



**VIETNAM
HELICOPTER
PILOTS
ASSOCIATION**

The VHPA Newsletter

P.O. Box 9592

Wichita, KS 67277

Volume 6, No. 1

March, 1989



Bien Hoa Air Base, November, 1988. UH-1H's for sale by Vietnamese Government.

President's Roll Call

Good news! Your Association is back in the business of formally acknowledging regional Chapters. The questions concerning the Chapters that were discussed in the President's Roll Call, December 1988 Newsletter, have all been answered to the satisfaction of the Executive Council. Details are available from Gary Slaughter, who is the point of contact concerning Chapter matters.

Greg Ross (bless his heart) is in full afterburner bringing together a ton of last minute details connected with the 1989 Reunion in Chicago. Near the back of this issue, you will find Greg's extensive "everything you ever wanted to know, and then some" reunion report. In the same area is a "firm" schedule and all the necessary registration forms. Please register early, aside from it helping make a better reunion, you will save a lot of Greg's fingernails. Those of you who have been involved in planning these kind of functions know how much hard work it takes to make our Reunions happen. The sooner registrations reach contractual minimums, the sooner we all can relax, the more benefits become available, and the less your Association is at financial risk.

Continuing on the subject of reunions, the 1990 Reunion was originally planned for Pensacola to accommodate a trip back to Fort Rucker. As planning progressed it became apparent that a 12-hour roundtrip bus ride wasn't going to be very popular. Coupled with the fact that Fort Rucker is an active military base not structured to entertain groups such as ours, the return to "Mother Rucker" created more questions than answers. Also, airfares to Pensacola are relatively high and service is limited. Furthermore, Pensacola does not possess a hotel large enough for all of us, necessitating use of four hotels with different amenities and four different rates from \$35 to \$70. As things usually go, it's almost guaranteed you and your best buddy would end up staying at different hotels. Anyway, the Executive Council "took the bull by the horns" and the decision was made to move the 1990 Reunion to New Orleans. The Sheraton New Orleans Hotel to be specific, "a stone's throw" from Bourbon Street. With a large contingent of VHPA members in the Gulf Coast area and a party town like New Orleans 1990 could become the "Arch Light" of reunions.

Coincidentally, the 1989 VHPA "Gathering" in conjunction with the HAI Convention was held this year in New Orleans. This provided an opportunity to both attend the "Gathering" and inspect the 1990 Reunion site. Thanks to C. David Owens and Gary Slaughter, the "Gathering" was a grand success. Over 300 attended and 28 new members join our ranks, including Frank Jensen, President of HAI. A large part of the "Gathering" expenses were covered by generous donations from SAFT America and AERO Quality Sales, SAFT America, represented by Bob Gould and Charlie Hooper offered to sponsor next year's "Gathering" as well. The VHPA greatly appreciates these contributions which allow members who are unable to attend our summer reunion a chance to reunite.

After seeing the Sheraton and its facilities first hand, I was even more convinced the decision to move to New Orleans was a good one. The 1990 Reunion Committee Chairman Gary Slaughter, along with Don Zimmer and the Sheraton's staff are well on their way to putting together one super show. I couldn't agree more with the Sheraton's motto: "A Celebration in Itself". United Airlines and the Sheraton graciously provided transportation and accommodations, so the precedent of the VHPA President being able to attend the "Gathering" remains unbroken. Well that's it for now, keep the right side up and we'll see you at LZ Chicago.

Roger Gould

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



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INCOMING MAIL

"OLE CRAZY HELICOPTER PILOT"

I am writing this letter about one of your members. I know that he does not like publicity especially in regards to his veterans activities. Because many of your members are in Law Enforcement and, there is the natural dislike for those Vietnam veterans that are incarcerated, this letter is a sensitive one, but it must be written. This is about one of your members, who also happens to be incarcerated. His story is not a normal one, but one thing he has given all the veterans that he comes in contact with is above words. It is his caring for our welfare.

Now about your member, James "Sneaky" White. "Sneaky" or "Dai Yui" as we sometimes call him, is in prison at San Quentin for killing the man who raped his stepdaughter. Ever since he has been incarcerated, both here and at Folsom, he has been a strong advocate for Veterans' Rights. This does not include just incarceration rights, but for all veterans. Within the California Department of Corrections, there has never been a veterans group, either authorized or "unauthorized". For over six (6) years "Sneaky" tried, through many ways to convince the administration the need for such a group. Well to make a long story short, and to protect the "wheeling and dealing" that he had to do "behind closed doors", he was allowed to form the first group in a California prison, in April 1987.

As one of the two Co-Founders, "Sneaky" could have just sat back and "rested" on his accomplishments. But no he didn't. In fact he became the first Chairman of the Vietnam Veterans Group of San Quentin (VVGSG). During his 18 months in office "Sneaky" did things that were above the call, when dealing with our membership. Beside its growth from 15 members to over 65, and besides its "crossover" of inmates and staff belonging and working together "Sneaky" has instilled a sense of pride in these men. We "promoted" him to Chairman Emeritus, and not as he says "because of his gray hair," but because

of his leadership within the incarcerated veterans community. We now have Viet Vets Groups forming or in place in five (5) other California prisons, and this was set up by "Sneaky".

"Sneaky" knew that there were several directions the Group could go. One was of sitting around and telling "War Stories", and yes, "Sneaky" has a few of those, or the other way was to set up a Group that would identify goals, and then find the means to accomplish them. In the process he gave us the ability to find our self-respect, and raise our self-esteem. This was done by several methods, one was setting up an annual fund raiser for Jerry Lewis and the Muscular Dystrophy Association. The first year with Vietnam Veterans running 1/4-mile laps in the Main Recreation Yard, over \$5,100 was raised. Though that was with 365+ miles he was not satisfied with that. This year we ran over 550+ miles, and raised over \$6,500 for Jerry's Kids. As "Sneaky" says "Not too bad for some 'old soldiers'!"

