



**VIETNAM  
HELICOPTER  
PILOTS  
ASSOCIATION**

# **The VHPPA Newsletter**

P.O. Box 9592

Wichita, KS 67277

Volume 6, No. 3

September 1989



**Fred Thompson on left with Ralph G. Carty C/E of A/C 242 at Khe Sahn, March 1971  
174th AHC Sharks Guns.**



## President's Roll Call

After a great deal of thought, I just can't think of an adequate adjective to attach to the Chicago Reunion, but there's no doubt we can add another successful one to the record books. All thanks to the super human efforts of Greg Ross and all of you who attended. The only real downside I could put a finger on was the Hotel being sold out by mid June, resulting in some VHPAers staying in other establishments, along with chaos in the elevators, restaurants, and at the check-out desk. At the very moment I was considering throwing myself off the nearest bridge, a Chicago native reminded me that this was standard fare for "Loop" hotels, so I spared myself and guaranteed you putting up with my ugly face for another year.

Before we get away from the Reunion, expressions of gratitude are due Greg Ross and Mike Law for the superb registration job. Also, let's not forget Mike's wife, Diana, who spent long hours by his side working her heart out. Furthermore, preliminary accounting indicates the Reunion concluded in the black. Our goal has always been to make the reunions self supporting, as it is not fair to those unable to attend to have some of their dues pay for it.

Also, special thanks are in order for Mike McDonald, our very own Newsletter Editor and KPNX-TV's SKY 12; Jim and Georgia Harris; Dan and Effie Juneau; Bob Kessing; Pete Bolton; former KPNX-TV producer Susan Berry; KPNX-TV Reporter Gary Pfeffer; KPNX-TV Photographers Howard Shepherd and Bryan Neumeister (Bryan also edited the video and wrote original music for it); KPNX-TV Phoenix Channel 12; and Bell Helicopter Company for the Banquet video presentation of "FULL CIRCLE — RETURN TO VIETNAM". Copies of this outstanding video are available from the VHPA for \$25 each. Further thanks go out to Bob Johnson. He arranged a half million dollars of free advertising in the form of nearly one hundred billboards all across the U.S. Check out the photo of some of us in front of the one at the corner of Chicago's Clark and Ohio Streets, directly across the street from the world's busiest McDonald's.

If you will permit me, I would like to extend the VHPA's and my extra special personal gratitude to Sue Gould, Stephanie Ross, Wendy McDonald, Lynn Slaughter, Kathy Uster, and Dianna Law for their work, understanding, and encouragement. Without the support of these beautiful ladies over the last year, it's very doubtful there would have been four Newsletters, a Directory, one great Reunion, and a productive Executive Council.

Talking about the Executive Council, it's a privilege to welcome its newest member, Ron Wright. After 5 years of trying he's finally going to get his chance to serve. No, Greg Ross your new Vice President is not forgotten, but after three dedicated years, it's hard to call him new to the Council.

Looking on to the coming year, besides the day to day stuff, your Executive Council has the task of selecting a management firm and negotiating a services contract with them. Then there's the VHPA's midyear mini-reunion, the "Gathering", held during the annual HAI Convention. Larry Boles is the Chairman for the 1990 "Gathering" and is already hard at work making that another successful event. Of course, Gary Slaughter will continue work on making New Orleans the "Arc Light" of reunions. Damn!! I can hardly wait!!

Roger Gould  
President

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



## VHPA OFFICERS COMMITTEE CHAIRMEN and STAFF 1989-90

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Mid Term Member ..... Gary Slaughter

Junior Member ..... Ron Wright

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Nominating ..... Ron Wright

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1990 Reunion ..... Gary Slaughter

1990 "Gathering" ..... Larry Boles

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Mike McDonald, Editor

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## INCOMING MAIL

### MY HEART BELONGS TO DADDY

I am writing this letter to enclose an essay that my daughter wrote while attending Judson College, an all girls Baptist school.

The school was having a field day and all parents were invited. During the reception a contest was held in order to select the "Dad For The Day". All the girls had to write an essay about their dads and my daughter Oney Rio's essay was selected. I was named "Dad For the Day". Needless to say when this essay was read aloud and I was called out with my daughter, you can imagine the tears flowing not only from the crowd, but mostly from me.

All these years I had assumed that my daughter never loved me as a daughter should. Well I soon found out the truth.

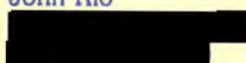
I would like to share this essay with all my fellow helicopter pilots that flew in Vietnam. I was with the 48th AHC in 1968 then 92nd AHC in 1969 and in 1972 I was with AFAT 2 out of Phu Cat.

My daughter is now a Physical Ed teacher at a private high school in Montgomery, Alabama, and I am so proud of her.

Look forward to the Reunion in New Orleans, unable to attend Chicago.

Thanks for listening.

John Rio



*No reflection of one's self is seen more clearly than through the eyes of our children. Thanks for sharing this gift of love. Ed.*



### My Heart Belongs To Daddy

Many times I have been asked who my hero is. A common reply might be Tom Selleck or Burt Reynolds. My hero isn't a big superstar or even a handsome football player. My hero is my father.

My father was in the military while I was growing up. Twice he was sent to Vietnam and twice he explained to three very young children that his country needed him and later we would understand why he had to go away. As children we never really understood, we thought he didn't love us anymore.

My father almost didn't come home either time. He never really talks about Vietnam, but he still tells us how he came so close to death. Often I think about it. If that bullet had not lodged in the gun that was pointed at his head or if he had not decided to copilot his helicopter instead of his usual piloting, he wouldn't be here today.

In 1974, my father retired from the military. Two months prior to his retirement a hurricane hit Honduras, Central America. He and several other pilots were sent there on a rescue mission. The country was destroyed by winds and floods. Thousands of people were left homeless and desperately in need of food and water. My father flew over in an attempt to rescue as many as possible. In one instance he risked his own life by rescuing over fifty people stranded on a roof top. He said the helicopter barely got off the ground. My father has always put others before himself.

Deep in my heart I have always known that God put my father here to help others. So many people are alive and free today because of the commitment and dedication my father has made to his country.

My father has always gone out of his way for our family and even more so for me. I have never told my father how much I truly love him because I have never been able to express my true feelings very well. Writing down my feelings has always been easier than speaking. Somehow, writing your own father that you love him never seemed right. So I never bothered. So many times we kids never form friendships with our parents and we never realize what we have until it's too late.

