



**VIETNAM
HELICOPTER
PILOTS
ASSOCIATION**

The VHPA Newsletter

P.O. Box 9592

Wichita, KS 67277

Volume 6, No. 2

June 1989



**6th REUNION OF THE VHPA
CHICAGO, IL
29 JUNE — 2 JULY, 1989**



FROM THE EDITOR

DATELINE VIETNAM 1989. I sit here writing this with more emotions than I could possibly convey because when you receive this newsletter a group of our own will have just returned from the Nam. Twenty years. It has been twenty years since I first smelled that smell that is uniquely Vietnam. Twenty years since I learned the true meaning of death. I will always remember the friends that didn't return. I did return and am fortunate enough to have gone back to that strange land to seek out those places that meant so much. I've been told that my old hooch was destroyed by a Typhoon, I'll check on it, maybe Hawk Hill or Watson Field in Tam Ky will have survived. Twenty years can hide a lot of memories. What scares me the most is that I will remember some moment I have long since tucked away in that special place we all know exists in our minds. The absolute thrill of finding anything recognizable is what drives me to return as we humans have done since the beginning of recorded time. Young men die, old men pass away and we middle age men seek out the place of our birth. Vietnam was where we Men were born. The birthplace of thousands of men and the burial ground of innocence and childhood, for we all know that like a butterfly emerging from a cocoon we all emerged from Vietnam changed. We were changed by the brutality of war and will never forget the innocence that I again hope to find with the people of Vietnam, this time I come in peace.

Thanks to your President, Roger Gould, this newsletter will make it out on schedule. He will be putting the finishing touches on the newsletter while I'm gone.

If Roger doesn't delete this passage you will know that a full presentation of our return to Vietnam will be presented at the reunion in Chicago. I hope that all of you can attend this reunion and experience this special presentation.

Mike McDonald
Editor
(Blue Ghost 42)

INTRODUCING:

AND . . .

THE BLACK BANDITS

ARMED HELICOPTERS

229th AVN. BN.

SPECIALTIES:

V.C. EXTERMINATION
CLOSE COMBAT SUPPORT
CIVIC ACTION (DESTRUCTIVE)
COMBAT ASSAULT SUPPORT
NIGHT TARGET ATTACK

OTHER TALENTS:

FACIST PIG
INTERNATIONAL LOVER
WARMONGER
RENOWNED BOOZE HOUND
SOCIAL LION

PROVIDING DEATH AND DESTRUCTION 24 HRS. A DAY

U. S. ARMY

Used by the BANDITS 1968-69.
Submitted by Ed Rohner (Bandit 17)

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VICE PRESIDENT Vacant

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Mike McDonald, Editor

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VHPA Newsletter
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INCOMING MAIL



DISTINGUISHED FLYING

Enclosed is reproduction of one of my Vietnam slides showing Troop D, 1/4th CAV Cobra at Phu Loi 1970. Even though this photo fails to tell the whole story, it reminds me of Distinguished Flying and an associated "Good Luck" story.

This aircraft was known as the "GREEN MEANIE"! The aircraft commander was VHPA Life Member John Loftice, front seater was "Nubie" Cassidy. They were performing several gun runs after a hunter-killer contact in the vicinity of Lai Khe.

On what turned out to be the final run, the right rocket pod failed, contacted and severed the tail rotor gearbox. The failure occurred at the end of the run; highspeed and low altitude.

The resulting autorotation was perfect and luckily rice paddies were in the area. Unfortunately, a dike jumped in the way resulting in a rollover to the left. The front-seater had to break away the canopy to egress. Loftice had a sore back and Cassidy had a smashed hand from beating on the plexiglass. The old formula, Distinguished flying and good LUCK is a tough one to beat.

J.M. Prince

Well that explains why Loftice walks hunched over, at first we thought it was from old age. Seriously, John was on the U.S. Helicopter Team that won the World Championship, so this proves the talent was there all along. Ed.



"GREEN MEANIE" saved by John Loftice and "Nubie" Cassidy!
Photo by J.M. Prince

POCKET PATCH BET#?

Hi fellows, there are at least three Life Members with enameled BLUE GHOST pocket patches in their possession; SPOOK (Michael Bucove), DUCK (Mike McDonald), and LT DILDOE (Tom Hauptman). I've seen each of us with one in the past year.

"BLUE GHOST RIDERS IN THE SKY"

Michael (Spook) Bucove
P.O. Box 8782
Ketchikan, Alaska 99901



BETTER MATTRESSES

I finally got a job flying for Columbia Helicopters. After a month they sent me to New Guinea. I am a co-pilot on the Boeing Vertol 107. I am here with a few other Vietnam Helicopter Pilots, i.e. Phil Goodman and Ernie Zietler. They both have helped me and my daughter adjust to New Guinea/Australia living.

Flying here has brought back a lot of memories. We are continuously flying over jungle terrain similar to Vietnam. Camp life is slightly different, food is better and the mattresses are better! And a two week on, two week off schedule doesn't hurt either.

