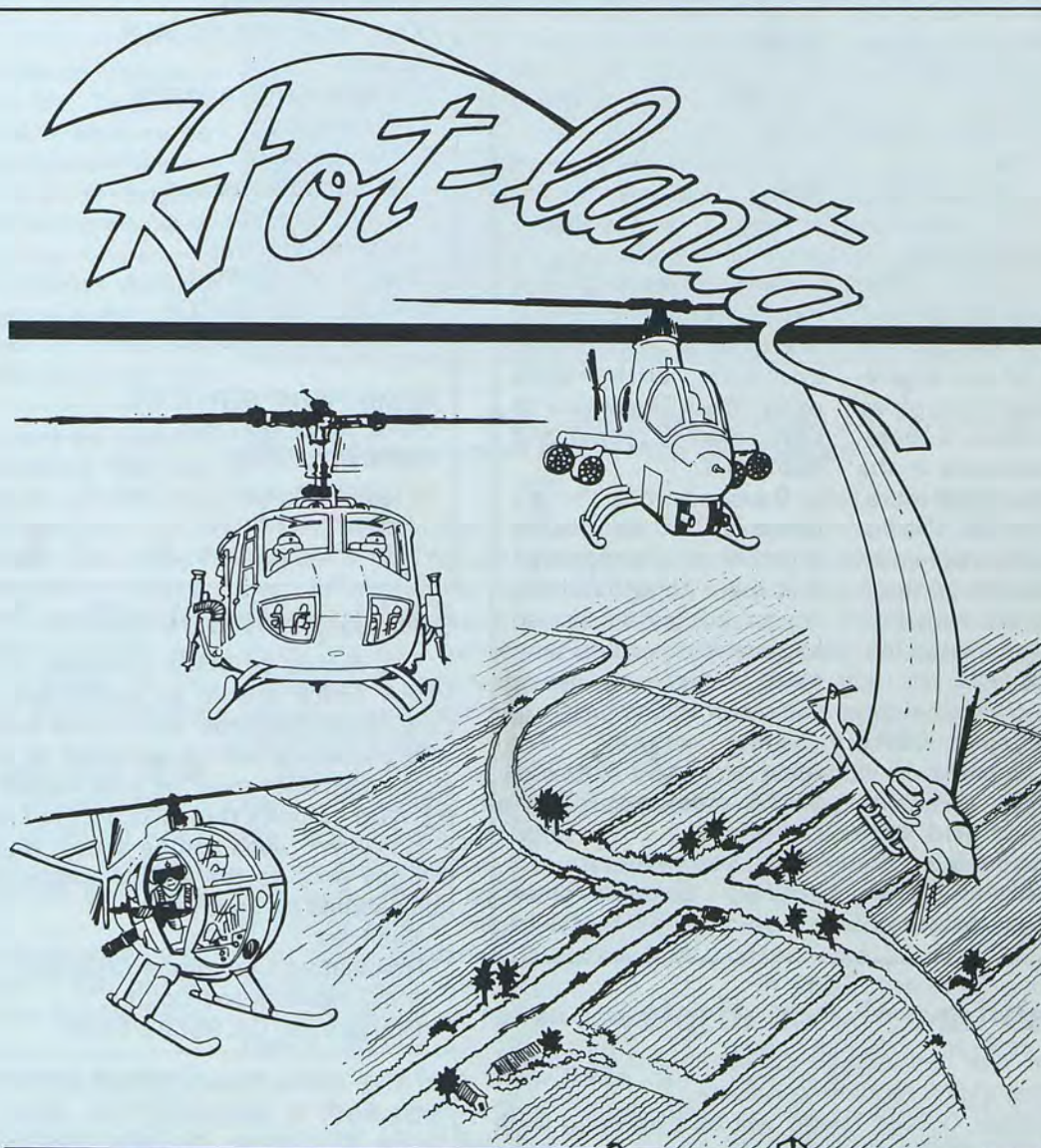




# The VHPA Newsletter

Vietnam Helicopter Pilots Association ®

June 1992 Vol. 10 No. 2



**9th REUNION OF THE VHPA  
ATLANTA, GEORGIA  
JULY 2-5, 1992**



M0296 02/93

Removed

VNCA

# President's Roll Call

I would like to take this opportunity, in my final Roll Call, to tell all VHPA members how much I have enjoyed my year as president of the world's finest veterans organization.