Some of the other projects that have been completed were the holding of two (2) fund raisers within the population of inmates at San Quentin, to raise funds for a Scholarship Award, for a Vietnam Veteran's child. The girl who won it is now attending UC-Berkley, with the help of the Award. Her father was an Air Force "Thud" pilot shot down over North Vietnam in 1972, and now listed as an MIA. We have been able to bring into San Quentin, Mr. Bob Wieland, the Vietnam Veteran who "walked" across America on his hands (he is a double amputee from a booby-trapped mine, while serving with the 25th INF and now stars on the weekly TV show "Sonny Spoon").

"Sneaky" was able to get a National Service Officer, from the VVA to come into the prison on a regular basis to help with VA related matters. This started out as a project for just the members of the Group, then went on to the general population veterans, then to the 19 Vietnam Veterans on Death Row, and has now reached out to some of the

staff members needing help with VA related issues. "Sneaky" handles all of the scheduling, and taking care of the feeding arrangements of the NSO, and the paperwork that needs to be filled out for the administration in order to accomplish this. It meant that "Sneaky" was able to have one of our members receive an Award of the Bronze Star with "V", presented to him 20 years after the Marine Corps "forgot" to give it to him.

Now I know that these are all big tasks, but what does not get seen is that "Sneaky" checks on us all, he makes sure that Birthday cards are sent to the members (and for some of these guys it is the only mail they get in a year), he makes sure that men that have medical problems are checked on. He is what I call the "Ultimate Cheerleader", for when one of us is depressed, you can bet, "Sneaky" will arrive and talk to him, find out what is wrong and try to help. It would be nice to say that "Sneaky" does all this without sacrifice, but his health is terrible, BUT when we see the "Ole Crazy Helicopter Pilot" walk around with this VHPA blue hat on, or his VHPA shirt, we seem to forget our problems.

"Sneaky" is one of the foremost advocates for PTSD counseling within the Department of Corrections, and nobody gets by him without hearing about it. He was instrumental in our having an "informal" rap group, to deal with problems that we all seem to be facing. When there is a need, he sees it, and then goes about to fill the need.

His new "projects" include a reading program for the visually impaired, by reading books onto tape players and, giving the tapes away. He is already planning the 2nd Scholarship Award for a Vietnam Veteran's Child. He is working on a video project, with members of the VVGSG to explain about the War, to be specifically aimed towards children's questions about Vietnam. If you give him a minute (he'll take an hour) he'll tell you how he wants to get other veterans into associations, to give back to the society that many of them fell apart from.

I did not know "Sneaky" in Vietnam. But I know that my life line was the helicopter. I, until meeting "Sneaky", had never met a helicopter pilot, but I know now why I trusted you men so much. True at times you men were "loose", true at times you men were brave, but above all, you men were always committed. I, and I speak for a

Continued on next page

lot of the members of the VVGSQ when I say this, feel that "Sneaky" is the "vision of the fearless, daring, dashing, and sometimes carefree helicopter pilots" that came in and got us out of a bad situation. True "Sneaky" never forgets to remind us, he was a "Gun Pilot" and that "Snakes" was the only way to go. The fact is, that "Sneaky's" tours started out as a crew-chief with the Marines, before flying with the Army. His Army flying was the LOH's, Cobras, then back to LOH's, then on to flying "civilian" Hueys in-country.

If "Sneaky" is an example of your membership, which as a helicopter pilot I know he must be, then you have not only a fine organization, but above all, you are gifted with a membership of men who care. I have enclosed some things about the Group, press releases and what have you. I do not expect you to publish this, I am sending more as an informational letter, and a thank you. A thank you for knowing "Sneaky" and now knowing just what caliber of men were the "Wings of a Helicopter Pilot".

Richard McClure

"Sneaky" I hope you don't mind my sharing with our members your commitment to fellow Vietnam Veterans. Ed.



"Sneaky" White presenting first Scholarship Award to Lara Schmidt, whose dad is an MIA.

ENGLISH VOLUNTEER

Hey-hey fellow moonbeam riders, amazingly received the word down the grapevine as to your existence — well, we needed a combat fraternity P.O. Box for old-times' sake since I don't know when. So glad you've taken on the task in lieu of reunions and permanent wrecking of Mutha-Rucker's O'Club; although a good "bash" would be in order on a regular basis, but I guess it saves us all Enterprise/Dothan jail time in the long run. N'est ce pas?!?

A few of the boyo-s might remember me (1970-71 in the Nam); I was the only English volunteer, over age at 32 years (alien until Oct. '72) to do the trip, and I wouldn't trade that experience from Boot Camp (Fort Polk, LA) through the end of the war for another lifetime. Dat's da tough!

In retrospect, I know I knew the "creme-de-la-creme" of the nation, and truth is I knew it then, and, (without obviously including our guys who didn't make it back except the hard way), I honestly say I dearly miss you all wherever you are and whatever you've become.

But the O.D. blades will forever thump above you, the turbine whine will forever be within you, and the In-Country flavor, savor and smell will never leave you, and that's ok cos it's the way it was intended. All since is boring and "brown shoe", but the consolation prize is we knew the best "Above The Best". (If you turkeys have any

news on my classmate WO1 Larry Zich [MIA, 1971], I'd be glad to hear from you —!) In fact, anyone from 70-21 or 70-25; Bravo 3rd 17th Air CAV, or 135th AHC (Dong Tam) 1970-71, and you'll stay in my good books forever and at least a day after.

