
(Warrior 15)

*No apologies needed, Jimmy. We appreciate your writing; it's further proof of the kind of "extra mile" approach taken by most Vietnam vets. Ed.*

## TWIN TOMAHAWKS

I just finished reading my copy of the September Newsletter. The letter about brothers serving together prompted me to write.

My twin brother and I joined the Army together and attended Flight School together (Class 67-19 Wolters, 67-21 Rucker). Although separated during the first half of our tour, we did manage to get together for the last 5 months. We were not allowed to fly in the same aircraft during regular unit missions, but we did fly as each other's wingman on most days.

Sorry to Robert Fila, but there were other brothers flying in the same unit. I feel safe in claiming that my brother "Tomahawk 29" and I, "Tomahawk 24" were the only TWIN brothers to fly in the same unit, the 128th AHC.

I have been a member since your organization started, but have just recently sent an application for my brother. I had sent him an application a year ago and was surprised to discover he had never sent it in.

Charles J. O'Connor  
(Tomahawk 24)



Tomahawk 29 & Tomahawk 24, Phu Loi '68

*Get him signed up, Charlie, there's all kinda Tomahawks in this outfit waiting to see you two at the next reunion. Ed.*

## SIGNED UP FOR '87 ALREADY!

Just thought I'd get my registration (or pre-registration) in early ... sure do plan on being there! This will be my first reunion with the VHPA. I sure appreciate George Harrison telling me about the VHPA!

Thanks to you I've been getting my Newsletter regularly; hang in there! September '86 Newsletter, page 12, article about "Marine Pilot" — just one comment: When the "Rattlers" (71st AHC) were stationed at Chu Lai, '67, the Marine pilots there "checked us out" on "carrier landings" at their 'O' Club (tent). The "carrier" was a ping-pong table (reinforced) soaked heavily with beer. The idea .. backoff, run, belly landing, and catch the barrier (end of the table) with your toes before gong off the end! I'll tell you, those guys were the greatest!

Needless to say, we (Rattlers) "feathered" quite a few compressor blades while flying out of Chu Lai, "the poor man's Malibu Beach" (Bob Hope's description) .. lots of sand everywhere. Of course, the Marine Pilots there at Chu Lai just happened to be "Jet Jockeys", but we didn't hold that against 'em.

Soon as I can find some of my 'Nam pictures, I'll be in touch. Meantime .. see you in July!

Charley Morehouse

*Now don't fret folks, Charley is O.K., not over-anxious or anything like that; just didn't want to be late and miss you all. Of course this has to go in the record books as the earliest VHPA reunion registration, yet! We appreciate George Harrison too, Charley — folks just don't come any better. We await your photos; be neat if you found one of the "carrier landings". Ed.*

## DEAR JOHN, THANKS FOR...

While serving in Vietnam in 1969 and 1970, I was with the 199th Light Infantry Brigade. I was the Aviation Section Commander in 1970. The Aviation Section consisted of only 8 aircraft and 12 pilots, but I know I speak for all of them, as I respond to the recent VHPA Newsletter, wherein you printed a letter from John Kerin McCombs, of Terre Haute, Indiana.

I am sending a copy of this letter to John in hopes that he will have a sense of how important his letter was, but more importantly, I hope he realizes that every pilot in the 199th recognized the tremendous courage expressed by the Infantry officers and men of that unit.

On behalf then, of those men and myself, I would like to express thanks for the warm letter from John.

Richard Overstake

*And thanks to you too, Richard. Even though John was thanking all helicopter pilots, we're sure he was particularly grateful for the support received by the helicopter crews of his own unit. Ed.*

## GUNS A GO-GO

I thought you might be interested in using the enclosed photos in the VHPA Newsletter. They were taken in late 1967 at Anh Khe. They are of CH-47 GUN SHIPS that were assigned to the 1st Cav Div. To my knowledge there were only 5 of them built, and were all with the 1st Cav. They were built special by Boeing, and were armed with a variety of weapons including: 40mm grenade launcher in the nose, 2.75 inch rockets on each side, two 20mm cannons, and five .50 caliber machine guns (two out each side and one out the rear).

When I arrived in country in August '67 there were only two left flying. One supposedly shot itself down when a 20mm broke loose and demolished some rotor blades. The other two were gone for unknown reasons.

I had the opportunity to fly one before the last one took to the air for the last time, and they were quite capable of dispensing a lot of lead at a time. However, they were very expensive to operate and maintain, and by the end of the 1968 TET Offensive they were all gone and not replaced.