It has been a busy year for VHPA:

- We have signed a contract authorizing Turner Publishing Co. to produce a "10th Anniversary of VHPA" book which will contain the history of our organization, autobiographies of our members, a history of the helicopter in the Vietnam War, and more.

- The VHPA Executive Council has renewed its management contract for three years with Performance Associates Inc. of Cincinnati, OH.

- Kenny Bunn is organizing a great 1992 Reunion in Atlanta.

I encourage all of you to try to attend this reunion July 2-5 at the Hilton Hotel and Towers in downtown Atlanta. I

am looking forward to attending and visiting with as many VHPA members as I can.

Kenny has negotiated excellent prices for members attending the reunion - from room rates to beverage prices.

It is always a high point of the year for me to see - and share a story or a remembrance - with others who flew helicopters in combat. We have a great deal in common with each other; the military saw to that when it tested and trained us.

Our combat tours drew all of us closer together as we entrusted our lives to other helicopter pilots and shared experiences people who have known only peace will never understand.

This makes our reunions and all our VHPA members important to me.

See you in Atlanta.

Gary Slaughter  
President

## VHPA OFFICERS COMMITTEE CHAIRMEN AND STAFF 1991-92

PRESIDENT.....Gary Slaughter  
VICE PRESIDENT.....Mike Law  
PAST PRESIDENT.....Greg Ross  
MEMBERS AT LARGE

Senior Member.....Ron Wright  
Midterm Member.....Phil Marshall  
Junior Member.....Ken Fritz

SECRETARY/TREASURER.....Dan Ferguson  
FOUNDER.....Larry Clark  
COMMITTEE CHAIRMEN

Historical.....Bill Greenhalgh  
Membership.....Jack Glennon  
Records/Database.....Gary Roush  
1992 Reunion.....Kenny Bunn  
Gathering (HAI).....Jack Jordan

DIRECTORY EDITOR.....Mike Law  
NEWSLETTER EDITOR.....Jack Swickard  
Assistant Editors.....Greg Ross  
Jack Glennon

MEMBERSHIP SERVICES.....Natalie Titus  
VHPA ACCOUNTING.....Melinda Wieck  
VHPA ADVISERS

Legal Adviser.....Charles R. Rayl  
Financial Adviser.....Phillip G. Monte  
VHPA Headquarters.....(513) 721-VHPA

## Seeking VHPA office?

The names of VHPA members who wish to run for VHPA office should be submitted to the Nominating Committee Chairman (NCC) prior to the reunion.

Nominations will be accepted at the reunion. However, all nominees must be interviewed by the NCC before the NCC submits the ballot to the Executive Council.

No nominations will be accepted later than 6 p.m. on the day prior to the annual business meeting. Nominations should be sent to:

Ken Fritz  
Nominating Committee Chairman

## Memorabilia to be on display

A Vietnam War memorabilia collection will be on display during the VHPA reunion in Atlanta.

VHPA member George Reese will be displaying such memorabilia as unit pocket patches, plaques, "Cheap Charlie" items, flight gear, flags, and captured Viet Cong and North Vietnamese Army trophies.

Reese hopes to add to his collection by buying or trading memorabilia. He can be contacted at 3 [REDACTED]

He also is interested in borrowing slides from fellow VHPA members to make prints for use in his display.

Reese said he is particularly interested in photos showing unit pocket patches, artwork on aircraft, flags, ceremonies and so forth.