Just wanted to also throw in my two cents worth about the 1988 Reunion in Fort Worth. It was outstanding! A lot of members had remembered me from the 1985 Reunion in Houston and how I kept looking for "in country" friends and flight school pals. Even the 1988 Reunion had not turned up my classmates and unit buddies. So I am still searching for Class 71-19 and 71-21 and for DEMONS 1971-72 and LUCKY STARS of 1972. I am one of about 3 "Baby-sahns" in the VHPA and need some company.

Phil Fusilier
c/o Columbia Helicopters

Phil, flying a BV 107 is bound to make some former Marine 46 pilot jealous. Ed.

Continued on next page

YOUNGEST HOOKER!

Fellow Pilots, I found out about the VHPA from a friend and promptly joined, I feel that this is an organization that needs to be here!

My call sign was "BOXCAR 27", I was with the 178th ASHC for the whole year flying Hooks. Not that I want to start a challenge or anything, but I turned 20 on August 28, 1968 and was already a Hook aircraft commander. Wonder if I was the youngest Hook A/C in country?

Clarke Smiley
(Boxcar 27)

You may have been the youngest Hook A/C, Clarke, but we know who the baldest Hook A/C was. Ed.



Clarke Smiley, the Youngest Hook A/C in Vietnam, 1968.

WELCOME ANYTIME

I extend an invitation to any of our VHPA members to visit the Aviation Brigade, 5th Infantry Division, at Fort Polk, LA if they are in the area. They are welcome at any time. I will be serving as the Brigade Commander until July 1990.

Perhaps, I can update them on the latest developments in Army Aviation and we can visit the flight line and our maintenance hangars. We still have a few Vietnam Vets assigned who would be glad to join them at the Officers Club for a drink and a war story or two. I will assist with overnight accommodations as required.

My office telephone is [REDACTED] and my home number is [REDACTED]. I would particularly like to hear from former 155th AHC STAGECOACHES and FALCONS.

Bud Henry

Wow! Some invitation, Bud, somehow we have this strong feeling that you know George (GBH) Harrison. Ed.

SNEAKY WHITE REVISITED

I listened for about 2 hours one day in RVN while "Sneaky White" went after a "MISTY" crew down S.E. of Da Nang. Crown 6 launched 2 Jolly Greens, the 1st breaking on the ramp — meanwhile "Sneaky White" reported his type (OH-6) and enroute, ETA + 05 — could he help? Crown 6 refused, much to MISTY'S dismay. Three minutes later Sneaky White reported overhead with chutes in sight, could he effect a pick-up??? MISTY 76 A & B were overjoyed. Again Crown 6 said no. When the Jolly Green checked in "airborne", Sneaky White reported MISTY 76 A & B on board and where could he take them. About 4 weeks later, after a PACHYDERM CH-47 picked up a Marine A-4 jock with Seaworthy OV-10, all of the Army Aviation units were read a letter from CG, 7th AF for

the Army to stop effecting Air-Sea rescues--We all laughed!!!

Peter Murkland
(Pachyderm 40)

It's true elephants don't forget anything. Ed.

IMPORTANT TO US ALL

I was just recently given a copy of the VHPA Newsletter (Dec. 88) from Bill Tisdale in Biloxi, MS, and would like very much to join the Association. Regrettably, it has taken far too long to discover you and become one of your found comrades.

In an effort to support the Newsletter with needed photos I am enclosing a shot taken in 1969 near the U Minh Forest. At the time I was XO of C Troop, 7/1st Air CAV. Hopefully as I dig through old photos I will find others that include my classmates. Thanks for having the Association, it is important to us all.

Charles "Bud" Beauchamp, Jr.
(Comanche 5)

Better late than never, Bud, thanks for joining and for the photo. Ed.



"Bud" Beauchamp, Jr., 1969 near the U Minh Forest.

Continued on next page

'ORANGE HELMET'

I suppose most of our backgrounds are very much the same. I flew the Hiller, Hughes and Bell primary trainers at Ft. Wolters after my return to the "world". I spent the remaining days of my enlistment here as a "check pilot" so I was checked out and proficient in all three types, (no letter bombs please! I only flunked two "Lt's" the whole time. All WOC's escaped the devastation of my "orange" helmet).

I have no great claims to fame to tell you from my tour. There were a few "hairy" times, but I don't have any medals to prove them, just the usual "boot deep" stories. My greatest reward was making it back to Tan Son Nhut in one piece and meeting what was left of my class. That day I remember well, the sky was clear, the sun was hot, and I was as cold as hell.

Vince Bradley
(Bikini 28)

Vince, there is an even money bet out that you won't show up at the Chicago Reunion wearing the "Orange Helmet".
Ed.

THE OTHER VULTURE

Your call for contributions in the last issue spurred me into action with the result that I have two items for you!

1. The "Other Vulture"

There have been several go arounds regarding the logo for the 162nd AHC "VULTURES" with photos of the Walt Disney version published in several newsletters. Well, finally, I dug through my stuff and produced the enclosed photo of the original Vulture.