If I could tell my father right now how much I love him, I'd say how I worship the ground he walks on and how he is always in my prayers. I would tell him that I understood he had to go to war because he loved us as well as millions of other people. I would thank him for making my life so wonderful by supporting me 200% in everything I do.

For this and so much more, I can say my heart truly belongs to daddy.

By Oney Rio

### A FRIEND IN NEED

In our June VHPA Newsletter you published a letter from me which I thoroughly enjoyed writing and appreciated seeing in print. I love the Newsletter and have made new friends as well as located many old ones as a result.

However, I received a call followed by several letters from one of our Brothers which made me stop and revisit some of my own feelings about the war in which we took part, some 20 years ago. While I can't reveal much about him, because an attorney-client relationship exists, it was his call and letters which made me realize that while some of us came home to one degree or another, we were able to pick up our lives much where we left off. Many of our Brothers were not and for that matter still are unable to do so. During his several calls I listened to someone tormented by what had happened to him and who was reaching out to someone to listen to him and possibly to help him. While I have ignored, as possibly many of you have also, the so-called PTSS which directly or indirectly cause many problems for some of our bud-

*Continued on next page*



INCOMING MAIL, continued

dies, I came face-to-face with it and quite frankly and very regrettably, was completely unprepared to cope with my new friend and old comrade.

I suppose what I am trying to say, is that there are many like my friend who are out there and if no one else, as their old comrades, we should be willing to help where we can. The Country ignored them when they returned, the VA has either done the same or in some cases, medicated them to the point they are more vegetable than human and many of their families have forgotten them and all of that represents a tragedy. We should reach out where we know someone is in need of help and if nothing else just be there to listen and understand. We may not be able to do much more, but we owe our own that much.

Jack H. Carpenter  
[REDACTED]

*General Westmoreland said it in Washington in 1986, "We must take care of our own." Sometimes the best medicine is a sympathetic and understanding ear. That is what VHPA is all about. Ed.*

## CALLING ALL THUNDER CHICKENS

I've felt bad about losing touch with the organization these last few years. Hopefully I can make up for the lack of communication.

What has caused the move from Arizona to Kansas?

In the last year I've re-established contact with several fellow pilots and it's felt good and finally time.

I would like to trace down some more of the Thunder Chickens. Anybody know the whereabouts of Mike Hedges and Dick Emerson from the 185th AHC or Warren "Snoopy" Jones of WOC 69-1?

Anything I can do to help, I will.

Rusty Miller  
Transalaska Helicopter, Inc.  
[REDACTED]

*Our own success required the move to Wichita as VHPA became too large to manage from a briefcase and back room. The management company has assisted us in our growth. Hope you find other Thunder Chickens!! Ed.*

## LOOKING FOR A FEW GOOD MEN, THE MARINES

I am working as a volunteer for Liberal Air Museum in Liberal, KS. In our museum we have the helicopter in which Major (then Captain) Steven Pless (USMC) won the Congressional Medal of Honor. Since Major Pless is deceased, it is difficult to get information about the helicopter, the crew and the mission.

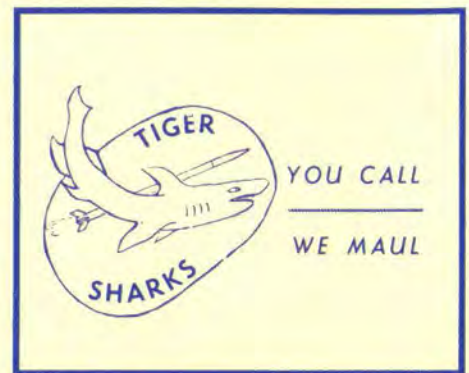
We will be having an air show and Vietnam reunion on September 23 and 24th. We would like, if at all possible, to get in contact with the other members of the crew. Capt. Rupert E. Fairfield, Copilot, Gunnery Sergeant Leroy N. Poulson, and Lance Corporal John G. Phelps, Crew Chief.

I hope that you will either have some information about them which you can send me or that you might be able to contact them for me. They can write Jim Bert the Director of the Liberal Air Museum or myself.

Thank you very much for your help.

Margie Rogers  
Liberal Air Museum  
General Welch Blvd.  
[REDACTED]

*Maybe you Marines out there can help with this worthy cause. Please send any known information to the address above ASAP. Thanks. Ed.*



## ROONEY "TOONS" AND "HOSS"

Thanks to the VHPA I found Toons. If you check this picture compared to the one in the VHPA December, 1988 Newsletter, the only difference is the weight of me (Hoss). My letter to the VHPA not only led me to Pat Rooney (Toons), but half of the other guys have been in touch. The Tigersharks (note the pocket patches) are alive and well. If there are any of the Tigersharks or any lonesome Polecats from the 192nd AHC Phanthiet that want to get in touch, drop me a line or give me a call.

Mike Colbert (Hoss)

[REDACTED]  
Drexel, NC 28619  
704/433-6831

*Another success story! Two things best left unmentioned, Hoss, are "weight and age". Ed.*



Hoss and Toons—21 May 1989, Mike Colbert and Pat Rooney.

Continued on next page



## VHPA RECRUITER

Well, it's that time of year again, membership renewal. I keep saying that I'll become a life member next year, but something always comes up and it's just an annual renewal.

I started working at the West Army National Guard Aviation Training Site about a year ago and have met quite a few VHPA members either while they were my students going through a Cobra course or attending one of the other various courses offered here. It's great meeting people from all parts of the country and having something like the VHPA in common.

I also met some pilots who, although are eligible for membership, haven't yet joined the VHPA. I gave them a sales pitch, showed them a Newsletter or two and the directory along with a blank application. Since I haven't kept in contact with these people I don't know if they've joined the VHPA or not. In each Newsletter you list all the new life members, why not include a list of the new general membership members so that recruiters like myself can see if our efforts for new membership are really working.

I hope those pilots that I've tried to recruit have joined the VHPA. I believe that it's a worthwhile organization and I'm proud to be a member.

Michael C. Labarbera

*Thanks for helping recruit new members, we want as many as possible. The reason we don't put every new member in the Newsletter is simple economics. No room. Maybe someday we will be large enough to afford this kind of acknowledgement if you guys keep up the good work. Ed.*

## FINDING A GOOD FRIEND

My sincere thanks to those who were responsible for last year's membership directory. The directory enabled me to reach Reg Harris, and a few weeks ago I got together with him and his family at their home in Georgia.