THE VHPA NEWSLETTER (ISSN 0896-3037)(USPS 001-497) is published five times yearly - March, June, September, October, and December. October's issue is the annual membership directory. Annual dues are \$30 or Life membership for \$450. Yearly subscription for nonmembers is \$12. Published by the Vietnam Helicopter Pilots Association, 7 West Seventh Street, Suite 1990, Cincinnati, OH 45202. Second-class postage paid at Cincinnati, OH, and additional mailing offices. POSTMASTER: Send address changes to THE VHPA NEWSLETTER, 7 West Seventh Street, Suite 1990, Cincinnati, OH 45202.

# Soviet helicopters use revetments

**EDITOR'S NOTE:** D.E. "Zeke" Rogers wrote the following article after reading about H.J. "Jim" Tuggey's recent visit to Vietnam in the December VHPA Newsletter. Rogers, a VHPA member, is affiliated with the Southeast Asia Relief Foundation in Poulsbo, WA.

**D.E. "ZEKE" ROGERS**

As a frequent traveler to Vietnam, I wanted to update Mr. Tuggey's information and, as a service to members who might be planning to return to Vietnam, provide further information on what's happening in Vietnam these days.

As far as Tan Son Nhut Airfield goes, what Mr. Tuggey didn't see, were the Mi-8 and Mi-24 Hind helicopters that are sitting in our old revetments.

The Mi-8s are parked tightly packed together, indicating they are not flown often, if at all. Mi-24s are flown only on rare occasions.

The Viets are broke. No money for flight or other military operations, except in the Central Highlands, where the Montagnards are still fighting. Dalat is closed to foreigners due to heavy fighting in the area.

The few rotors I saw were Mi-8s up around Da Nang. The only rotor I saw in the south was north of Vung Tau and it was an AS 365, probably belonging to a French company working in Vietnam.

To assist any members wishing to go to Vietnam, maybe I can put to rest some fears one might have about returning.

The Viets are very open to American veterans. Of course, it's still a Communist state, and you will be watched and restricted to travel in certain areas.

It's no problem to go or travel in country, but stay off Haing Khong Vietnam, the Vietnamese state-run airline. Fly with Thai Air or Air France. I go on Thai Air.

If you take Thai Air in, round trip from the United States via Bangkok, you will be able to get out of Viet-



D.E. Rogers photo

**Soviet-built Mi-24 helicopters parked in former U.S. revetments at Tan Son Nhut Airfield outside of Ho Chi Minh City (Saigon).**

nam on time.

The Vietnamese overbook all flights. If you do not go to the airport to verify your seat and get a confirmation stamp on your boarding pass the day before you depart Saigon, you may wind up not getting your seat, although you have a round trip ticket.

There is much corruption in Vietnam, and selling pre-sold seats to the highest bidder is rampant.

The main reason I say stay off "Air Nuoc Mam" or Air Vietnam is the poor safety record. They have bent more airplanes than the free world will ever hear about.

I was driving up to Bien Hoa and I saw a Russian AN-19 (I think, I'm not sure. Maybe a sharp reader can tell you. A twin turbine high-wing passenger plane) coming in at tree-top level with its port prop feathered. I didn't think he'd make Tan Son Nhut, but the next day I was photographing the airfield for a Thai air service which is setting up ops and wants to service Saigon and that old IL was sitting there, dripping fluids.

Take this advice: Don't fly any local airlines in Southeast Asia. I've

been forced to fly them all at one time or another. Just say, "NO!!!" Drive. Even with the time involved, drive. You see more and you'll live longer. You survived Nam once, don't push it!

Other than the local airlines, Vietnam is a positive experience. Seeing the country, somewhat at peace, is an enjoyable experience.

Now, the streets of Saigon is the other warning I will cover.

Vietnam is desperately poor. Commerce and capitalism are popping up wherever you look. So is street crime.