When I arrived at Phuoc Vinh in August of 1966, there were no logos painted on any of the aircraft. I created the Vulture on the branch with a flight helmet on and painted the first version on the back of my own flight helmet. Several of the guys encouraged me to paint it on our ships, and the photo shows one of my early attempts. Obviously, art wasn't (and still isn't) one of my long suits!

The original logo prevailed until late 1966 or early 1967 when the Walt

Disney version was introduced. I believe WO Jack Foster was responsible for that one which was still in use when I departed Phuoc Vinh at the end of my tour in August '67.

2. A Rarity — The Fort Wolters "Solo Card"

Several of the flight commanders at Fort Wolters had versions of these made up for presentation to students after they soloed. (Obviously, Clemmer's flight didn't make their own up!)

It was quite an honor when Paul Waters, my civilian instructor, presented this card to me. I don't know if the tradition continued much after 1965. Maybe some other members have other versions to share with us.

The big question — what does the SSS _____ LLL stand for on the face of the card? I don't have a clue anymore.

Jim Christiansen
President
Jet Aviation Executive Air Fleet
Teterboro, NJ 07608

Thanks, Jim, see Michael Rigney's letter. By the way we know you got some other VHPA members and GREAT pilots working for you. Ed.



Front of Jim Christensen's solo card.



The "Other Vulture"

Painting & photo by Jim Christiansen.

Continued on next page

THE ENAMELED VULTURE

I have read with fond memories the stories in the past two VHPA Newsletters regarding the enameled "Vulture" detachable metal pocket patches. I can probably shed a little light on the story because I am the one who had them made.

During the early part of 1970 while stationed at Can Tho in the Delta with the 162 AHC, our CO, Major Kenneth Loveless, approached me one day and asked me if I would like to become the "Plaque Officer". Knowing that our company was short of RLO's and WO's were getting stuck with supply, avionics, and other non-flying official ground duties, etc., I said I would be glad to do it. I then asked the Major, "What are the duties of a 'Plaque Officer' anyway?", due to the fact that I had never heard the term before. He told me that he thought it would be a good idea and a token of appreciation to the "VULTURE" and "COPPERHEAD" pilots of the 162nd who were leaving the company to receive a plaque with the unit patch and their name and call sign. I asked Major Loveless how to go about it. He said, "I don't know, it's your job, use your own discretion and I'll back you up."

Now that I had the job, I had to find out where to get plaques made. A few days later, I was flying a mission with Navy Seals out of "Sea Float" (That's a good one for former Delta pilots, circa 69-70) when one of them told me of a store in Long Binh that made plaques. When I returned that day, I went directly to the CO and told him about the plaque store in Long Binh. He said great and let operations know I would be flying to Long Binh the next day (throughout my tour I always managed to get a slick when the plaques were ready, top priority??, I suppose). I found the store in Long Binh and started ordering the plaques which everyone liked, even though they had to pay for them.

Our unit patch was basically the same style as others: either cloth sown on the pocket, or cloth with plastic cover detachable. One night I got an idea, which I discussed with Bob Good, J.D. Thompson, and LeRoy Dike, that it would be great and different if we had pocket patches made out of the same enameled metal as the insignias on the plaques. The next morning I made sure I was flying to Long Binh and the Indian who ran the store said he could make

them. I ordered enough "VULTURE" and "COPPERHEAD" enameled metal patches for all the pilots in the company. Needless to say, when we began wearing them we were the envy of all Delta chopper units, from Moc Hoa to Ca Mau.

It just so happens that I still have a half dozen or so pocket patches left over, some in their original wrappers; one of which I have enclosed as proof.

As for the others who say they were the first in Nam with enameled patches, well, I'll just say, they might be surprised at the Chicago Reunion.

Michael Rigney

Get ready folks, the "Battle of the Enameled Patches" is coming. Michael, we are sure Jim Christensen's letter and photo will interest you. Ed.



The Enameled Vulture

by Michael Rigney

'P-COLA'

As a former Marine that served as a Naval Aviator, I was happy when the 1990 Reunion was to be in Pensacola. However, I was disappointed at the cancellation for two reasons. First to find out that Pensacola was to only be a staging area for a trip to "Mother Rucker". Second to find out that VHPA might only be an Army Helicopter Pilots Association. As a southeast Asia Helicopter Pilot whose aviation roots are traced back to 'P-Cola', I thought the 1990 Reunion at Pensacola was the VHPA's recognition of one of the other flight schools. Just as "Mother Rucker" has a special meaning, 'P-Cola' has a special meaning. I hope the VHPA will see fit to schedule a future Reunion at the "Home of Naval Aviation".

Donald Stoneking

Understand your unhappiness, Don, maybe someday it will work. We sure hope you believe the VHPA is for ALL Vietnam Helicopter Pilots. Please read again in the March Newsletter the other reasons the 1990 Reunion was moved to New Orleans. Ed.