I knew many other fine pilots in Vietnam, and Reg was one of the best. He was responsible for the rescue of me and my crew when my UH-1H was shot down west of Van Me Thuot in September of 1968. Reg was flying the lead gunship when enemy fire caused an immediate engine failure as I approached a hot LZ. After I crashed Reg

made many gun runs on the NVA position and stalled their attempt to reach us. His "MAYDAY" call brought several other aircraft to assist with our rescue, but before they arrived he kept the bad guys pinned down even after his gunship's ordinance was expended. He did this by making low passes over the NVA and directing his crew chief and gunner to fire their side arms and throw hand grenades. Reg sent his wingman back to reararm and refuel, and stayed overhead until a UH-1H was on final to pick us up. By the time he landed, Reg had flown about 26 minutes after his 20 minute fuel warning light came on. If I remember correctly, his wife was just over eight months pregnant at the time. It was great to see him again. It brought up some wonderful old memories of the greatest gunship pilot ever known.

My VHPA sticker is proudly displayed on the fuselage of a Piper Dakota I own because I make frequent business trips. The sticker often draws comments from other pilots, but so far has not resulted in meeting any other Vietnam-era pilots or renewed old friendships. I also look forward to every newsletter, but so far have not seen any letter or reference about the more than 100 other pilots I remember from flight school (class 67-18), 18 months in Vietnam (128th AHC, 6th AVN BN and 129th AHC) and seven months at Ft. Meade (6th AVN) prior to discharge. I hope this letter will change that — I would like to hear from anyone who remembers serving with me and I guarantee a quick response.

Alan Fry  
(Hustler 6)

*An amazing story well worth sharing with us. With age we remember the commitments we made to each other in war, now we are committed to finding those lost friends. If you know Alan, get out that pencil and paper. Ed.*



## DEMONS AND DEVILS REUNITED

I recently joined VHPA and received my packet with the directory. While looking over the membership roster, I found many familiar names and I went to work contacting a few of them. My first contact was with Loren "Lonesome" Hall, (Devil 23). Loren and I were both in class 67-3, both went to Ft. Bragg and formed the 134th AHC, both extended our tours in Nam and rented a house together in Mineral Wells upon our return to the States. We went our separate ways when Loren got orders to Ft. Benning after he got his commission and I left the Army. Thanks to VHPA, we finally got together for a lengthy breakfast with our wives (Shelby-his, Ann-mine) and my two children. We shared a lot of laughs, memories and general "ketching-up" with each other. It's great to know that after 20 years the friendship we knew is still alive and well! We will definitely keep in touch this time!

I would also like to contact all of the "original" 134th Demons and Devils from Ft. Bragg/Phu Hiep/An Khe/etc. for a possible reunion. If you are one of these pilots, know someone who is or have any information that could help me locate some of them, please contact me.

Enclosed is a check for a set of back Newsletters. I've still got a lot of "ketching-up" to do. Keep up the good work.

L. Wayne Hall

\*Not sick, wife is in Navy!

*Must have been a "HELL" of a reunion!! Ed.*



## YOUNGER STILL

Just cruised through the June, 1989 issue of our Newsletter and had to throw my two piasters in.

The letter to the editor by Clark Smiley caught my eye as he mentioned he thought he may have been the youngest Chinook Commander in Country. I added up, subtracted, divided, used some algebraic notation that I hadn't seen since before I tried to memorize the "outside nomenclature of the M-16 rifle" and finally figured out that perhaps I might have Mr. Smiley beaten by a month or so.

Arrived in Country, Aug. '67

Made Aircraft Commander, Oct. '67

Turned age 20 on the 3rd of Nov. '67

The weird part of this is that there a few of us in A/228th, 1st Air Cav (Razorback), who were all pretty close or within a month or so of each other. I think that a guy named Garry L. Daniel may have me beat by 30 days. Sure hope he jumps in here if he's reading this.

To change the subject for a moment, I'd like to comment on how important the VHPA Newsletter is to a lot of us. I've read letters from people I hadn't even thought about for 20 years and all of a sudden a thousand memories come rushing back one after another which leads to memories of other guys and some time with myself to reflect on a lot of good friends and good times. Thanks to the monumental efforts of all the "Founding Fathers" and staff of the VHPA, we now have an organization that we can all be proud of. We all did a hell of a job 20 years ago, and you people are doing a great job now.

Andrew Dulay  
(Class 67-7W)

*We'll get this age thing figured out sooner or later — Any other contenders? Ed.*

## A LITTLE HELP FROM MY FRIENDS

I am forwarding lists of my graduating classes of Fort Wolters and Fort Rucker (70-05/70-07) and included is a list of known residence addresses of those I've managed to contact with a little help from my friends. An additional list has names, addresses and some phone numbers, of 174th AHC Alumni that I served with, some before and some after. Dolphins and Sharks true, everyone.

Many of these gentlemen have never gotten the word on our fine Association and expressed interest (and that ain't no S\_\_\_\_\_!). Some never quite got around to filling out the application, doing some inquiring or just were not able to extract that check book from those tight tennis shorts. I recall receiving a "complimentary Newsletter" prior to my enrolling and it served as an excellent motivator. As many have expressed in the Newsletter, we're not a generation of "cause" joiners. The Newsletter and directory are the finest advertisements any Association could wish to have. I realize the expense and the potential hazards that the directory poses in the wrong hands but for a potential member, to have the ability to finger through it for a day is the instant development of a new member. In regards to the attached lists of names, I would like to see them published in the next directory and as members hopefully.

Continuing, I do realize and appreciate that our select Association was created for and by Vietnam Helicopter Pilots, but a related Association desperately needs our support. (Not a political statement). I speak of the Vietnam Helicopter Crew Members Association. They took form in January of 1987 at the control of a fine old soldier known to me as George "Pop" Ecker. George passed away last summer and I'm sure that those he left behind could profit from an Associate Membership, a tale for the Newsletter or clue as to the location of a potential eligible member. My motive is strictly selfish, as if the crew members group grows as VHPA, I'll have the ability to contact a valued friend, a gunner or crew chief that often times was closer, more dependent on my survival than that of a fellow pilot.

In the course of my digging I've found that many of these good friends have had a considerably more difficult path to follow than myself and a strong Associa-

*Continued on next page*

## 1989 Reunion—Chicago, Illinois June 29th thru July 2nd



66 to 12 members attending all six reunions are L to R: Rick Freeman, Ken Fritz, Mike McDonald, Mike Law, Bob Smith, Ron Wright, Mike Wilson, Greg Ross, Dick McCraig, Paul Uster, Russ Janus, Dave Grieger.