In 1988, the streets were empty. No shops, no stalls, no people shopping; just riding bicycles and people walking around.

Last August, the streets were packed. Businesses are growing all over the city. And so are the Saigon Cowboys. They're baaack!

You have to be on guard at all times when you are on the streets. The Cowboys travel in packs. They can steal the shirt off your back before you can react. Wallets, watches, sunglasses and bags on

*Continued on Page 4*

# The Bookshelf

## Marine pilot recounts combat experiences

In his quarter century as a Marine Corps pilot, Col. Bob Stoffey spent three combat tours in Vietnam covering every phase of what he calls "our nation's longest and most frustrating war."

During his first two tours – from 1965-66 and 1969-70 – he flew 440 combat missions as a helicopter pilot and a forward air controller (FAC) in fixed-wing aircraft.

Stoffey recounts his daily encounters with the enemy in "Cleared Hot!: A Marine Combat Pilot's Vietnam Diary."

While supervising the construction of Marble Mountain Airfield near Da Nang on his first tour in Vietnam, Stoffey flew the H-34, and UH-1 gunships and medevac helicopters.

During his second

tour, he returned to Marble Mountain as his squadron's personnel and administration officer, while flying daily missions in the OV-10A "Bronco" fixed-wing and the AH-1 "Cobra."

Among the incidents described in "Cleared Hot!" are:

- Being forbidden by a senior officer to fire on a group of enemy soldiers, then hearing that a group of Marines suffered casualties as a result.

- Bringing his disabled helicopter down into a large open area of 5-foot-tall elephant grass and being surrounded by Viet Cong.

- Watching helplessly as two Marine F-4B "Phantom" jets fly into the side of a mountain, and learning later that one of the pilots was an old friend.

## Mills' book on scouts will bring back memories

"Low Level Hell, A Scout Pilot in the Big Red One" by Hugh L. Mills, with Robert A. Anderson. Publication date: May 1992 by Presidio Press. 352 pages, 32 photographs. \$21.95."

Hugh L. Mills is able to pull off the seemingly impossible for aging helicopter pilots in his book "Low Level Hell, A Scout Pilot in the Big Red One."

He writes this personal account of his tour as an Army scout pilot in Vietnam in detail without exaggeration.

Drawing on his tour of duty as scout platoon leader with D Troop, 1st Squadron, 4th Cavalry at Phu Loi starting in 1969, Mills puts the reader in a very uncomfortable position: In the cockpit of his OH-6A scout chopper.

It's uncomfortable because the aircraft frequently is under enemy fire or dragging its skids through treetops.

Helicopter pilots who have flown in combat will find the descriptions familiar and fascinating, and can pass the book along to anyone who asks: "What was it really like?"

Whether they flew scouts, slicks, guns or hooks, pilots who read "Low Level Hell" will hear the low RPM audio warning in the back of their minds as Mills describes overloading his "Loach" to extract another scout crew from a hot area.

The book's descriptions are excellent.

"We stayed down as low as we could, fairly brushing the treetops. I felt myself sucking down into the armor plate and tried to keep my pucker factor from totally eating the seat cushion."

"Low Level Hell" of more than a good war story. It is a well-written, factual account of an Army helicopter pilot's tour of duty in Vietnam.

– Jack Swickard

## Saigon Cowboys still travel, steal in packs

*Continued from Page 3*

straps are favored targets. Be on guard.

Hire a local cyclo driver, and stay with him during your stay. Use the same one everyday. He'll watch out for you. Don't over pay him, but a nice tip will ensure loyalty. But be careful, many are secret police. So don't run down Uncle Ho to them.

I have been traveling to Vietnam for years now. I go often to take medical aid to Amerasian kids and Vietnamese orphans, and now, all

children in Southeast Asia.

We began helping Amerasians, but things have kind of gotten away from us, and now we support children's hospitals in South Vietnam, Cambodia and Laos.