I flew slicks and later on "Charlie" and "Mike" guns until stopping an RPD round in the left leg (12 July 71), which cut back my "tour" by 6 weeks, but after recovering at Ft. Riley, KS and soldiering on in a different atmosphere/attitude until Jan. '80. I'm now back in Florida as a civvy, and grossly bored — so, if there are any old Warrant-Comrades out there with no place to go and time on their hands, I have a couch, boatdock and pool, and a good booze-up every night, and all are welcome. I've got no phone, but a postcard is all that's needed with 48 hours notice. Only "Nam Warrants", please, although I have room for tents on the lawn "in-extremes" for the rest. Enclosed are my first year's dues and hopefully I'll get your directory with the disposition of past classmates gone, but never forgotten. It was a time, and it was a breed, and although pride may be a "sin" I was never more proud to know them and to fly with them, to cry over them and yet be with them — and that will remain with me forever and nothing and nobody can ever take it away, for it's the high point of my life, and forever more will be so. Draftees, Regular, and Spur of the Moment Volunteers — we all ended up in the greatest adventure we'd ever dreamt of, and for a viable cause, at least as good as Korea '50-'52 and we left behind some friends, and saw some locals we knew would not make it either — and we left an era behind, and nothing has quite been the same since. But we knew that when we left, and usually our only regret is that we didn't join the rest of the gang in Valhalla, because what we got stuck with in the aftermath was less than a surfer's paradise and not much more than a dog's bark at the moon. And so it goes. And ain't no big deal cos we know where it was at and always will. So, good on you and especially good on them; here's to the rest of us, and your glasses high to the next man to die. (One thing for sure — we'll always be in good company, even if our ticket is late.) So, "Aces" to you guys — keep us in touch, keep us together — we need your Wichita "blood bank", maybe more than you know. We'll even forgive Warrants who took a postcard commission in the field cos we know their hearts

Continued on next page

INCOMING MAIL, continued

are in the right place, overall. Let's face it — we even knew a few commissioned that preferred flying to desks and advancement, and they're our brothers too, and also went beyond — no difference.

It's all a laugh — and if you'd like some mad poetry, just ask — I've got it; copyright and royalties to the bugger'd-up veggies and no-hopers, if you make money on it. (No profit, if you know what I mean, ok!)

Well gang, nice to ramble on to you — don't take me too serious, "jes slidin in and out — but I'm glad you're there cos I think you've appreciated the "experience" and also realize the need for us dinosaurs to stay in touch with one another, "til the end of time". You're doing a grand job — whistle up yer kilt Jock — the next beer's on me, and a pair of 2.75's on your detractors. Keep in touch — if you can; just don't be too "today's" American, to make money off us dummies cos we're counting on your heart to be in the right place. Know what I mean!!

Hi-de-hi, hi-de-ho; don't take us down the road-di-o. We knew the cost, saw the stars, rode the bronc, lived the rodeo. We're better men for it, and for it better men and these truths are yours and mine, not just Lincoln's — so patch the flag, stumble onward weary troopers Nam was as much your heart as Gettysburg or Antietam; it was your flower of life, your "D-Day", your ever lovin' nothing's different, nothing's changing "jes yer time and here we are and there we went" and if you weren't there you'd never know the feelin' — would ja? Would ya?!?!? (Would you?) But there we were, and there we stood — until they withdrew us — but those who died left their blood on the soil, and those that withdrew left our part of a soul on the red baked "never-never-land" of strange Oriental dreams, and so it may seem to those of limited vision, and the civilians there-of, and so may we dream, but in reality all of us stayed. We can never leave. Can you?

Laugh into your coffee cup — early in the morning — stick your nose out the window on an average civilian day and taste the feel of living — yet always know the loss of dying, like the petals on the last bunch of roses you'd place on your own grave — so there they went, (but for the grace of God, you; me, too) and here we are, and who's the loss?

How boring, how maudlin!! Enroll me and spare the rest of us from such

aviator's asinine missives, hopefully well into the future. May the gun pilot's god smile upon you and tempt you into one (at least) phenomenal beer bust — for ours, at least, is the kingdom of the high cirrus....

Sincerely, etc., etc-whee-haaaaa

Clive Collins

Clive your novel, 'er letter, makes some interesting points and WELCOME to the club. Ed.



POCKET PATCH BET

Say, how much did the bet about the 162nd AHC being the only unit to wear metal pocket patches include?

I would like to collect! I wore a brass design of the 334th Armed Helicopter Company, encased in plastic with a button hole when I was assigned to them in early 1971. The unit was known as the "334th Air CAV Trp" or "Trp E, 3rd Sqdn., 17th CAV". It seemed like they couldn't make up their minds, so I put all of it on my return address. The unit was a mixture of folks from here and there that were consolidated, having been left behind by departing units.

Tom Murphy

Tom, you and Gary will have to split the bet; see the following letter. Ed.

POCKET PATCH BET NUMBER TWO

In response to Bill Greenhalgh's bet in the last newsletter that the 162 Assault Helicopter Company was the only unit to wear detachable, enameled metal pocket patches, I would like to collect the bet. The 242 Assault Support Helicopter Company, Muleskinners, at Cu Chi also had the enameled metal pocket patches. I still have one to prove it. There is also a stewardess

somewhere that has one, because I pinned one on the front of her skirt on the flight home to protect her vital parts from the "Vultures" and other slick and gun pilots.

The Muleskinners already had these patches when I arrived in country in May 1968, so I do not know the history. I do know that I made several trips to Cholon to have the Muleskin patch embroidered on shirts and flight suits by a Chinese tailor. The emblem has a white kicking mule with a green Chinook on its back over a red, yellow, and blue background. The same tailor also embroidered the Roush coat-of-arms on white cloth for me that I gave to several relatives.

I have gotten several updates on KIAs since the 1988 directory has gone out but, not as many as I expected. Perhaps because the directory looks so "finished" people believe that it is. The 1988 directory indicates the status of the databases at that time. There is still a lot of information yet to collect so, please ask everyone to send in what they know so that the 1989 directory can be even better.

I look forward to seeing you in Chicago.

Gary B. Roush
(Muleskinners May '68-May '69)

Gary, I suggest you and Tom get together in Chicago and collect that bet from Bill. Ed.

DOCTOR CALLING

I was a surgeon with the Third Medical Battalion of the Third Marine Division at Dong Ha, RVN, 1968-1969.

I have been doing some writing on the War and I would be interested in contacting some of the men who may have flown Medivac missions in the I Corp area.

Thank you very much.

John C. Munna, M.D.
Northwest Medical Center

You Dustoff guys dust off those memories, once again, and help the good doctor. Ed.