## INCOMING MAIL, continued

tion for them could lighten their load considerably.

All the best to you all!

Fred & Donna Thompson  
(Shark 7 & Bride)

P.S. Donna is still thrilled by y'all singin' Happy Birthday to her in Texas (Thanks Tim).

*Although I spoke with George on many occasions, I never had the privilege of meeting him. The VHPA assisted George in forming the VHCMA along the lines of our own organization. Their reunion was held in Las Vegas this year. VHCMA's address can be found elsewhere in this Newsletter. Let's all help this organization become as successful as VHPA!! Ed.*

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

## SSS-LLL THE ANSWER IS

Although I have been a member of VHPA for only a short time, I look forward with great interest to each issue of the newsletter. Memories Galore, stirring emotions, and in some ways a longing for days gone by. Mind you not the confrontations just the flying. Having remained in the military I can tell you emphatically there is a definite difference in peace time and war time flying.

The remembrances and emotions of days gone by zeroed in on target when I read the June issue of the VHPA Newsletter. I looked at Jim Christensen's solo card and recognized that forlorn look of a "scared" blackbird. I grabbed my wife and said "I have one of these." I pulled out my wallet and showed her RAY SHELTON'S solo card. Why was it in my wallet for over

21 years after the event? The reason is at the time it was the most important day of my life. Many more important days have come and gone but few have brought that euphoric feeling of my first solo flight.

Well, enough nostalgia, the actual purpose of this letter is to answer the editor's big question of what SSS-LLL stands for. Any members of Clemmer's Flight can tell you:

SOON, SMALL, SMOOTH —  
LATE, LARGE, LOOKOUT. Of course we all know this indicates our prowess with our primary trainer, or was it with the ladies of Mineral Wells, Texas?!

Ray Shelton  
(Bulldog 19)  
Major USMC

*You broke the code, Ray, it's all in the touch! Ed.*

## A MODEL ADMIRER

This is an open letter to any pilots and/or crew chiefs/door gunners who flew or, flew in, the Bell UH-1D Huey helicopter ("slick" version). I am building a highly detailed model in 1/35 scale. I would appreciate any pictures and/or diagrams showing cabin detail, seat-armor, seat placement, engine (Lycoming T53 L-11, placement of exterior decals/squadron insignia, instrumentation and any other details relating to this model of Huey.

Copies of pictures would be fine as I cannot guarantee return of originals. I would appreciate any and all responses and will be very grateful.

I want to add my personal and extreme admiration for all of YOU who served and fought and gave so much for this country and I THANK YOU.

David Pellerin

904/642-5157

*The enthusiasm of youth — remember your first helicopter? David can use our help!! Ed.*



## UNEXPECTED NEWS

Here is an experience I hope will illustrate the importance of deliberate effort to make VHPA a multi-branch organization, not just a WOC Reunion Club. Finding the name of someone I knew in the VHPA Directory is always moving — one way or the other. But one particularly got to me because it was so unexpected — Maj. Stephen Pless — who was reported killed in a motorcycle accident in Pensacola... unexpected because Steve was not one of "us" Rucker grads, but a Marine.

He flew H-34's in Vietnam in 1963, conducting some of the first airmobile tactical assault experiments, then was assigned to the Naval Air Training Command in P'Cola. In the spring of 1964, I was a Marine Aviation Cadet going through jet pilot training, and he was one of my first primary flight instructors, not in a helicopter, but in a fixed-wing T-34. A week before graduation in the jets, I suffered a disagreement with the Corps, and ended up back on the street. Not to be denied the right to fly in combat for my country, I joined the Army as a WOC... and the rest, as they say, is history.

And speaking of the other branches, where are all those "Jolly Green Giant" drivers? Who could know better than we just how much those pilots deserve recognition and respect?

James Nathan Post  
(Lancer 17)

*All news we get from this organization is not good news but it is important for us to find those lost buddies whatever the outcome. Let's all redouble our efforts to find those other Service pilots and bring them in. Ed.*

## JUST FOR THE RECORD

It was by word of mouth some ten years after the fact that I learned of the death of Scott Alwin. I can't say that I was shocked to learn of his death, since the last I remembered hearing of him was that he had extended his stay in Vietnam to at least four tours flying gunships. I was shocked, however, to learn that his death had come as the result of an auto accident caused by a drunk driver in 1976 after his safe return to the States. The irony of his death is not lost on his parents or family, whom I had the privilege of visiting several months ago in northern Wisconsin.

*Continued on next page*



I remember Scott Alwin because he was one of those bigger-than-life characters who was on his second tour in Vietnam when I arrived. I had been his roommate for about one month (after joining the "Mustang" gun platoon) before getting my "million dollar" wound and ticket home. Scott was a very bright yet quiet and introverted person who could absolutely be counted on as a gun team leader to have a full grasp of a combat situation and at the same time be able to fly his ship with admirable finesse while teaching his crew the ropes.

It is my understanding that Scott won well over 100 air medals and various other decorations, including the bronze star, distinguished flying cross and purple heart. He was promoted to CW2 while I was with the Top Tigers (68th AHC) and later given a direct commission to Second Lieutenant and promoted to Captain before resigning his commission and taking a warrant (after returning to the States) to ensure he remained on flight status.

Walter and Joanne Alwin, Scott's parents, believe that Scott flew more combat time than any active duty military pilot ever to fly in any war for the United States (near 5,000 hours). If anyone can either challenge or support that claim, I am sure we would all be interested in hearing about it.

If anyone reads this and feels the inclination to communicate with Scott's parents, I would urge you to do so. The address for Walter and Joanne Alwin is 14575 Naugart Road, Hamburg, Wisconsin 54438.

Aside from his parents and 15 brothers and sisters (all of whom would be interested in learning more about Scott during his time with us), Scott is survived by his wife "Tess" and two teenage children who reside in Milwaukee.

I would recommend to anyone who knows the whereabouts of the family of one of our departed comrades that a call, letter or visit is worth considering. It can be a real blessing to the family to know that their son, brother, husband and/or father is remembered.

Walter Fricke

*An enviable record which will be hard to match. I hope that anyone who remembers Scott will contact the family.*  
Ed.



**V.H.C.M.A.  
P.O. Box 237  
Crowley, TX 76036  
(817) 297-4993**

### WE HAVE ONE DOWN

"Lead, this is Trail, we have one down." "That's not funny, Trail, it's bad down here tonight." "I am not kidding, Lead, Mac is down." Lead turned the flight around, they saw the side of the mountain on fire, there was no call, they must be dead!