So I travel there often, and believe me, listen to these warnings.

I began writing to ask assistance from my fellow rotor pilots to get more medical aid to the children, but I find I'm giving travel hints instead.

If you wish further information, write me at the Southeast Asia Relief Foundation. P.O. Box 863,

Poulsbo, WA 98370.

I receive letters and phone calls from veterans who want to go back to Vietnam with me. I welcome anyone who wants to get involved in our work and wants to help.

Anyone wishing to go to Vietnam will have to pick up all of their own expenses and be able to contribute something to the mission – such as medical expertise, overseas cargo transportation assistance (a big budget item for us), donations of medical supplies or assistance with operation costs.

# Book gives helicopter view of war

CHRIS GENNA

At last, a book has been written that documents the central role helicopters played in the Vietnam War.

"Vietnam - The Helicopter War" by Philip D. Chinnery, was first published in the United Kingdom in 1991. The Naval Institute Press, Annapolis, MD, version is only now getting into wide circulation.

The book attempts, in 189 large-format pages, to detail the development of helicopters, and the tactics used to employ them, from the first H-19 flown by South Vietnamese pilots in 1960 to that UH-1 that was tipped over the side of the USS Blue Ridge in 1975. More important, Chinnery describes this development against the backdrop of the bigger picture - the major ground actions and political developments of America's longest war.

That's a tall order, even for tiny type and double-column text. But Chinnery pulls it off through the use of lots of anecdotes and lots of summaries. Dozens of pilots and crew members contributed "war stories" to Chinnery's book, including guys whose names will be familiar to VHPA members.

So "Vietnam - The Helicopter War" fills a unique niche among the dozens of books written about the Vietnam War. Chinnery's book is squarely in the middle of the spectrum that runs from personal memoirs like Bob Mason's "Chickenhawk" and fiction like Layne

If the names are familiar to you, it may be because you've seen them in the VHPA Membership Directory.

Heath's "CW2" to those ponderous histories that are dry as toast and make it seem as if everything important in the war happened in Hanoi or Washington.

That middle-of-the-road viewpoint is what makes the book so valuable - while the narrative may lack anything specific about a particular pilot's unit or time frame, it allows anyone to fit his personal experience into the whole progression.

The three months I myself spent in Vietnam, for example, are dealt with in about 15 lines on Pages 129-130. I'm used to that. But now that I've read the book, I know why the airstrip at A Shau looked as sinister and silent as it did. I know where those Spooky gunships came from. I know that the Soviet MiL-4 and MiL-6 helicopters I heard about weren't just a tall tale.

I thought I had heard all the "Can I have your other pair of boots?" jokes; until I read Mike Deady's story on Page 117, of how he was asked to hold his arm out the window as his Loach went down, so his watch might escape damage.

I learned how much a Chinook cost in Gary Roush's account on Page

122 of his own CH-47 going up in smoke.

If the names are familiar to you, it may be because you've seen them in the VHPA Membership Directory. "The Helicopter War" is as close to a history of the war by VHPA members as you're likely to see.

There's a good reason for that. Chinnery began the book, he wrote in the Introduction, after attending the VHPA reunion in Washington. "I realized then that the helicopter pilots have a story to tell and it was time that a book was dedicated to their side of the war."

Larry Brown said his story, on Page 94, got in the book because he saw Chinnery's request for help on the bulletin board at one of the reunions. Brown never met the author, but corresponded with him for almost a year "and talked with him on the phone two or three times."

Brown said he'd seen "Vietnam - The Helicopter War" in a bookstore, but didn't pick it up then and hasn't seen it on shelves since. He said he'd taken some ribbing from people who HAD read the book, however.

There are errors in the text, but no more than you'd expect in a story of such scope, and none so bad as to "Red-X" the

book.

Most troubling are some typos in dates. Chinnery's introduction says the 1985 VHPA reunion was in Washington, D.C., but of course, it was the 1986 reunion that was at The Wall.