'PENETRATING STORY'

Here, finally, is my membership application and fee. You should thank Lad Vaughan (long-time friend and fellow IP at Wolters) for getting my name in your register, Roger Stickney (long-lost friend and roommate at Hunter for 68-515) for bugging me.

I had a chance to stop in at the Reunion, primarily to see Roger, whom I had not seen since a visit to his hooch in Can Tho in the summer of 1969. I also got to see Bob Smith, fellow sufferer in basic at Fort Polk and in OH-13's at Wolters, and Mike Deady, who was with Roger and me at Hunter. It was quite an experience.

Now for my War Story.

On a sultry day in the Delta, we had parked and shut down our lone UH-1D at the pad in My Tho, next to the big canal that feeds into the Mekong. We had about an hour's wait, so of course we immediately tried to get some sleep. The copilot and I unbuckled and slouched in our seats, caps over our eyes, prepared to dream about round-

Continued on next page

INCOMING MAIL, continued

eyed women and hamburgers. We were only occasionally bothered by the ARVN on the other side of the canal, who were 'fishing' by tossing grenades in the thick brown water.

We were almost unconscious when an unusual sound, a muffled thud, entered the periphery of our brains. Like almost all helicopter pilots, the Peter P and myself were rather deaf, so we looked over at one another, wondering if there had really been a noise. After a moment's pause, we decided to get out and investigate. We tried not to disturb the crew chief and the gunner, one asleep on the floor, the other on the ground near the skid.

We walked back along the sides of the ship, each scanning slowly and carefully our respective side. Nothing, I got back to the tail boom and rubbed my hand along the skin; I found it! On the top of the boom was a small circular hole, a bullet hole. I checked the bottom of the boom but found no exit hole. I called the copilot over and we started opening inspection panels until we found a round, a still perfectly shaped M-16 bullet. Somewhere, far off in the Delta, someone had fired into the air. By the time it got to us it had just enough energy left to penetrate one, and only one, layer of sheet metal skin. Or cloth cap, or plastic helmet, or crew-cut scalp.

Michael Wegner
P.O. Box 12453
Austin, TX 78711

We can name a few hard heads a 105 wouldn't dent. Ed.



SERIOUS COMPLAINT

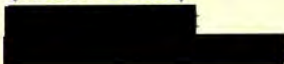
As a member of VHPA for nearly a year now, I have a serious complaint about your newsletter and our organization.

After joining VHPA last spring, I thoroughly enjoyed the convention in Ft. Worth. I met several old friends and had the best time I've experienced in years. As a result of the membership directory published by VHPA I have been able to locate several other old friends and classmates and have renewed those friendships which I still cherish. Additionally, as a result of my membership in VHPA I have a more productive outlet for that latent curiosity

about my old friends and comrades as well as the field of aviation. I eagerly await each edition of your newsletter and usually devour it in one sitting only to pick it up again several times over the following few weeks and read again about the many things happening both within our organization and in the field of aviation. The newsletter is just about the best thing that happens to me "five times each year" (sounds like my sex life!) and therein lies the rub and source of my complaints. Please provide much, much more of that same fine VHPA news to which I have become so addicted. Publish not only more editions but also more detailed newsletters to satisfy that "addiction". Thanks for everything.

PS: I know that I had a complaint when I started this letter, but I just can't remember what it was. I suppose that's what happens to a 43 year old brain which has endured 22+ years of drinking beer and smelling JP-4.

Jack Carpenter
(Widow Deuce)



Yes sir folks, we are taking these complaints seriously, Jack is an Attorney and he really knows how to file a complaint.

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

A SUPPORTABLE STATUS

Enclosed please find a draft in the amount of \$300.00 for Life Membership in the VHPA. Considering the location of this year's Reunion, and the apparent continuation of the VHPA, after a rocky start, Life Membership would now appear to have a supportable status.

I've enjoyed the Newsletter for several years and hope the VHPA will continue to grow and endure. If you need any assistance in the Chicago area with the Reunion, please feel free to contact me.

As a personal note, I have just started my 27th year in the US Army, as I remained in the Reserves after leaving Active Duty. Our Unit, which has a large

group of "Vietnam Period" folks, has just been named the Army Aviation Association's "Outstanding USAR Unit" for 1988. Hopefully, we will turn out a bunch for the Reunion, since it is in our backyard.

Douglas Cunzeman
P.O. Box 1360
Des Plaines, IL 60017

You just can't get anymore supportable than a Life Membership, thanks, Doug. Ed.



BLUE MAX

Enclosed please find my application for membership in your association, and my check for my first year's dues.

I only recently found out about your association in a rather unusual manner which I would like to share with you.

While attending an Officer's Wives Club Bazaar here in Wurzburg with my wife last weekend, I happened to bump into a female professor who had taught me a law class during my Master's studies last year. She had previously met my wife and this time her husband was with her, so we all exchanged introductions.