The two aircraft left when I got to the 1st Cav were named "Birth Control" and "Easy Money". The enclosed photos are of "Easy Money".

*Continued on next page*



## INCOMING MAIL, *Continued*

Ronald W. Disney  
(Class 67-9)

*Mean machines for sure, Ron. The "Guns A Go-Go" unit crest was used as a filler on page 4 of the September Newsletter. Ed.*



**Easy Money** Photo by Ron Disney

### FOREVER IN DEBT

As usual, when my long awaited issue of the Newsletter comes it becomes a semi-religious event that takes #1 priority. After every Newsletter I always feel like writing, but usually procrastinate. So this time I'll just pop another cold one and begin.

I will forever be in debt to the VHPA for reuniting me with my best and closest friend from the old Army days. In July, after finding him through the Newsletter, he came from California to Wisconsin, where we both flew to D.C. for the reunion on, would you believe, a US AIR flight piloted by Richard Ashman, also a VHPA member.

To be honest with you, we were so engrossed with our personal reunion and the "Wall" that we really didn't get into the full spirit of the reunion. We intend to make amends in '87 on the Queen Mary. He's even become a Life Member!

About the reunion itself, I'm sure that I'm not alone in my feelings when I say that I was a little depressed not to run into any of my old classmates (69-13), or any of my old unit buddies from 'Nam (118th AHC, Bien Hoa, '69-'70) at the reunion. But being the eternal optimist, as all helicopter pilots are, I'm sure it's just a matter of time.

I've also enclosed a copy of that beautiful poem that was enclosed in one of the panels during the reunion. I copied the words from a photo I took, so ... to Croc 4, if I got a few words wrongs, let me know and I'll correct them.

Some thoughts on "Hints" for pictures. I'd be glad to send some of the old photos, but I don't have the negatives and I hate to part with them. Is there any way to get them back? Keep up the great work.

Larry Smith  
(Thunderbird 10)

*Larry, probably the safest bet is to have copies made (this can be done without negatives) and let us keep them, which also makes them available to be rerun in the event someone wants another look see. Elsewhere, in this issue we have published a portion of the poems you sent us. Thanks for sharing them. Ed.*

### LUCKY VIETNAM HELICOPTER PILOTS

Hello, to all you lucky Vietnam Helicopter Pilots. I think you got a lot of experience during that time. I am especially interested in knowing which helicopter (model) you liked the most.

I learned helicopter driving in 1965 in a Bell 47. Then came a Bell 206, a Bell 205, an Aerospatiale Alouette 2, and then the last one, a Hughes 500. I think this helicopter learned in Vietnam how to take care of its inhabitants and still knows how.

Now I've started collecting stories of pilots who bent more than one helicopter. There should be someone who has bent more than 3. Can you believe that? I kindly request photos and stories about bent helicopters and such things. But, only where the pilot survived. Thank you for your help. I would also need permission to publish these in European aviation magazines.

Josef Gartlgruber  
A. Baumgartnerstrasse  
44/A5/153  
A-1232 Wien, Osterreich

*I guess you could say so, Joe. Lucky to have survived our experiences and lucky to have crossed paths with some awful fine folks. You're also lucky, being able to live and fly in Vienna, Austria. It's one of our favorite cities. Ed.*

### BUMPER STICKER!!

The Bumper Sticker "What is it?" in the September Newsletter was popular in the 1st Cav in 1969. I don't know how many Tom Ellis' are running around these days, but if the one who took the picture is the same guy I

worked with at Ft. Eustis in '70-'71, the helicopter in question is probably a CH-47 assigned to the 228th ASH Bn at Bear Cat. Was it "C" Co., the "Crimson Tide", Tom?

I'm glad I found out about the VHPA in time to join and then attend the reunion in D.C. What a great time with a great gang of guys and gals.

Dan Toothman  
(Medevac & Green Delta)

*Oh so close, Dan, but you know when close counts — "Arc Lights, Handgrenades and Horseshoes". The "Nose" sticker is on a CH-47 of "A" Co., 228th, otherwise you win the cigar! Now, we can't wait for Tom's response! Ed.*

### BIG STOGIE

Here is my check for membership, along with a roster of my class, 66-18A4, and a snapshot you might be able to use in the newsletter. The CH-47 was a "Big Stogie" Chinook from the 520th T.C. Bn. out of Phu Loi slong loading a UH-1. The two observers, nearly blown away, found out about the rotor down wash from the sand blasting they received as the sling load was deposited on the 20th T.C. (ADS) "Redhats" pad at Cu Chi, early in 1968.