Continued on next page

PHOTOS ENCLOSED

I have been meaning for over a year to send VHPA some memorabilia and have finally found the time to do so.

I've enclosed a few photo's you may use as you see fit, thought the aircraft might jot a few memories.

I'm sure you have ample class rosters but I've enclosed a copy of 67-13/15/16. Keep up the great work on the Newsletter. I really enjoy reading it every month.

Tom Fichter



Thank you for the photos, I needed them. By the way, do you have some more?!?!?! Ed.



"C" Model — 1968 — Special Force Fire Base (Duc Lap) 155 AHC Ban Me Thot.
Photo submitted by Tom Fichter



"B" Model Gunship — 48th AHC Nin Hoa 1967/68

Photo submitted by Tom Fichter



SCORPION 6

Pleasant surprise. I just received my first copy of VHPA Newsletter (Vol. 5, No. 5) and there were pictures and letters from pilots in two of the companies of the 10th Battalion when I was in command! I would love to hear from pilots of the 281st, 55th, 92nd, 48th, 243rd and guys from headquarters at Dong Ba Thin during my command, especially Major Miller and Lynn (S-3s). Does anyone know what happened to SGM McBee and whether he recovered from his unusual wounds?

Al Rampone has written a book about the 281st, SILENT BIRDMEN, I recommend it.

Also, would like to know if anyone is left from the old 161st AHC that established what became known as Lane Field in 1965.

I fully appreciate what you guys are doing with the Association. I was unaware of its existence until informed by LTC Frank Miller who has retired and joined me at the beach.

Davey L. Stanley
(Scorpion 6)
P.O. Box 1947
Shallotte, NC 28459

Hope you find some of those lost friends and spread the word about VHPA. What was SGM McBee's wound anyway? Ed.

Continued on next page

VISITED NAM LATELY??

I didn't think there was another Erway in the Army, at least during the time I spent there. To my surprise Paul Erway wrote having seen my name as a VHPA member. Haven't heard anything recently from him.

You may be interested in the photos I am enclosing. They are of UH-1H's at Bien Hoa airfield. As you can see, the miniguns are still in them as they were when the VNAF used them. Our AF advised them on the armament configuration which differed a great deal from the way the Army placed armament. The aircraft are not in too bad a condition and have all components including avionics. They also have a world of spare parts of these and also many other types of aircraft. Many parts are still in the original packaging with the major components (engines, transmissions) still in the "cans".

Please note the "CAV sabers". It must have been one of the last choppers transferred to VNAF.

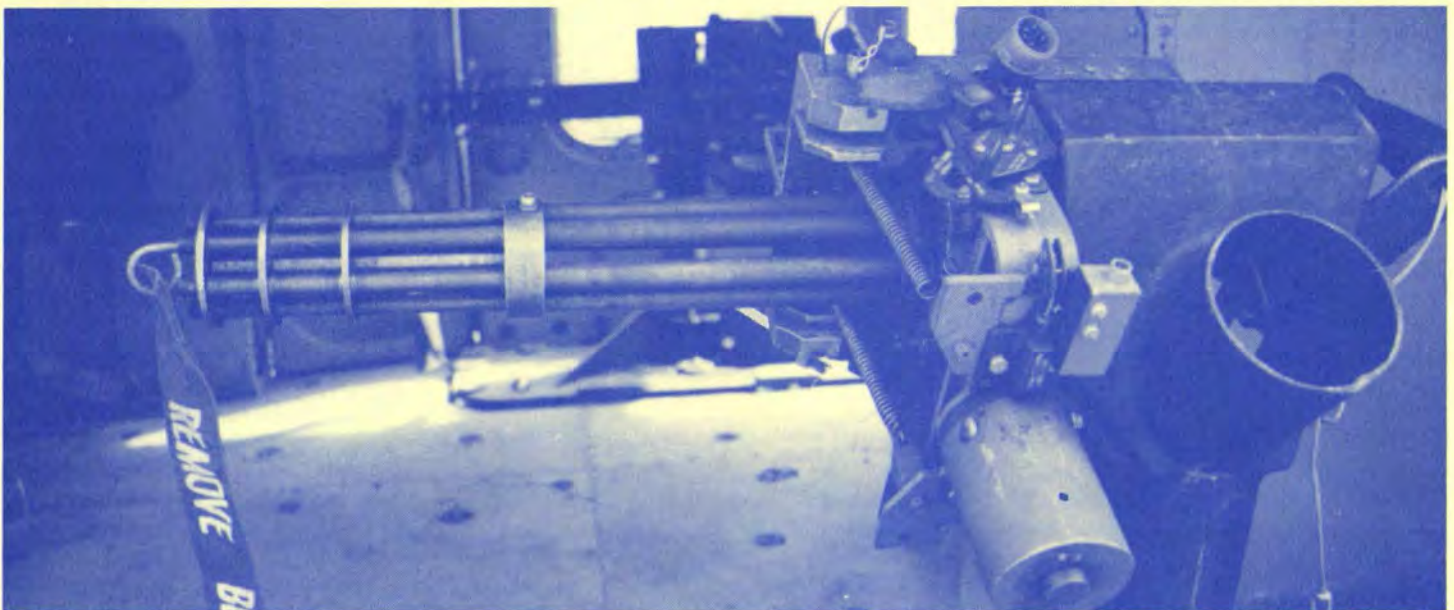
These pictures were taken the first week of November, 1988. I read one of the members was trying to organize a tour back to VN. If anyone needs help or has questions please contact me. I have been back three times this past year.

Doug Erway
[REDACTED]

Thanks for the great pictures. They help update our history with a new look at our past. Ed.



Bien Hoa AB, Vietnam — November, 1988 Photo submitted by Doug Erway



Bien Hoa AB, Vietnam — November, 1988. Photo submitted by Doug Erway

Continued on next page

BROTHERS REMEMBERED

AJ Bottom & Bob Strange were KIA together in a Chinook accident south of Can Tho when with the 147th ASHC based at Vung Tau. I was with the unit at the time. Based on verbal information passed on to us prior to any official accident report, the Chinook broke apart after departing Can Tho for a destination further south in the Delta. There was no reported hostile action in the area at the time. Several passengers were picked up at Can Tho enroute to the destination.