During the course of the conversation it was mentioned that she was returning to Hawaii and her husband Bill was retiring from the Army in two months, and would then join her. I mentioned that I too had retired just some 2 1/2 years ago, and more than anything else missed the flying. Bill said he was a pilot also, and you can guess the rest.

Throughout the remainder of our conversation it was discovered that we were classmates from the First WOC. I also can add to the legend of the WOC ROCK, for it was sure there in June of 1967 when my class moved to the hill from Preflight; and there it remained until we departed in November of 67. (Our first TAC, and First WOC Senior TAC, the dreaded MOTHER MARTIN, if located, could no doubt shed much light on the ROCK).

Continued on next page

Thanks for the opportunity to join an organization such as yours, it makes me feel good to know there is a lot of us still out there. I intend to do my best to make your next gathering, and in the meantime, I sure hope to run across some of the gang from "Blue Max" and flight school days.

Gary Bishop
(Blue Max 49K1)
Regional Director, CTC-Europe
Box 57
APO New York, NY 09801

Ok, Gary, at the risk of appearing as dumb as dirt, whats with the callsign number 49K1? Ed.

"RVN DAYS"

A day doesn't seem to go by without something reminding me of the RVN days. With the 145th CAB reunion coming up in August, I have pulled out my old slides to reminisce and remember some of the guys I flew with in the old 118th AHC. I ran across one slide that was taken shortly after the TET Offensive began in the spring of 1968. We had a "Heavy" supporting the 5th ARVN Ranger Battalion out of the Racetrack in Saigon near the old French Cemetery. One of our crew took this shot while we were on a break between missions. The enclosed print of that slide has faded with age, as I guess we all have; however, I hope it will suffice for whatever use you may have for it.

All of you that have been associated with the VHPA since its inception deserve all the praise and thanks that you have been given, and more. The job you are doing helps us to remember. God knows we should never forget. A special thanks for the plugs on the upcoming 145th CAB reunion. This will be my first time to attend any of the unit get-togethers and I look forward to seeing many of my old friends from times past.

Jim Thorne
(Bandit 36)

Great photo, Counselor, there is a lot of "BANDITS" in this outfit so you shouldn't have trouble finding old friends. Ed.



A break in the action, Jim Thorne and comrades 1968. Photo by Jim Thorne

Cover Photo For 1989 Directory

If the 1987 edition was "dedicated" to all slick drivers (because of the cover photo) and the 1988 edition was "dedicated" to all LOH drivers, then it is time to "honor" some others. We have photos of Army gunships, they are relatively easy to come by. But what about some of the Air Force helicopters? How about some of the Navy HAL ships? And the Marines certainly had helicopters that were important to lots of their brothers in arms. We also could use some Chinooks, H-21s, Cranes... well, you know. Please remember that we will be making a black and white enlargement of your photo for the cover. So, not only must the photo show the helicopter in a meaningful way, but it must have quality in terms of clarity and sharp details. So all you non-slick and non-LOH drivers — unite — rise up — put down your beers — and send us a copy of your best helicopter pictures. Even one from a copy machine will do at this point, we'll ask "copy negative" copies later. Please send them to VHPA Headquarters, ATTN: Directory Editor. Thanks.

Mike Law
Directory Editor



Attention All Palehorse Drivers

A year or so ago, someone was kind enough to mail VHPA several pages of pictures and material concerning himself and a Cobra he flew named PALEHORSE. I think he was a member of C/7/17 CAV and I think the material was from Pleiku, about 1971. Anyway, I really enjoyed the material and "put it in a safe place", you know, so I wouldn't lose it. Well, could the guy send it in again? We have a need for it. Thanks.

Mike Law
Executive Director

Upcoming Events...

June 9-11, 1989

CW4 AVIATION WARRANT OFFICER REUNION FORT RUCKER, ALABAMA

Contact: Larry Kelly, [REDACTED]

June 22-24, 1989

VIETNAM HELICOPTER CREWMEMBERS ASSOCIATION REUNION, LAS VEGAS, NV

Info: VHCMA, [REDACTED]

June 29-July 2, 1989

VIETNAM HELICOPTER PILOTS ASSOCIATION 6TH ANNUAL REUNION, CHICAGO, IL

Details: See this Newsletter

June 29-July 2, 1989

THE 1ST CALVARY DIVISION ASSOCIATION 42ND ANNUAL REUNION FORT HOOD, TX

Info: 1st CAV Div Assoc., Copperas Cove, TX

June 30-July 3, 1989

'89 VIETNAM VETERANS REUNION WATERLOO, IA

Contact: 89 VVR, P.O. Box 2494 Waterloo, IA 60704

July 12-16, 1989

LAWYER-PILOTS BAR ASSOCIATION MEETING MACKINAC ISLAND, MI

Contact: David Prewitt, [REDACTED]

August 18-19, 1989

VIETNAM VETERANS REUNION WAYNESBORO, PA

Details: Darrell Green, [REDACTED]

August 17-20, 1989

THE ARMY OTTER AND CARIBOU ASSOCIATION 4TH ANNUAL REUNION, SEATTLE, WA

Info: Bill Hooks, [REDACTED]

October 6-8, 1989

AIR COMMANDO ASSOCIATION 19TH ANNUAL REUNION FORT WALTON BEACH, FL

Contact: Mary Esther, [REDACTED]

November 9-12, 1989

25TH INFANTRY DIVISION ASSOCIATION ANNUAL REUNION, WASHINGTON, D.C.