The recover team "Pipesmoke" was also from the 520th T.C. Bn. I flew with "Pipesmoke" recovery for about three months on my first tour. For the majority of our recoveries we used "Blackcat" CH-47s from Phu Loi.

I can recall some very interesting recoveries from "Pipesmoke" and "Blackcat" crews. We may very well have been the first to initiate a complete night recovery of a downed UH-1 on the Cambodian border early in 1967. I know if any of the "Blackcat" crews reads this, they will remember, as will my cockpit partner Charles Bormon; not to mention the light fire team on station to insure our safe approach to a very dim light. And as usual, all four aircraft were dangerously approaching fuel exhaustion.

I borrowed some newsletters from VHPA member Howard Wilson in Sapulpa, Wisconsin. Sure did enjoy reading them. I am looking forward to the meeting in 1987 at Long Beach.

Robert Graves  
(Redhat & Pipesmoke)



Bob, your "Big Stogie" photo is so good we put it aside for next issue's cover. Having been a "Blackcat" of Phu Loi in 1967, we hear you LOUD and CLEAR. Ed.



AVIATION AUTHOR AND PHOTOGRAPHER

I would like to say 'Hi!' to everyone I met at the reunion in Washington and thank them for their hospitality. Since my return I have been asked by a publisher to write a book about "The Helicopter War in Vietnam". At last people are sitting up and taking an interest .. the "MiG Killers" have had their day; now it's your turn. The book will be a big one, so please keep the letters coming; maybe we can give every VHPA member a mention!

So far 15 members and their experiences will be included in my book "Life on the Line", but I am still seeking anyone who flew OH-13, OH-23, CH-21, CH-27, and CH-54s, plus anyone who flew for the Special Forces and ANY Marine pilots. Lastly, if any members ever find themselves this side of the Atlantic, I'd be pleased to buy them a beer (or two).

I'll be in your neck of the woods after Christmas, when I visit Tucson for a week.

Philip D. Chinnery

It's about time! We hope you're right, Phil, even more than "The Air War", Vietnam was truly "The Helicopter War". Thanks to folks like yourself, us limp wing types may get our due yet. Notice the front cover? Sure appreciate the photo. Ed.

### SOMETHING SPECIAL

Just received my VHPA general membership certificate. To me this Association is something special, but then I'm biased. I feel ALL the men who qualify as members are special, too. Will spread the word here in New England. P.S. Do you have a source for clothing, hats, etc. with our logo?

John Vagnini

(Stagecoach 26C)

You betcha we got a source, John. See Dave Greiger's D & G ad in this issue. Ed.

### KNOW YOUR CAMPAIGNS!

I would like to offer a service to members of U.S. Army units that served in Vietnam. I have obtained a copy of DA Pamphlet 672-3, "Unit Citation and Campaign Participation Credit Register". This publication lists numerically and alphabetically, U.S. and foreign unit awards earned by U.S. Army units. While I do not intend to make any money with this service, any small token, particularly self addresses stamped envelopes, will be greatly appreciated to defray expenses. Any member wishing to find out which unit citations they are entitled to should mail me a request stating at a minimum their unit assignment, and inclusive dates of service with that unit. The requests should be as specific as possible. Along with unit citations, the pamphlet contains the designated campaigns for wear of bronze service stars on the Vietnam Service Medal for combat service. DA General Orders numbers will be included with all returns.

Doug Womack  
(Rattler 28)

This may be too much to ask, Doug, but if some rainy "week" you find yourself with nothing to do, the Historical Committee would not turn down campaign and citation info concerning the helicopter units of Vietnam. Ed.

### REUNION A GAS!

The Reunion in D.C. on the 4th of

## President's Roll Call

I hope this Newsletter finds all of you well and looking forward to a New Year. May you all prosper.

The Reunion Committee is meeting 29 November on the Queen Mary to discuss the '87 Reunion and plan activities. We will have a change in the Committee Chairmanship for this Reunion. Paul Uster has agreed to work as Chairman for '87, and Jay Elliott will return as Chairman for the '88 Reunion in Fort Worth. Many of you know Paul from the '84, '85 or '86 Reunion. He and Kathy helped with the organizational meeting in Phoenix and have been on the scene and active with all our reunions. If you desire to assist as a Reunion Committee Member, please contact Paul at his home or through the VHPA Headquarters address. He needs volunteers!