The ironic factor of this accident was that this aircraft was new to the Company's inventory with only something like 200 to 300 hours flight time. Of course, this caused considerable concern to us all because of a previous accident at Ft. Rucker which, as best we knew, the aircraft also broke apart. And now this one, and this one a new aircraft!!! Later information to me was that our aircraft had a blade failure. This info was hearsay and I cannot base it on any official accident report.

I flew this aircraft a few days before the accident and took pictures of what I believe to be the aircraft along with the crew chief and/or the door gunners. I also have a picture of AJ Bottom & Bob Strange together at the Tigers Den, Vung Tau. They were roommates at the Tigers Den and classmates of 64-1.

The pictures might be interesting to any family survivors.

Joseph Wayne Miles
[REDACTED]

Thanks for relating this story to us. Anyone wishing to see the pictures, please contact Joseph. Ed.

INDEPENDENT CUSSES

Ft. Worth was a grand and glorious time for me. I haven't had so much pure "good times" in years. I made a complete fool of myself and enjoyed every second of it. I quit drinking in 1972 so you can imagine how I felt on Saturday. I couldn't have had such a good time if it weren't for all you guys. This "Gathering of Eagles" in Ft. Worth was very special to me. And that is my point, if I have to make one. I don't know about all this "political" stuff that is going on, and I don't want to know. I just know that something very special happened when a few people got together for some fun and remembrance, and it has

had a great healing effect on a lot of people. I am one of those people. There are others.

I know that every one of you are very important to me and I don't want anything to happen to what those guys started just a short five years ago. Roger, you tagged it right when you stated how we are independent cusses. But, let's not get so independent that we hurt each other. I don't have very much friends, so the few that I do have I cherish deeply. I wasn't about to have feelings like that for a long time, so they are special to me.

I have said all I have to say. And remember, "Greater love hath no man than this: that he lay down his life for a friend."

Lee "Dutch" Westbrook
(Gladiator 13)
[REDACTED]

P.S. Think of all shot missing from the Cobra.

Your thoughts are well written — your point well taken!! Thanks for stating them so eloquently. Ed.



COBRA WITH ARMY WINGS

Found the VHPA Cobra Symbol on the front cover of the December, 1988 Newsletter quite interesting. Symbolism is "right-on" and intriguing.

It lacks something though. I see the Army wings, but what about Navy (Marine Corps) gold wings for Naval Aviators of SE Asia and the Air Force (they had "rotor heads" on duty there).

I realize that there were probably 15-20 Army pilots for any other service, but nonetheless, the other branches served!!

No Name Given
No Address Given

The COBRA was a gift from an Army aviator. I feel that the "wings" represent/honor all helicopter pilots that served in Vietnam. Ed.

TO MY HUSBAND, CHOPPER PILOT—VIETNAM

*You wanted to fly like the eagles soar
And off you went to that far-away war
To return so different than you were
before.*

*You were a chopper pilot, duty bound
And all our men fighting hard on the
ground
Listened for that "woppa woppa"
sound.*

*You were patriotic, smart and brave
And all you had to give, you gave
As many a life you helped to save.*

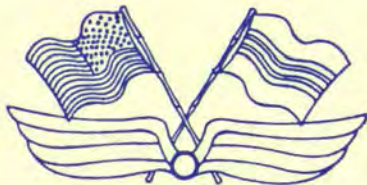
*But you were injured and home you
came
With a body that never would be the
same
To a country that offered no praise
or fame.*

*Only now is it better, Praise the Lord
There's recognition, your just reward
Hon, you WERE an eagle — you really
soared.*

Dorothy J. Saurer
540 Ulumawao Street
Kailua, HI 96734

This was written for my husband, HAROLD D. SAURER, who was in Vietnam in the spring of 1967 when he was injured (the only survivor out of 9). He spent 2 years in the hospital recovering from severe burns and complications.

**Your
Letters,
Comments
And
Suggestions
Are Always
Welcome.**



FROM THE EDITOR

Being the "Helicopter Pilot" for a Television station and flying a fine helicopter has been very rewarding for the last six months. I recently had the opportunity to fly two other fine helicopters. One actually flew and the other simulated flight so well it could actually make you air sick.

At the request of McDonnell Douglas Helicopter Company, I recently flew the NOTAR (that's No Tail Rotor). It's a twenty plus year old Vietnam era OH-6A with new tailfeathers. MDHC has answered the prayers of the poor helicopter pilot. No more critical wind vectors, no more tail-rotor strikes with their resultant wild rides or the nightmare of someone being injured or killed by an encounter with this power robbing monster. The tail rotor, God's way of paying man back for hovering. Through a duct at the end and Coanda effect generated by slots on the tailboom, the NOTAR has taken the work out of hovering. You can actually pick up to a hover and descent back to a perfect landing with your feet on the floor. I've not been able to accomplish that feat in twenty-one years of flying. We could've used NOTAR in our war; but what's more important, if our sons or daughters ever have to use this technology in a war, at least they will have this one advantage and, as we all know, every little bit helps.

Speaking of technology, The National Guard's latest computer game is installed at the Western Army Aviation Training Site (WATTS). This eleven million dollar arcade game is helping train the New Guys and keep the Old Guys proficient. You're talking state of the art air sickness here. Fellow member CW4 Gary Mercer told me "the more experienced the pilot, the faster the reaction". Well, it took me about four minutes to say "uncle" and climb out of the cockpit drenched in perspiration. The AH-1S simulator is able to present accurate threat scenarios throughout the full flight regime of the Cobra. The instructors can show you just how a crash can feel with G forces that require seat belt and shoulder harness for safety. The capability of this one machine to save us Taxpayers money and at the same time give our defenders the training they need to survive in combat is remarkable. Any machine is only as good as the operator and these guys are good. A more dedicated bunch has never existed. What is impressive are the young aviators that have never experienced the thrill of battle or the loss of a good friend. They are trained better, have better equipment and more experience than we did when we went to war but there is one difference, so is the adversary. My best wishes to these men of the National Guard and the Regular Army. I can only wish that we never have to use what this wonderful machine can teach you; but, if you must, I'm glad you're on my side.