Contact: P.O. Box 5439, [REDACTED]

Date to be Determined

EAGLE DUST-OFF, 326TH MED BN, 101st AIRBORNE DIV; 50TH MED BEN (HEL AMB), PHU BAI DUSTOFF, 571ST, QUANG TRI DUST OFF

Info: Fred Behrens, [REDACTED]



NOTE TO: Fred Thompson, the photo you sent is destined for the Front Cover of a future issue. James Alsop and Chester Buchanan, thanks to you gentlemen, the What Is It? is safe for several issues. Ed.



In Memory

On April 12th, 1989, active VHPA supporter and fellow member, Cpl. Paul Almer lost his life while piloting a Bell Jet Ranger III for the Pennsylvania State Police Department. The helicopter crashed into the Sesquehanna River in southern York County. Pennsylvania while searching for a drowning victim.

In addition to piloting for the Pennsylvania State Police for 14 years, Cpl. Almer was also Commanding Officer of the Pennsylvania National Guard, Company G of the 104th Aviation section stationed at Fort Indiantown Gap.



NOT A PREGNANT CAT!

GENTLEMEN! (and some of you that maybe aren't gentlemen, too!) As your new Membership Committee Chairman, I would like to encourage each of you to make whatever arrangements necessary to make the next Reunion. If you have never attended a National, or even Chapter, Reunion, you do not know what you are missing. My family now plans our vacations around the 4th of July weekend every year and it's a great excuse for us to see this great land of ours that we all swore to defend. This organization means so very much to many of us, and I can't wait for all of you, and those potential members that are not even aware of us yet, to catch the fever, too.

As for me, the military and flight school as well as a combat tour were just what I needed to mature and learn about the real world. I dread the thought of what could have become of my life if it were not for what happened to me in the military as a very young man. Most people in this world will never in their lifetimes experience the things that most of us accomplished by our nearly 20's. Sure, we were all lucky to survive and return, but we did! So it's

up to us to perpetuate the ideals and camaraderie and brotherhood that we started so many years ago. Out of over 22,000 possible members, only 3000 are active members and 1000 are inactive. Every one of us, I believe, knows AT LEAST one potential member that has yet to join. With just a little effort, I've located several. No, they haven't all joined — it's an individual decision that one has to make for himself. But at least we can make them aware of the VHPA and all that we stand for and all that we have accomplished so far. And that's one of my goals as Membership Chairman; I want to make as many potential members as possible aware of our existence. We have several ideas that you may also have. The problem now, as I see it, is locating those unfound comrades that are no longer in aviation. I no longer fly and just happened across a tiny classified ad in the DAV magazine 4 years ago. Had I not seen that note (I only had the subscription for 1 year) I might never have heard of the VHPA. What a loss for me it would have been. As it is, I'm very sorry I missed the first two Reunions; I'll not miss another without extremely good reason!

A VHPA pilot I met in D.C., Gary Crossland, pointed out to me a magazine article about WWII P-38 Lightning pilots and how, when they reminisce, they *feel* like they did in 1943. That's what the VHPA has been for me! "Listening to the music of the era and feeling like kids." as the 38 pilots said. Gary puts it like this: "We know we can't live in the past, but for me, it feels great being in association with helicopter pilots and getting together. Our group can never be added to, only comrades found and welcomed. We can remember when life was an adventure, all things were possible and continue our lives..." I suppose that we remember the good times as great times and the bad times are usually downgraded to only times of extremely high pucker factors.

So that about sums up this organization for me. It's a refreshing oasis in my life; a chance to better understand my feelings, surrounded by others who care and know how I feel. It's a chance to party and forget my troubles, even if for only a couple of days knowing that if I embarrass myself, there's no one that will criticize me because they were to busy embarrassing themselves, and a chance to open up my heart to my best friends. You know, as I look back on my life, most of my best friends have been helicopter pilots! And you know what else is really neat, I've got some best friends coming that I haven't even met yet! Just as soon as you get them to a Reunion, that is! Don't wait any longer... get out those old orders or that old address book/Christmas card list. Give Ma Bell a couple bucks and call a rotor-head, I *know* you'll be glad that you did! And spouses, wives, sweethearts, even kids... for that next birthday, anniversary or bar mitzvah, give the "Old Man" the gift that keeps on giving. (No, not a pregnant cat!) Give him a life membership in the VHPA. You know he can use it and it always fits!

Hope to see all of you in Chicago!
Very best wishes.