The flight of four would depart at 2000 hours, it was one of those really dark nights with no moon, and the mission was in the mountains. At least it was a warm night, but what else would you expect on 12 August. Pre-flight and commo checks are complete, Lead orders each ship to take off individually and rendezvous at PZ BLACKSTAR, the flight would form there and then proceed to the LZ. This was a typical mission, we all knew the AO very well, this should be a piece of cake.

The flight was off BLACKSTAR at 2050 hours. Climbing to 1,500 feet, it was smooth, calm, and so very dark. I had 15 minutes till crash time, it should have been 15 minutes to live. We departed the IP at 2100 hours, 5 minutes to go! Soon after leaving the IP, I picked up my map to keep track of our course, if Lead or 2 went down I would have to take over the flight. Crossing over the first ridgeline, I did an instrument scan for my copilot (Brian), everything is fine, even all the radios work. Brian said, "251 is a nice A/C, very smooth" (30 seconds from becoming a pile of burned scrap). What is going on? Something terrible is happening, we hit something or something hit us, my last conscious thought, we are going inverted. Suddenly things became calm, very light almost like daytime, and the noise stops.

2105 hours. "Lead, this is Trail, we have one down." Brian sees the flames reflecting in the windscreen and me apparently unconscious. Brian unhooked

my seat belt and I fell out of my seat smashing into his, I am disoriented and my ribs must be broken, remember getting out of the A/C, but Brian said I crawled out through the left door under my own power (I was flying right seat). We stumble and fall down the hill, then Brian said "Mac, I can't go any further." We find a small flat spot and sit down, we determine very soon that our injuries are not life-threatening, but boy, do we hurt.

The hillside is on fire, the whole A/C is engulfed in flames, I can't believe we are still alive, now we have to get out. One can only imagine how emotionally charged the atmosphere was in each of those 3 A/C, they don't know if we are dead or alive, from the scene in front of them, we should be dead.

Brian and I are watching the 3 A/C circle the area, one A/C starts to climb, 2 A/C are down low. Brian pulls out the emergency radio, "Hey it works!" There is a sound of relief in Lead's voice, and they know we are alive. The terrain is very steep, absolutely no place to land (I know, we just landed there but not in an approved manner, but any landing you walk away from is a good landing). Lead tries to find a place to land but can't, Trail is high, arranging for a rescue A/C with a hoist. Lead sends 2 back to base to refuel, he will need to relieve Lead and Trail on station. By the time 2 returns, Lead and Trail must leave, "I am sorry Mac but I have to go", Lead said. "I know Buddy, don't worry," I said, it was nice having 2 back. At 2300 hours, we are hoisted out and taken to the hospital, we must have looked like hell, bloody, muddy and disoriented but we would heal.

The crews of the other 3 A/C did a marvelous job of coordinating our rescue, on a dark night like that it was very tough. Those guys stayed on sta-

*Continued on next page*



INCOMING MAIL, continued

tion, that's what I would have done for them. I was reminded of the bond that we had between us in Vietnam, that bond is still there today. You see, this crash only happened on 12 August, 1988, and I am fortunate not to have my name appear in the "In Memory" column of the VHPA Newsletter.

Richard D. McCraig  
[REDACTED]

P.S. This was a night vision goggle training flight conducted under zero illumination conditions in steep mountainous terrain. I am the unit SIP, NVG, SIP, and both Brian and I are back flying. RDM.

*And I thought Vietnam was scary. Helicopter pilots are truly a different breed and a "Band of Brothers". Ed.*



## FLIGHT FOR FREEDOM

You know well that all of us pilots will sit around and tell stories of our flights in RVN. I had the pleasure of meeting another pilot in the contract company which had hired a bunch of us guys who are now desk pilots. Last year when the new guy came on board, I told him we had to do that soon. When we started the conversations, I found out quickly how small the world is. Canh Van Vu and I flew the same area only at different years. It had a significant difference to both of us. I flew the OH6A in the Pleiku, Kontum, Dak To areas in 1968-69. He flew the UH1s there from the early '70s until 1975. The differences are more than just the aircraft and the years. While I was there, the division had accomplished cleaning up the area and forcing combat into small "brush fires". In contrast in April 1975, we all know it became an uncontrollable "forest fire" combat for the RVN.

Canh learned how to fly at Ft. Rucker as a young-RVN officer. He was Huey qualified and moved back to the area where his family lived — Pleiku region. As a youngster, his mother and father moved out of North Vietnam to be able

to enjoy the democracy which they understood. Canh had learned well from them and knew he was to hold on to what South Vietnam had.

We all know that the hold on and enjoyment of the democracy went away quickly in April 1975. Thus, since his unit and the Pleiku area had been bypassed by the NVA, Canh planned an air mission for him and his family to continue to be in a democratic society. On April 29th, he gathered his family and indicated a flight to the Saigon area to depart the country. He arrived at an air house in Can Tho to refuel and to continue the evacuation flight. On the 30th there was no fuel truck or ground assistance. However, there was a VIP Huey in excellent condition and with fuel. He loaded the family and flew to Phu Can To island to get into a safer area for all of them. He then next flew to an island called Phu Quoc which was a "wild island" where he had to land since the fuel level was dangerously low. Then on 1 May 1975, they left the island through their signaling and were picked up by a fishing boat. The family traveled for almost three days until they docked at Thailand. They were received easily and processed to seek entry into the United States. Vu's mission was successful!

Since he has been here, he has become a US citizen who is well educated as a technical computer programmer. He is extremely competent.

In our conversation at the contract agency, I found out that he, his family, and other Vietnamese associates have no photos of their country. They all left quickly without packing such items. I had hundreds processed in 1968-69 making it easy for me to put them together for a showing at lunch. Now he

has done the showings using my slides for his friends, and has had some of the air shots made into photos to remember how RVN is; especially near Pleiku and Vung Tau. Canh enjoys the US and is still able to communicate from here to his mom and dad. Both of them wished to stay in the RVN mainly because of their older age.

Now Vu performed an excellent mission based upon his unit's over run and lack of military to support. It made good sense to care for his family by the best means and support; via helicopter. They were able to safely and sensibly leave RVN and enter the U.S. Based upon this and the other military tactical support that he did, I would like to propose that he be made a member of VHPA this year (without dues) as his mission award. Thereafter, to be required to pay all annual dues like the rest of us 'Peter Pilots'!

(I asked Canh if it would be acceptable to tell and print the story by VHPA which he approved.)