Thanks to all who responded with pictures and letters requested in the last newsletter. I will never get too many, so keep um coming....

Mike
(Blue Ghost 42)

Looking For...

GARY ROZELLE

Who graduated from flight school in '70 or '71, originally from Butler, AL. Please contact Richard E. Ottenberg,

PILOTS WITH 281st ASSAULT HELICOPTER COMPANY

Old "Rat-Pack" gunner wishes to exchange letters with pilots who served with the 281st Assault Helicopter Co., 1st Avn. Brdg., U.S. Army NHA-TRANG V.N., 1969 to 1970. Please write Frank J. Hood,



In Memory

On February 13th, 1989, Gerald A. Morgan, fellow VHPA member was killed when the helicopter he was piloting for Mother Frances Hospital, Flight For Life Mission, out of Tyler, Texas crashed in bad weather.

Among his many achievements was a Silver Star, a Distinguished Flying Cross, a Bronze Star, a Presidential Unit Citation and the Vietnam Cross of Gallantry.

A trust fund has been established for the Morgan children's education through the 1st Interstate Bank, P.O. Box 3326, Houston, TX 77253-3326.



Printed Saigon, 1965

Submitted by Scott Stanfield (Clown 9) 65-66, (Darkhorse 3) 68-69.



From The Executive Director

For some time now I have been playing with the VHPA membership database with an eye toward building a list of every possible helicopter unit that served during the Vietnam Era. I have also spent lots of time with Shelby Stanton's "Vietnam Order of Battle" book. As with any research effort, the more we think we know... the more we realize we don't know; when we start answering a few questions... suddenly more questions arise.

I hope that printing some examples of the QUESTIONS now in my mind, those of you with the ANSWERS will send them in.

(1) Over the years we have had a few pilots join VHPA and the only unit they list on their application is a fixed wing aviation company. This leads to questions like: Did airplane companies also have a few helicopters? Were many fixed wing pilots dual rated and got some "stick time" with a nearby helicopter unit? Many fixed wing units were called "Rock and Roll", were these only the Reconnaissance Airplane companies or what?

(2) I read the history of the Special Forces in Southeast Asia and the author was most emphatic in stating that the SF never had any ORGANIC helicopters. VHPA has several application forms where the pilots state they flew for the 5th SF. I know some AHCs (the 117th for sure) supported the Special Forces extensively, maybe even exclusively. On page 72 of the "Order of Battle" we see a footnote listing 10 helicopter units, including Aviation Company, 6th Special Forces Group (Assault Helicopter) and Aviation Company, 7th Special Forces Group (Assault Helicopter). The footnote says that assets from these units were utilized to build the 11 aviation companies of the 227th, 228th, and 229th Aviation Battalions of the 1st Cav. Division during late 1965. I don't know of any pilots that flew for those two aircraft companies. Can anyone tell me more about these matters?

(3) I know that most every AHC and Air Cav Troop in Vietnam had an attached Transportation Detachment. This detachment had a complement of about 50 maintenance types and was commanded by a rated officer. For example the 93rd TR Det was attached

to the 121 AHC. Does anyone know of other TR Det/attached unit pairs?

(4) I really need help understanding how helicopters were organized within the Artillery. I understand the ARA, but how many helicopters were in a typical division Artillery (Div Arty)? Non-divisional artillery served under either the 41st or the 52d Artillery Groups in I Field Force Vietnam (IFFV) or the 23rd or the 54th Groups in IIFFV. Did only IFFV and IFFV Wave organic helicopters or did the Groups? Did a normal (you know, 105mm, 1-inch /175 mm, etc.) field artillery battalion ever have organic helicopters?

(5) How were the Infantry Brigade aviation sections organized? Was there a formal relationship between these Brigade aviation sections and

the Division Aviation Battalion?

(6) I know the Engineer and Signal Brigades had organic helicopter units, but how were they organized? And what about the 1st Log Command and the Military Police; did they have organic helicopter units?

(7) Finally, for now anyway, Air America... who can tell me how it was organized?

Anyway, I believe VHPA should eventually get serious about publishing a history of each and every helicopter unit. We will have long answered my questions before that day comes. Please take a few minutes and set down your ideas... just send them to me through VHPA headquarters.

Mike Law
(Undertaker Lead '69)
Phan Thiet

**Reunion Registration Forms
Are On Page 15.
Join Us in Chicago, June 29-July 2.**

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 \$31.95 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 @ \$31.95	= \$	
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CA Residents Add 6.5%	= \$	
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Checks & Orders to: **VHPA Time**
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Wichita, KS 67277

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

New Life Members

STEPHEN A. ANDERSON

68-35 69-21
69-70 45 ENG GRP
Pilot

JOHN L. BROWN

62-7
64-65 114 AHC
68 205 ASHC
68-69 222 CAB
Pilot, United Airlines

LARRY GENE BROWN

67-1
67-68 B/1/9 CAV 1 CAV
70 C/3/17 CAV 1 CAV
71 E/1/9 CAV 1 CAV
BDE Tng Officer S-3

WAYNE E. BURK

69-49 70-1
70-71 C/16 CAV
VP Aris Heli. LTD

BRIAN R. CRATTY

69-29
70-71 191 AHC
Life Flight Pilot

LARRY D. DIRKS

69-39 69-43
70-71 B/227 1 CAV
Rancher/AG Pilot

PHIL FLANAGAN

66-23
67-68 3 BDE 1 CAV
70-71 E/123 Americal
Police Officer

GREG L. FOSTER

69-43
70-71 A/25 25 INF
Pilot/Crop Duster

VIC P. GILLILAND

70-47
71-72 129 AHC
U.S. Army

STEPHEN L. HOWARD

P.O. Box 1085
Elizabeth, CO 80107
69-17
69-70 A/4 4 INF
70-71 907 ENG
Pilot, United Airlines

JOSEPH J. KANE

66-15
66-67 170 AHC
67 B/229 1 CAV
EMS, PHI Pilot

RICHARD M. KOENIG

65-66 565 TRANS
67-68 175 AHC
Publisher, Flying Mag.