After my recent move to Phoenix I became involved in an interesting and very rewarding activity. I am an active pilot as many of you know. I've done many types of flying in the last 18 years, but was never directly exposed to the medical helicopter side of aviation until I came to Phoenix. I had this deep and troubling uncertainty about accepting this job. I could not explain it. The job was a challenge and I needed the money, but I felt some unknown reluctance. After two days and much thought the realization finally came. I wasn't afraid of the night landings in the middle of streets surrounded by wires. I was afraid to again face the dead and dying. For the first time in 18 years I was flying injured people to the hospital racing death. Unfortunately, death wins all too often, but we do save most and that is one of most rewarding experiences imaginable. This experience has given me a personal look and deeper understanding of Post Stress Syndrome. Believe me, the memories can haunt you, but the rewards of a job well done soon bring back reality and the events of so long ago return to that secret corner of your mind. You always knew they were there.

What started in Korea and WE perfected in Vietnam is the single most important contribution we VHPA members have given society. Every time you see or hear of a medical helicopter saving lives, sit back, smile and be proud. We helicopter pilots had a hand in creating the best medical care system the world has ever known.

MIKE McDONALD

July weekend really was fantastic .. fine location, great weather, the best friends I could ever have asked to have around me, and a social gathering of the kind of guys I remember serving with. The politically oriented vet groups of my past have been frustrating at best, and the PTSD work is a real start in feeling good, but the Reunion was absolutely a gas.

I really appreciate the work that's gone into the VHPA. I am trying to get together a database directory of my flight class WORWAC 66-7, and find the information to fill the blanks very elusive. I have contact with only 12 out of the 200-plus of my classmates. The bits and pieces come very slowly.

I may not be pursuing this the best way, so if there's anyone out there who has some secrets about finding classmate-pilots, let me on to them. The Army Records folks can't release any information because of the Privacy Act, nor will they forward search letters.

The reason for these efforts of mine are to coordinate a Class Reunion during the VHPA Reunion of 1988. Got any ideas?

Mike Banks  
(Centaur 38)

We know what a tough nut you've got to crack, Mike. Suggest you contact Mike Law and see what he has in our database. Glad you discovered the reason for the VHPA at the reunion; no politics, just priceless memories. Ed.



# Vietnam's First Combat Aviation Battalion Reunites

Members of the 145th Combat Aviation Battalion held their reunion in Kokomo, Indiana on 19, 20, 21 September 1986.

The 14th Combat Aviation Battalion was the first Combat Battalion in Vietnam. They proudly wore "FIRST IN VIETNAM" as part of the Battalion patch. The 145th CAB was formed on 24 September 1963 from the in-country units of the 118th and 120th Aviation Companies, equipped with CH-21 Cargo Helicopters. It later transitioned to the UH-1 (Huey) aircraft. It was also fortunate enough to have one of Vietnam's few all Cobra gunship companies, the 334th Attack Helicopter Company. During its time in Vietnam the 145th CAB participated in every major battle and virtually every operation in the III Corp area. They were stationed at Bien Hoa until 1971 and then moved to Long Bien until their departure from Vietnam 2 April 1972. During its tenure in Vietnam 145th CAB had some 22 different units assigned to it.

The reunion of the 145th CAB officially started at 1200 hours 19 September 1986, although many members had gathered a day or two earlier. Members continued to arrive during the afternoon and evening of 19 September 1986. The excitement and emotions were running high as each person arrived and were reunited with good friends they hadn't seen since leaving Vietnam. Most members had brought photo albums and mementos from their time in Vietnam, that they put on display. Units of HHC, UTT-197, 68, 71, 98, 118, 120, 190, 334, 391 were well represented. There were people there from almost all dates September 63 thru 1971. The year 1972 was the only year not represented. Most of the time the reunion was left unscheduled and informal, so members could reunite themselves with good friends at their own pace.

At 1500 hours on Saturday 20 September 1986 we had a business meeting to decide where we would go from here. It was decided to start an association, the 145th Combat Aviation Battalion (Vietnam) Association or 145 CABVA for short. A National Director, Secretary/Treasurer, Historical Officers, and Regional Directors were elected.

At approximately 1630 hours on Saturday we conducted a memorial service for our KIAs/MIAs. At the memorial service we read the names of 42 KIA/MIA members of our Battalion (although the list was not complete). A time was given between each name for members to speak of the friend they lost. It was a very moving ceremony.

The reunion was officially over 1200 hours on Sunday 21 September 1986. Although nobody was saying good-bye this time, just "see you later" and "we'll stay in touch", it was still very hard to leave.