The story is so full of names and dates and places that it's easy to get into a skimming mode and overlook the details that are the book's strongest point.

Another strong point is the photographs.

It always amazed me that Vietnam, certainly the most photographed war ever, handed down so few photos down to history. There's the picture of the cav troopers jumping from the hovering Huey with the yellow square on the door. That one's been used on everything from commemorative medallions to wargames. There's the picture of the Huey on the roof of the embassy with the long queue of people on the stairway. That's about it.

In Chinnery's book, however, there are hundreds of photos, many from the private collections of VHPA contributors that have never been published before.

The Naval Institute Press' Singapore printer has done a wonderful job of reproduction. The result is a great many pictures so sharp that you can count the rounds in the feed chute.

There are action photos of every helicopter mentioned in the text.

This book should be on every VHPA member's bookshelf.

## Book Review

# HAI and Gathering fertile sources

JACK JORDAN  
HAI REPRESENTATIVE

LAS VEGAS – Helicopter Association International (HAI) and the Gathering, which is held in conjunction with the HAI Convention, continue to be fertile sources for new VHPA members.

Thanks to the efforts of Bill Schroder, a VHPA member from Las Vegas, we had terrific publicity for the Gathering, and a lot of local participation.

During the HAI Convention March 22-24, we had 177 visitors at our booth who were eligible for VHPA membership. Of course, a number of them already were members.

Attendance at the Gathering on the evening of March 22 at the Las Vegas Hilton was equally gratifying, with 245 people signing the attendance sheets.

As usual, attempting to get helicopter pilots to do anything in an orderly manner is like trying to count a basketful of eels, and a lot of the guys slipped in the side door in order not to be documented. Must be a throwback to the days of steambaths in a faraway land.

In all, we gained 41 new members and 27 renewals, plus, this time



Bettie Lou Jordan photo

John Williams (left), chief test pilot for Bell Helicopter; Jack Jordan, VHPA representative to HAI; and retired Army Gen. George Putnam attended the HAI convention. The three are longtime VHPA members.

we asked those who were not willing to join to at least give us their name and address so we could tell their buddies where they are. We received 35 names and addresses of prospective members. Those will be listed in this year's Membership Directory.

The question is continually raised about how to get the people who have not joined to become members. The comment which was repeatedly

made by the guys who were signing up was: "My buddy has been after me for a long time and I guess it's time to sign up."

The answer to the above question is: "You and me." Let's go to work on our buddies and maybe they will work on their buddies, etc.!!!

My sincere thanks to the many people who worked so hard to make HAI and the Gathering happen.

A special thanks to

those who sponsor the Gathering. Without their support, there would be no Gathering. This year marks the fifth year that SAFT AMERICA, represented by Bob Gould, has been a sponsor.

Other sponsors were: Aviation Spectrum Inc., represented by Dave Owens; ARIS Helicopters Ltd., represented by Steve Sullivan; D&G Enterprises, Dave Grieger; and Honeywell Inc., represented by Roy Hepler.

## Address label shows dues status

VHPA members can tell at a glance if they are current with their dues.

To determine if you are delinquent in your dues, simply look at the address label on your VHPA Newsletter.

At the top of the label are two sets of numbers:

- Your membership number, which begins with a letter.
- The month and year through which your dues are paid.

## Banner, camera missing

Tom Percy, past senior member at large, asks whoever "borrowed" the VHPA banner on display at the Reno, NV, airport during the 1991 Reunion to send it to Kenny Bunn, 1992 Reunion chairman.

Bunn's address is [REDACTED]

Percy also asks that the camera used by friends of the late Al Larsen during the Reno Reunion be returned to Mrs. Larsen as soon as possible.

The camera was a gift from Al to his wife.

# Membership drive very successful

**JACK GLENNON**  
MEMBERSHIP CHAIRMAN

By the time you receive this Newsletter, the membership drive will have ended for this year.