THOMAS M. LARKIN

P.O. Box 403
Pensacola, FL 32592
68-14
68-69 174 AHC
Banker

DALE J. McKNIGHT

P.O. Box 99
Wise River, MT 59762
70-5
70-71 D/1/CAV Americal
Range Conservationist

RICHARD JAMES OGLESBY

67-501
68-69 B/7/17 CAV
71-72 B/2/17 CAV
Anesthesiologist

WALLACE R. PADDOCK

66-5
66-7 B/1/9 CAV 1 CAV
67 B/25 25 INF
69-70 147 ASHCO
Pilot, Lockheed Arabia

PHILIP L. PEARSON

Frankfurt High School
APO New York 09710
72-3
71 142 times
72 334 Trans Teacher

SAM PHILLIPS

68-6
68-69 B/227 AHC
Independent Insurance Agent

BILL RINGER

SINGAPORE 0106
67-22
68-69 170 AHC
McDonnell Douglas

KENNETH ROACH

68-511
68-69 B/101 101 ABN
71-72 A/101 101 ABN
72 AFAT #1
72 HHC 11 CAG

THOMAS R. ROBINSON

69-13
69-70 129 AHC
PHI Heli. Pilot

WILLIAM C. RYAN

64-3W
64-65 118 AVN
65 A/82 82 ABN
Captain- Piedmonth

THOMAS W. SCHAUB

70-03
70-71 170 AVN AHC
71-72 48 AVN AHC
ATP Heli. Pilot

JOHN J. SHELSTAD

67-5
67-68 335 AHC
Pilot

RAYMOND S. SHELTON

8-17
68-69 A/1 / I INF
Major, U.S. Marine Corps.

EDWARD L. SITZER

67-9 67-11
67 335 AHC
68 68 ACHc
Exec. Recruiter

JOHN "TED" STRANBERG

66-23 67-1
67-68 48 AVN AHC
68 134 AVN AHC
Corp. Pilot

EDWARD M. STRAZZINI

67-11
67-68 68 Avn AHC
70-71 487 Avn.

WILLIAM A. TIFFANY

66-17
66-67 498 MED DET
69-70 326 MED DET 101
Helicopter Pilot

JOHN T. TROTTER, JR.

68-24
69-70 C/158 101 ABN
Sales Mgr. Sears

Upcoming Events...

March 25th, 1989

HELICOPTER AWARENESS DAY

Sponsored by Professional Helicopter Pilots' Association of California and Tallmantz Aviation. For further information contact: PHPA [REDACTED] or Marie Martin at [REDACTED]

April 19-21, 1989

I.A.P.E.S. NATIONAL VETERANS CONFERENCE IN SPOKANE, WA

Co-sponsored by OASVETS, ICESA and the National Veterans Organizations. For further information contact: Charlie Brown, [REDACTED]

June 9-11, 1989

SEAWOLF REUNION IN PENSACOLA, FL

For further information contact: Tom Thalmann, [REDACTED]

June 29-July 2, 1989

VHPA 6TH ANNUAL REUNION IN CHICAGO, IL

For further information please refer to this Newsletter issue.

June 29-July 2, 1989

THE 1ST CALVARY DIVISION ASSOCIATION 42ND ANNUAL REUNION IN FT. HOOD, TX

For further information contact: "Reunion '89", 1st Cavalry Division Association, [REDACTED]

June 30-July 3, 1989

'89 VIETNAM VETERANS REUNION IN WATERLOO, IA

For further information contact: "89 V.V.R.", P.O. Box 2494, Waterloo, IA 60704.

August 18-19, 1989

VIETNAM VETERANS REUNION IN WAYNESBORO, PA

For further information contact: V.V.N.W. Post #53, [REDACTED]

or Darrell Green, [REDACTED]

October-November 1989

121ST AHC SOC TRANG TIGERS AND VIKINGS ANNUAL REUNION

For further information contact: Robert Hoffman "Tiger Surprise", [REDACTED]

Sixth Annual Reunion General Information

GENERAL INFORMATION

Early Bird Bonus:

In an attempt to get those of you who are planning to attend to register early, VHPA is offering the following incentives:

- All registrations received prior to June 1, 1989 will have their registrations reduced by \$10.00 per person.
- All individuals who have registered by 1 June will have their names go into a hopper and the lucky individual whose name is drawn will have Thursday, Friday, and Saturday nights room fee, (based on \$65.00 per night), paid by VHPA, a \$195.00 value.

All registrations received after 1 June 1989 will be charged the regular registration fee.

Airline Discount — American Airlines:

American Airlines is again offering a discounted rate if tickets are purchased at least seven days in advance. Call 1-800-433-1790 and ask for star number S83503.

Unit and Class Reunion Hospitality Rooms:

The Hyatt has given one room to be used for Class/Unit reunions. Hopefully one or two more will be forthcoming. So far, three Class/Units have requested space if available to have a get-together of their own. All rooms made available for such get-togethers will be allocated in three hour intervals on a first come, first served basis. If your Class or Unit would be interested in having a three hour period set aside please contact Greg Ross [REDACTED] and get put on the list.

LZ Chicago: To facilitate keeping our members in one area and thus add to the cohesiveness of the Reunion. VHPA will have its own "Watering Hole" known as LZ CHICAGO. This 'Oasis and respite from the hell going on around us,' will be located in the area of the registration and vendor rooms. It will be available **ONLY** to the members of VHPA and their invited guests. Check the schedule for hours of operation. Cash bar only.

Don't forget to notify VHPA Headquarters of your new address if you moved!