Phil Marshall
Membership Chairman



**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

New Life Members

JOSEPH DOUG ASHWORTH

[REDACTED]
68-519
69-70 C/1/9 CAV 1 CAV
Corp. Pilot, V.P. Cambata

DOUGLAS W. CUNZEMAN

P.O. Box 1360
Des Plaines, IL 60017
64-2W
64-65 UTT
66 120 AHC
67 173 AHC
Air Safety Invest.

GERALD L. "Gerry" HESS

[REDACTED]
68-69 C/229 1 CAV
Flight Inst.

ALAN F. JONES

[REDACTED]
66-2
66-67 B/2/20 ARA 1 CAV
71-72 129 AVN AHC
Dep. Cdr. Army Safety Ctr.

CHARLES T. MARVIN

[REDACTED]
67-14
67 116 AHC
68 269 CAB
71 222 CAB
72 145 CAB
Tire Dealership Owner

RON MYRES

[REDACTED]
69-11
69-70 A/101 101 ABN
Aviation Safety Insp.

STEPHEN R. TRUAX

[REDACTED]
71-07
71-72 135 AHC
Pilot, US Air

FROM THE EXECUTIVE DIRECTOR

VHPA just issued its 4000th membership certificate. I am one of the few people that has read every one of those membership applications. I especially enjoy the comments made on the application forms. I find that I have considerable company with those who generally avoid both Veteran's and Political Action groups. SO WHY DID I JOIN VHPA? Simple — I wanted to associate with others who flew in Vietnam.

I read the comments generated by the VHPA Newsletter — I can relate to most every one. I learn from and my own feelings are strengthened by the Newsletters. I have been to all five VHPA Reunions — each one is special to me. It never ceases to amaze me at how much fun we have and how many smiles there are at the Reunions. I have been associated with the production of every VHPA Directory save the first one — each is very valuable to me. With our computers and databases we are providing a good resource for VHPAers. SO WHY AM I AN ACTIVE MEMBER OF VHPA? Simple — I like what VHPA gives me.

The media and the publishing industry seem to be giving the world a "tidal wave" of material on Vietnam. And brother we have seen a lot of junk! But at the same time we have seen a lot of good stuff!! Even in rainy old England with only four TV channels, I still see about five programs a month on Vietnam. And the "return to Vietnam" theme is just beginning to catch the public eye. SO HOW DOES THIS SIMPLE VIETNAM HELICOPTER PILOT KEEP ALL THIS IN PERSPECTIVE? Simple — VHPA gives me balance.

I don't drink and I spend most of my time at VHPA Reunions in meetings or working our computers. For the last two Reunions I was still "jet lagged" because I had just flown in from Europe. SO WHY DO I GO TO THE REUNIONS? Simple — the camaraderie!

Mike Law
Valley White '68 — Camp Enari
Undertaker Lead '69 — Phan Thiet

6th REUNION OF THE VHPA CHICAGO, IL 29 JUNE — 2 JULY, 1989

Registration

If you have a wife or guest that will be attending the reunion and you wish to have them have access to any VHPA functions, you must include a registration fee for them. If you have not paid a registration fee for them, they will not be given a name tag, and name tags will be required for entrance to any and all VHPA functions. Children do not require a registration fee.

Transportation To And From O'Hare And Midway Airports:

For those arriving in Chicago via the airlines, shuttle service will be available from both O'Hare and Midway Airports to the Chicago Hyatt, downtown. Be

sure you tell the drivers that your destination is the Chicago Hyatt downtown on Wacker Drive.

-O'Hare to Hyatt Downtown
Continental Air Transport

Buses run from 5:55 a.m. until 11:25 p.m. every half hour. Tickets can be purchased by terminals 2 and 3 right outside baggage area. \$10.00 per person one way.

-Hyatt Downtown to O'Hare
Continental Air Transport

Buses leave hotel from 6:55 a.m. until 5:55 p.m. every half hour. Tickets can be purchased from the doorman at the West Tower Lobby. \$10.00 per person one way.

Continued on next page

(Continued from previous page)

**-Midway to Hyatt Downtown
Midway Metrolink**

Buses run from 8:15 a.m. to 10:40 p.m. by varying schedule approximately one every half hour. Tickets can be purchased from the Midway Metrolink Ticket counter by Midway Airlines Ticket desk. \$8.00 per person one way.

**-Hyatt Downtown to Midway
Midway Metrolink**

Buses run from 7:40 a.m. to 6:00 p.m. by varying schedule approximately one every half hour. Tickets can be purchased from bus driver outside the West Tower Lobby. \$8.00 per person one way.

For those who will be traveling light, there is a train service from O'Hare to downtown Chicago that costs one dollar per person. You will exit at the corner of Washington and Dearborn streets. The Hyatt Regency Chicago is three blocks east and three blocks north from this intersection, which can be walked or be traveled by cab. Trains run about every 15 to 20 minutes. For tickets, look for the Regional Transportation Authority signs in the O'Hare Terminal.

Name Tags:

Because of an unfortunate incident at the Reunion in Fort Worth, the wearing of VHPA name tags will be a requirement for entrance to any and all functions at the Chicago Reunion.