May 15 was selected as a cutoff date in order to allow ample time to tabulate the results and notify the winners. I guess I should say "prize recipients" instead of "winners" because when we increase the association's membership and data base by as many as we have, all members are winners.

Your response has

been overwhelming and indicates to me that the personal contact of VHPA members is a more efficient and prolific recruiting tool than any advertising we could afford.

In the past nine months, we have added more than 900 names to the VHPA data base, 600 of those as members.

While I have no doubt that VHPA would have experienced some growth during this period, either through reunion advertising or the complimentary issue of the Newsletter sent to every ARNG flight facility in the country, the

vast majority of new members can be attributed to the personal contact of guys like you.

The VHPA booth at both the HAI and the Quad A (Army Aviation Association of America) conventions attracted sizeable numbers of Vietnam helicopter pilots.

Thanks to the efforts of VHPA volunteers who manned the booths, applications poured into headquarters. We appreciate HAI and Quad A for donating booths to VHPA.

The membership drive also has been successful in promoting renewals,

information sheets, general membership and Life Members.

It was my original intention to keep all of you up to date by listing new members in the Newsletter. I did so in December, but the volume of names quickly outgrew the allotted space.

Since the deadline is still weeks away, I cannot announce the names of our top five finishers. They will be notified as soon after May 15 as possible, announced at the reunion and published in a later Newsletter.

## AEROSCOOTS

by  
*Charles Holley*

On July 20, 1968, Delta Troop 2/1st Cavalry Regiment (Air) boarded a cargo plane at Austin, Texas and headed for Vietnam. There was still hope for the war effort: the cavalry was coming to the rescue. Laughter and bullets flow freely as the Author takes you on a memorable journey from the Texas Panhandle to the jungles of Southeast Asia and the reality of air cavalry in combat.

*Charles Holley*

I reflected on Eric's story about crashing on his first scout mission. "So that's why you were nervous on your second scout mission?"

"Sort of."

"What do you mean?"

"Trees. Trees made me very nervous for quite some time. It was like getting back on a horse after you've been thrown. It took a lot of willpower to force myself to fly over trees again."

92

AEROSCOOTS

"Well, you obviously succeeded."

"Yes ... yes, I did," Eric responded reflectively.

"So tell me. Were you nervous on your third scout mission?"

"Definitely."

"Because of the trees?"

"No. I had pretty much conquered the tree thing by then. It was because of what happened on my second scout mission."

93

Pocket® Books



June 1992

**THE AUTHOR:** Charles Holley received his Ph.D. in experimental psychology from Texas Christian University. After several years in academia he returned to his true vocation, aviation, and is currently employed as a group engineer with Bell Helicopter-Textron. His military background ranges from combat duty in Vietnam as a scout pilot and gunship pilot to his current reserve assignment with the Army's Aviation Research and Technology Activity at NASA/Ames Research Center.

## Reunions

June 19-21

Reunion of the 3/17 CAV Association in Washington, D.C. If interested, contact the 3/17 CAV Association for more information. Bobby Marcum, [REDACTED]

Aug. 5-9

Veterans of the 1st Cavalry Division will hold their 45th annual reunion in Billings, MT. Information about the reunion is available from HQ, 1st Cavalry Division Association, [REDACTED]

Aug. 19-23

Lawyer-Pilots Bar Association meeting. Sugarbush Inn, Warren, Vt. Contact David E. Prewitt, [REDACTED]

Oct. 9-12

Warrant Officer Flight Class 65-1W has scheduled a reunion in Washington, D.C., and is seeking "lost" classmates Richard D. Benjamin, Billy R. Carpenter, Robert H. Cowen, Larry L. Hicks, Bruce L. Johnson, Thomas C. Moore, Dwight G. Palmer, Brian D. Pardo, Johnie D. Tucker, Raymond W. Welch and Al Schoefer.