VHPA PRODUCT ORDER FORM

	Price	Total
Back VHPA Newsletters (Complete set only)	\$15.00/Set	_____
1988 VHPA Directory (VHPA Members only) (While supplies last)	\$10.00/each	_____
VHPA Decals	\$1.00/each	_____
	Grand Total	_____

Send check/money order or charge to MasterCard/VISA

Account No. _____ Exp. Date _____

Signature _____

MAIL FORM TO:
VHPA
P.O. Box 9592
Wichita, KS 67277



Chicago — Sixth Annual VHPA Reunion Schedule of Events

REGISTRATION:

Thursday, 29 June — 9:00 a.m. to 6:00 p.m. . . . Preregistered — West Tower Foyer
New Registration — Toronto
Friday, 30 June — 9:00 a.m. to 6:00 p.m. Preregistered — West Tower Foyer
New Registration — New Orleans
Saturday, 1 July — 9:00 a.m. to 6:00 p.m. New Orleans

VENDORS & MEMORABILIA ROOMS:

Thursday, 29 June — 10 a.m. to 6 p.m. — San Francisco
Friday, 30 June — 10 a.m. to 6 p.m. — San Francisco
Saturday, 1 July — 10 a.m. to 5 p.m. — San Francisco

LZ CHICAGO — VHPA'S PERSONAL WATERING HOLE

Thursday, 29 June — Noon to 6 p.m. Acapulco & Hong Cong
Friday, 30 June — Noon to 6 p.m. Acapulco & Hong Cong
Saturday, 1 July — 1 p.m. to 5 p.m. Acapulco & Hong Cong

DAILY ACTIVITIES

Thursday 29 June: 7 p.m. to Midnight — Welcome Party, Regency C&D — Informal (Cash Bar).

Friday, 30 June: Nothing scheduled till evening. See the sights of Chicago.

7:00 p.m.-Midnight — Reception and dance, Regency C&D, informal.

Saturday, 1 July: 8:00 to 10:00 a.m. Leadership seminar — Toronto — informal. This meeting is for those individuals interested in becoming leaders of VHPA thru election to the Executive Council, becoming Executive Director, or Chairing or becoming a member of one of the Committees. An overview of VPHA will be presented including the history of VHPA, the structuring of the Executive Council and Committees, and the duties of each individual serving in elected or appointment positions. Coffee will be available.

11:00 -Noon: Early Lunch — Regency C&D — informal.

Noon to 12:30 p.m. — Unit History — Regency C&D — informal
Noel Campbell will present a history of HA(L)3 his naval units involvement in Riverine Warfare in the Delta.

1:00 to 5:00 p.m. Business Meeting — Regency B — informal
This meeting will include the election of officers, discussion of the proposed rewrite of the Constitution and Bylaws, and other items that have been placed on the agenda.

1:00 to 5:00 p.m. — Ladies Gathering, Regency A, informal.

6:00 to 7:00 p.m. — Cocktail party — West Tower. Coat and Tie (cash bar).

7:00 to 9:30 p.m. — Banquet — Regency B/C/D — Coat and Tie (cash bar).

9:30 to 1:00 a.m. — Dance — Regency B/C/D/ — informal (cash bar).

Sunday, 2 July — Pack up and check out by 12:00 Noon and make preparations for New Orleans in 1990.

One call to American brings your meeting to order.



That's all it takes. Just call one number and American's Meeting Services® Desk will be at your disposal to help you make all your meeting or convention travel arrangements.

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Vietnam Helicopter Pilots Association

Sixth Annual Reunion
Chicago, Illinois
June 29 thru July 2, 1989

HOTEL REGISTRATION — Code: GVV

Name: _____ No. of Persons in Party: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ Arrival after 6:00 P.M.? _____

Arrival Date: _____ Departure Date: _____

Room Rates

Single or Double \$65.00. Rates are per night
Plus Tax

Rooms available for occupancy at 3:00 p.m.

THESE ARE SPECIAL RATES

Reservations must be received 30 days prior to
arrival

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FOR CREDIT CARD USERS

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Other: _____

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Expires: _____ / _____ Signature: _____

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

DO NOT SEND TO VHPA — MAIL TO:
HYATT REGENCY CHICAGO
151 East Wacker Drive
Chicago, IL 60601
(312) 565-1234

Vietnam Helicopter Pilots Association

Sixth Annual Reunion
Chicago, Illinois
June 29 Thru July 2, 1989
REUNION REGISTRATION

Name: _____ Member No. _____

Wife/Guest Name: _____ No. of Children _____

Address: _____

City: _____ State: _____ Zip: _____

REGISTRATION FEES

Early Bird - \$15.00

Regular (After 6/1/89) - \$25.00

Unit History Early Lunch - \$19.00

Banquet \$35.00

Number of Registrations: ☐ x 15 = \$ _____

Number Attending

Unit History Early Lunch: ☐ x 19 = \$ _____

Number attending Banquet: ☐ x 35 = \$ _____

Total: \$ _____

☐ Enclosed is a check/money order payable to
VHPA REUNION '89

☐ Please charge my MasterCard/VISA

Account No. _____ Exp. Date _____

Signature _____

NAME TAG INFO

(Name desired on your reunion nametag)

(Name of wife/friend — if attending)

(Flight School, Class No., Years)

Combat Units and Years)

(Hometown)

MAIL WITH CHECK TO:
(Note: Reunion Registrations Only)

VHPA REUNION 89
Greg Ross, Reunion Chairman
P.O. Box 611 / Oshtemo, MI 49077-0611



What is it?

Photo by George Stenehjem

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



**MEMBERSHIP APPLICATION
OR CHANGE OF ADDRESS**

APPLICATION: ☐

ADDRESS CHANGE: ☐

ANNUAL DUES: \$20.
LIFE MEMBERSHIP: \$300.
SUBSCRIPTION ONLY: 12*
(*Included in annual dues)

OFFICE USE

MN _____
DP _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

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

OCCUPATION: _____

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Account No. _____ Expiration Date _____

Signature _____

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.