**Baby Sitting Service
Hyatt Regency, Chicago:**

This service can be prearranged by contacting the Hyatt Regency Chicago, 1-312/565-1234 and tell them you will be the group Code: GVV

Special Assistance:

Anyone needing special assistance such as handicap transportation, handicap rooms, etc., contact the Hyatt Regency Chicago, 1-312/565-1234, and tell them you will be with group Code: GVV. If any problems, contact Greg Ross, 1-616/375-3628.

Hotel Parking And Fees:

Valet Parking only is available and the fee will be \$7.00 per day.

Menus:

Menus for the two meals are as follows:

Early Lunch: 11:a.m. to 12 Noon

Saturday, 1 July

Chef's Soup Kettle, State Street Deli consisting of Sliced Ham, Turkey, Corned Beef, and Swiss Cheese, Pasta Salad and Cole Slaw, Relish Garnish, and Chocolate Chip Cheesecake. (No discount for children)

Banquet: 7:00 to 9:30 p.m.

Saturday, 1 July

Cantaloupe Boat filled with Fresh Strawberries and Mint Garnish, Salad Milmosa made up of Spinach and Romaine with shredded Zucchini Milmosa, and Creamy Garlic Dressing. The Main Course consists of Boned Rock Cornish Game Hen Aux Champignons filled with Wild Rice, Snow Pea Pods, and Water Chestnuts, Tomato Florentine and Glazed Carrots. Desert follows with White Mint Chocolate Mousse decorated with Marzipan Mint Leaf. (No discount for children)

Refund Policy

The following refund policy shall apply to all registrants for the Chicago reunion:

FULL REFUND — Anyone who cancels their registration on or before June 15th will have all of their registration fee returned.

PARTIAL REFUND — Anyone who cancels their registration between June 16th and June 22nd will have one half of their registration fee returned.

NO REFUND — Anyone who cancels on or after June 22nd, or registers but does not attend the reunion, will not have any portion of their registration fee returned.

Anyone cancelling their registrations **must** notify Greg Ross, Reunion Chairman '89; **NOT** the VHPA in Wichita.

Photographer:

Because of some discontent with photographer services and Reunion booklets at past Reunions, something

new will be tried this year. A Photographer will be available to take individual, couple, or group pictures. Pictures taken will be sold directly to those who want them. Pictures 8x10 will cost \$10.00 per copy. Pictures 5x7 will be \$7.00 per copy. All pictures must be paid for immediately after the picture is taken with cash or check. No credit cards. All pictures will be mailed to purchaser within approximately two weeks after the Reunion. There will **not** be a booklet put together of the Chicago Reunion.

"Taste Of Chicago"

The "TASTE OF CHICAGO" festival will be in full swing during our stay in Chicago. This is a large festival, free and open to the public, that will run from June 27th through July 4th. It will be held in Grant Park, which is in easy walking distance of the hotel. This festival features hundreds of different ethnic dishes plus different kinds of entertainment. This festival draws hundreds of thousands of people and it is not recommended that small children or all of your cash be taken. Both may be lost.

Unit And Class Reunions

The following Units/Classes have indicated that they wish to have a three hour period set aside so they may have their own "mini-reunion":

WOC 67-1

F-Trp., 8th CAV

1/9 Air CAV

189th A.H.C.

7/17 Air CAV.

3/17 Air CAV.

C/158th AVN. BN. (Phoenix)

**NOTICE OF REQUEST
FOR CONTRACT BIDS**

The Executive Council of VHPA has elected to obtain by competitive bidding management services to the Association for the year beginning 1 October 1989. Interested individuals or firms may obtain information and a Request for Contract Bid effective 15 June 1989 by a request in writing to Roger Gould, VHPA President, 14617 N. Fairlynn Drive, Fountain Hills, Arizona 85268. All Bids will have a due date of 1 August 1989.

Reunion Registration Forms Are On Page 15.



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.

Our staff of more than 100 Meeting Specialists will confirm flight reservations, tell you how to qualify for our special Meeting Saver FaresSM and help you take advantage of many other special services.

Like arranging car rentals and pre-reserved seats. We can even send

your ticket direct to you or through your Travel Agent.

It's as easy as contacting American's Meeting Services Desk. Just call the one toll-free number that's good in all 50 states plus Puerto Rico and Canada from 7:00 a.m. until 12:00 midnight Central Time at (800) 433-1790.

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Something special in the air.SM

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

GUARANTEED RESERVATIONS

FOR CREDIT CARD USERS

Card Type: ☐ MC ☐ VISA ☐ AMEX ☐ Diners

Other: _____

NUMBER: _____

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

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

Unit History Early Lunch - \$19.00
Banquet - \$35.00

Number of Registrations: ☐ x 25 = \$ _____

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 Hank Johnson

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: _____

_____ Please charge my MasterCard/VISA _____ Enclosed is a check/money order payable to VHPA

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.