I regret that I cannot be at the 6th reunion to tell this story. I met Canh right after the 5th reunion which was one of the factors to reopen the thoughts and morale which I enjoyed as a pilot. Had it been before last year's reunion I would have told it to my stickbuddies then.

Michael E. Stamilio  
[REDACTED]

*QUITE a story! I understand how you feel about Canh. Your letter is a real tribute to him. There are others who deserve equal recognition; however, the VHPA is not financially able to recognize them in this manner. I do hope that Canh will become a member as we welcome all Vietnam helicopter pilots. Ed.*

**Due to time elements on cut off dates for this issue, a complete 1989 6th Annual Reunion Recap will be in a future issue. If you have pictures of group, units, classes, etc., from Reunion please mail to VHPA Headquarters for use in Newsletter.**



## New Life Members

### ROBERT J. ANDERSON

69-35 69-37  
70 134 AHC  
General Contractor

### JAMES A. AYERS

ABU DHABI Helicopters Ltd.  
United Arab Emirates  
71-36  
71-71 18 CAG  
Helicopter Pilot

### MIKE BAUMAN

67-15  
68-69 D/1/1 CAV  
Self-Employed

### RALPH C. HARVEY

66-23 67-1  
67 C/1/9 CAV 1 CAV  
Civil Flight Inst. Army

### RUSSELL H. MILLER

Transalaska Heli. Inc.  
69-1  
69-70 195 AHC  
Helicopter Pilot

### CHARLES J. PELLETIER, II

70-22  
68-69  
Dir./Pro Life Preg. Ctr.

### JOHN W. RHOADES

67-11  
67-68 187 AHC  
68 12 CAG  
68 120 AHC  
69-71 334 AHC  
Pres./Trucking Co.

### RAY ROBBINS

70-23  
71-72 D/1/1 CAV AMERICAL  
V.P. Sales/Eagle Shield

### GARY ROUSH

67-24  
68-69 242 ASHC  
Mgr., Corning Glass

### GARY L. SHAUF

68-519  
69-70 118 AVN AHC  
Corp. Pilot

### DAVEY L. STANLEY

Shallotte, NC 28459  
57-12  
65-66 161 AVN  
68-69 10 CAB  
Attorney

### CHUCK STEELE

2/69 USMC  
69-70 HML-167  
Heli. Pilot

### KENNETH E. WITT

63-2  
66-67 58 Trans  
Mkt. Mgr. Military System

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| 1988 VHPA Directory .....<br>(VHPA Members only)<br>(While supplies last)                 | \$10.00/each    | _____ |
| VHPA Decals .....                                                                         | \$1.00/each     | _____ |
|  ..... | \$25.00/each    | _____ |
| (VHS Tape)                                                                                | Grand Total     | _____ |
| Send check/money order or charge to MasterCard/VISA                                       |                 |       |
| Account No. _____                                                                         | Exp. Date _____ |       |
| Signature _____                                                                           |                 |       |

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VHPA  
P.O. Box 9592  
Wichita, KS 67277



## VHPA Member John Hazelwood Needs Help!?!



Benny Parsons, the award winning NASCAR race car driver, makes a point of discussing various names and/or logos on hats that have been sent to him during intermissions and breaks of the races he attends. During the AC Delco 500, scheduled to begin at 12 Noon E.S.T. in Rockingham, North Carolina, on October 22nd, Benny has stated that one of the hats he will be discussing will be that of the Vietnam Helicopter Pilots Association.

John "Wiley" Hazlewood, a VHPA member and former C/1/9th slick driver who now lives in Virginia, is the one responsible for getting a hat to Benny. That's "Wiley" pictured above blending in with indigenous personnel while on guard duty somewhere in I-CORPS. John would like to have several VHPA members attend the race with him, with hope that a VHPA banner can be held up behind Benny while he is giving his talk. Since this race will be carried on ESPN coast to coast, this may well be a perfect opportunity to get some additional exposure for the VHPA. If you can attend and give John some assistance, call him at 1- [REDACTED].



## Upcoming Events...

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, 4005 Wisconsin Ave., Washington, D.C. 20016

November 10, 1989

**DMZ TO DELTA DANCE — THE WOMEN VETERANS FOUNDATION, INC.**

Contact: Pat Harrington, [REDACTED]

## Looking For...

### CHRIS RASH

Or any information on his whereabouts. Chris served with C/3/17 Air CAV in Vinh Long, was shot down in February of 1972 and was med-evaced to Walter Reed Army Hospital. Please contact: Rex Gooch, [REDACTED]

### CW2 MARTIN D. VANDEN EYKEL & CREW

Any information on the night mission of December 2nd, 1969 in the Bon Song, LZ English area when they disappeared is appreciated by Martin D. Vanden Eykel's family. Also any pictures of Martin in RVN would be greatly appreciated and will be copied and returned to you. Contact: Jack Dale Jordan, [REDACTED]

### 7/1 AIR CAV, VINH LONG, RVN 68/69 BLACKHAWKS

Or any information on the members of the Squadron I served with in Vietnam during 1968 and 1969 for a Reunion. Contact: Paul R. Hanson, [REDACTED]







## In Memory

On February 17th, 1989, VHPA member **James F. Cain** of Ft. Walton Beach, Florida passed away. Mr. Cain was in the class of 56-12 and served from 61-62 with the 8 TR as well as 67-68 with A/228th, 1 CAV.

On March 27th, 1989, VHPA member **Helmut J. Fischer**, from Colorado Springs, Colorado passed away. Mr. Fischer was in the class of 63-4WT and served from 65-66 with the 118th AHC as well as 68-69 with the 205th ASHC.

On May 20th, 1989, **Dennis C. Eisler** of Tahoe City, California died on an airplane crash while on an anti-drug campaign for the State Department in Peru. Mr. Eisler was a helicopter pilot in Vietnam during the Vietnam Era as well as aiding in the evacuation of Saigon.

On June 14th, 1989, VHPA member **Wayne Alexander** from Kerrville, Texas passed away. Mr. Alexander was in the class of 67-13 and served from 67-68 in Vietnam.

On June 25th, 1989, VHPA member **William C. Singletary, Jr.**, from Richmond, Virginia drowned while trying to save the lives of two women at a South Carolina resort near Charleston. Mr. Singletary was in the class of 70-15 and served in 1970 with A/101st, 101 ABN as well as 70-71 with the B/101st, 101 ABN. He had earned the Purple Heart, the Silver Star and the Distinguished Flying Cross as well as being a member of the Virginia Army National Guard.