This is just the beginning. The search for former members of the 145 CAB will continue with a new vigor. Another reunion is being planned for next year, and then a five year schedule will be set up for future reunions.

If you were a member of the 145 Combat Aviation Battalion in Vietnam or know of somebody that was, would you please contact: National Director/Coordinator, 145th Combat Aviation Battalion (Vietnam) Association, James Bodkin, 3719 Forest Hill Ave., Ft. Wayne, IN 46805, 1-219-483-5149.

## Vietnam Helicopter Crewmember Association

As agreed upon at the 1985 Business Meeting in Houston, the VHPA has helped in the formation of an association for our old friends and fellow crewmembers; crewchiefs, flight engineers and door gunners.

The association's first President is DAVE SCHUMACHER, phone (404) 345-2940. Let's help get the word out to our old comrades. Address inquiries to: Executive Director, Vietnam Helicopter Crewmember Association, 201 Apache Street, Huachuca, AZ 85616.



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B Company, 101st AHB

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VHPA GOLF SHIRT (Wh-blue-tan) 14.00

(M-L-XL)

1st REUNION ("Call Signs") T-Shirts 8.50

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3rd REUNION ("DC")\*

Also, 18", roll bag

\*T-Shirts Only

VHPA "logo" (4-color design)

### OTHER ITEMS:

VHPA Cap w/Patch w/ "Eggs" ..... 9.00

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"TIE TACK" ..... 3.00

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"WINDOW STICK" ..... 1.50

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for.. not getting there soon enough to save some  
for.. having to leave station too soon and losing more

for.. killing so many

for.. not killing more of them to save more of us  
for.. leaving comrades behind without cover, while I went home

for.. forgetting the names of my friends who died

for.. turning away from those who meant so much to me in 'Nam, after our return, because they know me too well

Only now am I able to begin to mourn  
for.. those I couldn't cover

for.. my enemy, whom I killed and whom I now can only think of as other men

for.. my friends lost to my isolation...

Pudd

Croc 4

Crocodile Guns

119th AHC, 1970

(The above was provided by Larry Smith)



## New Life Members

JAY L. ELLIOT, of Fort Worth, Texas is a Small Business Consultant and owns the Elliot Corporation. He is also the hard working dude who was responsible for the great reunion in Washington, D.C. Class 68-17. In Vietnam 1968-69 with the 190th AHC.

MICHAEL A. BUCOVE is a helicopter pilot in "bur.mr" Ketchikan, Alaska. Mike is one of our mad "Blue Ghosts" and, if you keep old copies of the Newsletter, his mug shot is on the top of page 10 of the May '86 issue. Class 67-5. In Vietnam 1968-69 with F/8th Cav.

## Upcoming Events

### February 19-22, 1987 LAWYER-PILOTS BAR ASSOCIATION MEETING

Treasure Cay Beach Hotel, Abaco Island, Bahamas.  
Contact: David E. Prewitt (215) 557-9998.

### February 20-22, 1987 DUSTOFF ASSOCIATION 8th ANNUAL REUNION

Holiday Inn NW Loop Hotel, San Antonio, Texas.  
Info: Joe Madrano (512) 659-4237.

### February 26-28, 1987 HELICOPTER ASSOC. INTERNATIONAL 39th ANNUAL MEETING AND INDUSTRY EXPOSITION

Dallas, Texas. Details: HAI (703) 683-4646.

### April 8-12, 1987 ARMY AVIATION ASSOCIATION OF AMERICA NATIONAL CONVENTION

Fort Worth, Texas. Contact: AAAA (203) 226-8184.

### May 18-20, 1987 AMERICAN HELICOPTER SOCIETY 43rd ANNUAL FORUM AND TECHNOLOGY DISPLAY

St. Louis, Missouri. Details: AHS (703) 684-6777.

### July 2-5, 1987 VIETNAM HELICOPTER PILOTS ASSN. 4th ANNUAL REUNION.

Hotel Queen Mary, Long Beach, California. Info: Paul Uster (602) 831-5989.

## Member News

DON JOYCE, one of the VHPA's very first members has been selected for induction into the Army Aviation Hall of Fame. Don was selected by the vote of an electorate of AAAA members with seven or more continuous years of membership. He was picked along with six other inductees from a list of 22 outstanding candidates.

## VHPA Officers and Reunion Committee Meet

VHPA Officers and the Reunion Committee met on the Hotel Queen Mary, November 6, 1986 to review 1987 Reunion plans and to tour the ship, ensuring the best reunion yet. Details of their meeting and the 1987 Reunion schedule will be reported in the next issue of the Newsletter.