## Unit Information

To find information about your unit please write:

Chief Research & Rulemaking  
Branch  
Records & Management Division  
Department of the Army  
Office of the Adjutant General  
Alexandria, VA 22331

Include name, service number and complete unit including dates you served with that unit. Also request the "Extracts of the Operational Report Lessons Learned" that were submitted after the action reports!

## DID YOU FLY MARTHA RAYE IN R.V.N.?

If the answer to that question is "yes", and you have a humorous story to tell about the time you spent with Martha, then you could become part of the documentary that is currently being produced about the time Ms. Raye spent in Vietnam. If you are interested in "telling it all", contact Joel Lipman, [REDACTED]



## VHPA 6th Reunion T's/Sweat's CLOSE OUT

### 6-Color Design

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\*Free attachment for "LIFE MEMBER"

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| VHPA Logo Golf-Shirt                 | — | \$15.00 |
| VHPA Logo Sweat Shirt                | — | \$15.00 |
| VHPA Logo Baseball Cap               | — | \$ 9.50 |
| "I ♥ My Helicopter Pilot"<br>T-Shirt | — | \$ 9.95 |

**D & G — P.O. Box 12105  
Columbus GA 31907**



## FROM THE EXECUTIVE DIRECTOR

VICTORIES are what VHPA Reunions are all about in my mind. I'd like to describe some of the VICTORIES I witnessed during the Chicago Reunion.

Greg Ross, God bless him!!, scored at least four VICTORIES. First, he provided the membership with another successful Reunion... on time, within specs, and within budget. Lest anyone forget, the first item (on time) is easy; but the other two are rather elusive to most mortals. Second, he held a flight class reunion within the VHPA Reunion. 23 (including 4 "lost ones") smiling 67/1ers and wearing their own class T-Shirts; some accomplishment indeed! Third, he bested more than a few bottles of beer, several hundred phone calls, a couple dozen crises; while keeping his marriage and sanity intact. Thanks Stephanie for marrying such a multi-talented guy!! Fourth, he got himself elected as Vice President... super glutton for punishment!

Ron Wright got himself elected to the Executive Council as Member At Large. He has volunteered many times for lots of odd jobs; but now he has an official one... just goes to show that even Chinook pilots make good eventually!

Gary Roush finally got what's coming to him... a complimentary Life Membership and a huge ovation at the banquet for his efforts connected with the KIA/MIA data base we all appreciate so much in our Directories. Another Chinook pilot makes good... no, makes GREAT!!

Bill Greenhalgh also scored several VICTORIES. The Executive Council made him the Historical Committee (Vietnam Era) chairman. He gave a neat address to the membership at the Business Meeting despite being rather nervous since I forgot to give him much prior notice. He "set up shop" across from Gary Roush to gather some information about aviation units and from the smile on his face one could easily tell things were going very well indeed.

Jack Glennon, we need more men like him!! He masterminded a combat unit reunion within the VHPA Reunion for PHOENIX pilots... C/158 CAB 101 ABN. 32 guys showed up in all, complete with their own T-shirts. They even had several friends from other companies of the 158th. They spent several hours in one room showing slides and exchanging war stories. They were also well prepared for the dance after the banquet; about 30 seconds after the banquet ended the coats and ties were off, their famous T-shirts back on, tables and chairs circled for their "night defensvie position". Truly they set a good example and a high standard for other units for future Reunions!!

Mike McDonald was truly on cloud 9. A few years ago things were rough, but things couldn't be better now. He is thrilled with his job (Sky pilot for Channel 3 in Phoenix) and the video "Return to Vietnam — Full Circle" that he helped produce was well received during the Banquet.

Bob Johnson did a great job last year getting some 25 VHPA billboards put up in 15 cities; but this year 100 in 83 cities!! The man seems to have boundless energy and knows how to call at least half the people in the U.S.A. on the phone at the drop of a hat!

Noel Campbell did an absolutely SUPER FANTASTIC job of carrying on the Unit History luncheons we started at the Long Beach Reunion. He put a lot of preparation and a lot of love into his HA(L)-3 presentation; he did the Navy pilots proud!!

Dan Ross, in his normal totally unreserved manner, found a Marine pilot at the Taste of Chicago — brought him back to the Reunion, helped him join VHPA, and then introduced him to the rest of the Marine pilots at the Reunion.

Everyone that attended the Reunion seemed to really have a good time. I walked to the Banquet with a guy who remarked that he had had three great days and was really sad to see that Reunion coming to an end. Several others suggested that we just move right then and there to New Orleans and start that Reunion!

400 pilots attended... I'd say VHPA has definitely got Reunions on a winning track. During the business meeting after Gary Slaughter outlined his plans for the New Orleans Reunion, Roger Gould said he believed it would be the "ARC LIGHT of Reunions".

Mike Law  
7/17 CAV 68-69

## THERE IS A HOUSE IN "NU AWLANDS"

Called the Downtown Sheraton; home of the 1990 V.H.P.A. 7th Annual Reunion. Ole Man River awaits; all aboard the Paddle Boat Natchez. New Orleans, the "Party Capital of the United States," has investigated the V.H.P.A. and found it worthy to roll out the red carpet and host such a group of outstanding thrill seekers.

If you have ever made plans to attend a Reunion, this is the one you cannot miss. There might not ever be another like it. Bourbon Street, Mississippi River Paddle Boats, Cajun Cooking and a coon-ass dialect all guaranteed to staple life time fun in everyone's memories.

We're planning to start with a bang the first night with a 4th of July B.B.Q. & pool party climaxing on the 8th floor pool deck overlooking the Mississippi River with one of the most spectacular fireworks displays you've ever seen. Our reunion will end with a Mardi Gras theme banquet with a parade, floats, bands and all that jazz. Just like the real New Orleans Mardi Gras!!

As Roger Gould stated, "This could be the ARC LIGHT of Reunions"!! Friday, July 6th, is a day reserved for everyone to have the opportunity of touring or sight seeing a community established in 1699 and a town since 1718, first named Nouvelle Orleans.

While you're there, you must take a ride on the oldest continuous running street railway system "street car" since 1935. Ever see "A Street Car Named Desire"?

There are literally hundreds of tours available. I recommend contacting the New Orleans Tourist & Convention Commission for specific information. They will be glad to send all the brochures you want. Also, once you get to the hotel, there is an in house travel guide and tour service to help you.