### 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

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— Women's	@ \$29.95	= \$	_____
Total		= \$	_____

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P.O. Box 35699  
Phoenix, AZ 85069

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

## TO HEAL A NATION

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NOTE: The authors and publishers are contributing to the Vietnam Veterans memorial Fund a portion of the retail price of every copy sold.



# 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 35699 Phoenix, Arizona 85069

# 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:

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NUMBER: \_\_\_\_\_

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If deposit is by check, amount enclosed: \$ \_\_\_\_\_



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July 2-5, 1987  
Long Beach, California

Car Model	Daily	Weekly	3-4 Day Rate
Compact	\$27.00	\$144.00	\$23.00
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	219.00	N/A

You pay for gas. Specific cars subject to availability. Non-discountable rates valid 6/24/87 to 7/15/87.  
Cars can be returned to any Southern California city for an additional charge of \$5.00 per day.  
Rentals to other California cities, La Vegas and Reno, a \$10.00 per day surcharge will apply. Three to four day rate must include a Saturday. Rates include 700 free miles per week, 100 free miles per day, excess mileage is 20¢ per mile.

For Reservations and Information Call National's Convention Desk:  
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(Just mention Vietnam Helicopter Pilots Association)



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# VIETNAM HELICOPTER PILOTS ASSOCIATION

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

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OCCUPATION: \_\_\_\_\_

FLIGHT SCHOOL CLASS: \_\_\_\_\_ SERVICE BRANCH: \_\_\_\_\_

COMBAT FLIGHT HOURS: \_\_\_\_\_ SSN: \_\_\_\_\_

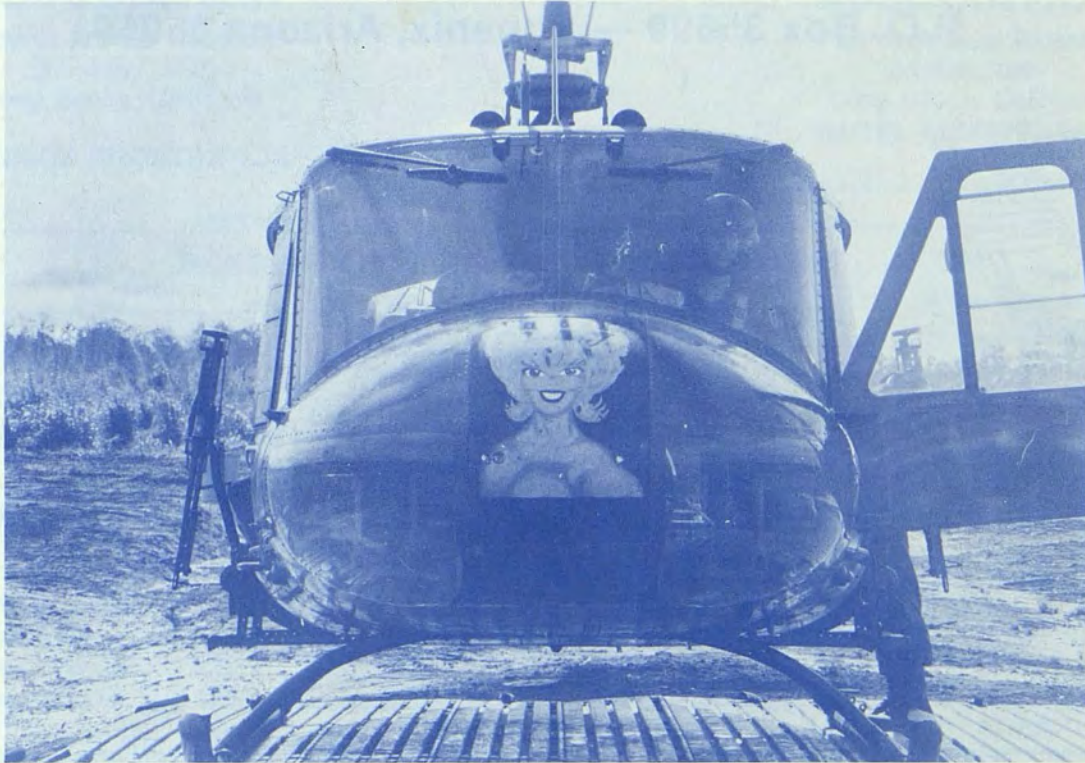
Information about EACH Vietnam Tour:

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 Unit and Location.

Photo by Tom Morrissey



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