The New Orleans Reunion will have been almost two years in the planning, with a reunion committee of more than 30 V.H.P.A. members all volunteering their time and efforts to ensure Good Times, Cold Beer & Camaraderie at it's best. Please let me know if I may help in making your plans complete.

Gary Slaughter



## 1989 REUNION NOTES

The lucky winner of three nights at the Hyatt Regency Chicago on the VHPA was William Burks of Redmond, Washington, which proves that it does pay to register for VHPA reunions early.

401 Pilots and 219 Wives/Friends showed up in Chicago for the 6th Annual VHPA Reunion to make Chicago

the second largest attended reunion to date.

For those of you who attended and expressed an interest in the lithograph titled "The Long Green Line", more information can be obtained by writing The Greenwich Work Shop, P.O. Box 393, Trumbull, CT 06611 or by calling 1-800/243-4246.

**LEFT AT REUNION:** Someone brought a Unit Day roster for the 114th Aviation Assault Helicopter Company showing the date of 26 July, 1969. If you want it returned, please contact Greg Ross, Reunion Chairman,

9.

Greg Ross





# Annual Business Meeting

The meeting was called to order by President Roger Gould at just past 1 p.m. with about 200+ members present. Roger introduced the other members of the Executive Council and the Newsletter Editor. He then delivered a brief "State of the VHPA" address during which he stated that this was an open meeting and that comments and questions were encouraged. He went on to emphasize that VHPA is healthy and growing as we would all see from the presentations to follow; but that there is concern for the nearly 1,000 past due members.

Roger asked the Executive Director to present a recap of the financial and administrative status of the VHPA since the last Reunion. Mike Law presented two overhead foils. The first was an unaudited financial report for the period ending Dec. 1988. He reviewed some 10 income items that totaled \$153,592 and some 12 expense items that totaled 104,502. He stated that VHPA had a positive carry-over of some \$53,383 going into 1988 and a \$102,473 carry-over going into 1989. Mike emphasized that the exact numbers would be available when the annual audit is completed within the next few weeks and that our IRS filings are current. The second foil listed various administrative items of importance from the last year. The Executive Council met a total of 7 times prior to the Chicago Reunion for a total of some 23 hours. Minutes were prepared for all these meetings. Next Mike quickly described 12 significant items that the Council addressed during these meetings.

Roger then addressed the membership on three important issues. First, the moving of the 90 Reunion from Pensacola to New Orleans — the 6 hour one-way drive to Fort Rucker, that Rucker is an active base not geared for large numbers of visitors, the relative high rates of 4 small, downtown hotels, the lack of airline competition into the town (hence the lack of lower fares), plus a transportation problem within the city for the membership, were the major reasons the Reunion was moved. Second, Executive Council perks — Roger wanted everyone to know that Council members paid for everything at a Reunion, except this year their rooms were free as part of the "comp rooms" granted by the Hyatt. Third, the reason

the Executive Council has put the administrative services out for competitive bid is to make certain we are receiving the best value for the money spent. Roger announced that to date 9 entities (4 individuals and 5 firms) requested the bid packet and that the Executive Council has a weighted criteria list it will use for vendor selection.

Greg Ross, serving in the capacity of Constitution and Bylaws Committee Chairman, presented the rationale for the Constitution and Bylaws changes that were given to each member in their registration packet. He briefly summarized the Executive Council's support for the draft version and that an attorney had reviewed the draft. During the brief discussion that followed Ron Wright pointed out that one word needed to be added in paragraph 6 of Bylaws Chapter 4. There being no future discussion, Greg called for a motion to approve the draft... the motion was made, seconded, and sustained by a voice vote of the membership.

Gary Slaughter, serving in the capacity of Nominating Committee Chairman, conducted the election of the Junior Member At Large and the Vice President in much the same manner as we have done in past years. Paper ballots were necessary since 3 pilots sought the Member At Large and 2 the Vice President's office. Ron Wright was elected the Junior Member At Large and Greg Ross the Vice President.

Roger then initiated the Committee Reports phase of the meeting by introducing Phil Marshall, the Membership Committee Chairman. Phil stated that the Membership Committee's top goal was the past due members and that the Executive Council had approved his idea of a second dues reminder which includes an "exit survey". He stated that the next goal was to encourage new pilots to join VHPA. He encouraged members to funnel ideas and options to him. He closed by encouraging members to give one of their nonmember pilot friends a "gift membership" for Christmas.

Roger then introduced Bob Johnson of Lamar Advertising who was the driving force behind the very successful billboard program both last year and this year. Bob told the membership how easy radio press releases are to prepare and stressed that each of us are the best PR man VHPA has with our local stations. Finally, Bob read a list of the various outdoor advertising companies that helped put 100 VHPA billboards up this year in 83 cities. The membership gave Bob a big round of applause

for his efforts and Roger announced that VHPA Certificates of Appreciation would be sent to each company.

Bill Greenhalgh was introduced as the new Historical (Vietnam Era) Committee Chairman. Bill said that he was really excited to serve and announced that the Committee was in the "data collection" mode at present concerning the dates, locations, etc. of every unit that had helicopters in Southeast Asia. He described some of the unusual sources he had used in the past and encouraged members to come by his "booth" to give him data.

Gary Roush was introduced as the Data Base Committee member responsible for the KIA/MIA data we see printed in the Directory. Gary said that over 500 data items have been added this year including a couple of pilots who have called to tell him they weren't dead after all!! He emphasized that we were in the "data verification and correction" phase and encouraged members to come by his "booth".

Mike McDonald, the Newsletter Editor, thanked Roger and all those that have helped him this year. He said he especially appreciates the letters members send in and that you should not be discouraged if your letter does not appear in the very next Newsletter; they are saved for future editions.

Mike Law, serving in the capacity of Directory Editor, said that the most pressing problem for the '89 Directory was still the need for good cover photos.

Gary Slaughter, serving in the capacity of '90 Reunion Committee Chairman, presented yet another version of his now famous "New Orleans... See You There" Reunion song!! In just a few seconds he outlined plans for food, pool parties, a Mississippi River Paddle boat cruise, a 1st annual PETER PILOTS BEAUTY CONTEST, banquet extravaganza, food, and more food... fun and more fun; the result was that Roger had to veto a floor motion to move the '90 Reunion forward one year!!

Roger then asked if there were any "walk-on items". After a few clarification type questions from the floor were addressed, there being nothing further to discuss; Roger called for a motion to adjourn. It was made, seconded, and approved. The meeting adjourned about 3:30 p.m.

Mike Law  
Executive Director





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