Contact person is Ed Coombs, [REDACTED]

# Have you seen this crash before?

Does this crash look familiar?

VHPA member George Reese of Enterprise, AL, had the photograph made from a slide taken of the crashed "Black Jack" Huey by Paul Kopriva, a VHPA member also from Enterprise.

The aircraft belonged to A Company, 4th Aviation Battalion, 4th Infantry Division.

Kopriva was in the company's maintenance section and helped recover what was left of the aircraft. But Kopriva does not remember if the crash was the result of enemy fire or an accident, nor does he remember if anyone was killed in the crash.

He and Reese would like to hear from any crew members who survived the crash.

Kopriva believes the crash was west of Pleiku, near the Cambodian bor-

der.

Reese, using the VHPA Membership Directory, traced the last three digits of the aircraft's serial number – visible on the radio access cover – and learned that aircraft No. 66-16593 crashed on Dec. 26, 1969.

"As Paul served with the unit during that time, I am fairly certain that the aircraft in the photo is the one I found in the directory," Reese said.

"Also on the radio access door is the 'Black Jack' distinctive unit patch," he added. A '39' can be seen in the spade. "I assume that it was a call sign number."

Reese, who collects photographs from Vietnam which show aircraft nose art, unit patches and unusual items, will have at memorabilia display at the VHPA Reunion in Atlanta in July.



Paul Kopriva photo

This UH-1 from A Company, 4th Aviation Battalion, 4th Infantry Division crashed in 1969. George Reese of Enterprise, AL, is looking for possible survivors. Anyone with information about the crash can contact Reese through the VHPA Newsletter.

## Historical Committee says thanks

**BILL GREENHALGH**  
HISTORICAL COMMITTEE

The Historical Committee has received some great material and I would like to thank everyone who has contributed information in the effort to help us rewrite unit histories.

Long-forgotten material has been surfacing and it is obvious that many of you have gone out of the way in an effort to help us. Of great interest have been the stories that have been written, and personal diaries or journals from Viet-

nam.

It is amazing how much history is overlooked, and these diaries and personal stories put everything in a better perspective. We still need and welcome more information.

Remember that we don't care how it is written or in what format it is sent – handwritten on a "C-rats" box, typed, audio tape, any way! If you witnessed incidents of aircraft being shot down, etc. that is very important for the history.

It is with pride that I can give information (such as the list of

units) to "official" military sources who have (had) no idea who was in Vietnam or when.

As usual, the helicopter pilots are the ones who end up doing most of the work and getting things straightened out. We are the last line of defense and it is up to us.

Please keep the Historical Committee in mind the next time you remember a story or incident that happened in Vietnam, it is valuable to us all. Thanks, without all of us working together, nothing would get done.

# Crashes kill three helicopter pilots

Robert Hitchman,  
Jim Sweeney

Robert Hitchman and Jim Sweeney were killed in Peru on Jan. 12 while flying for the Bureau of International Narcotics.

The aircraft was believed to have been shot down by gunfire before crashing into the side of a mountain.

## Jim Lane

Jim Lane, a member of the VHPA North Carolina Chapter, was one of three people killed when the television news helicopter he was piloting crashed Dec. 7 near Fuquay-Varina, N.C.

He was 48.

"... just before impact, Jim Lane turned the helicopter in his direction, where he hit first."

The fourth person aboard the aircraft, WTVD sports reporter Tony Debo, said Lane appeared to turn the helicopter so that he would absorb the worst of the impact, the Greensboro News & Record reported.

"Rick and Bart had no chance in the back of the helicopter of surviv-

ing. None," Debo told the Greensboro newspaper. "And I swear, just before impact, Jim Lane turned the helicopter in his direction, where he hit first. It was almost like saying, 'I know I'm a goner. Maybe someone else can live.'"

Also killed in the crash were Bart Smith, 28, a photographer for the Durham television station, and Rick Sherrill, 33, a station engineer.

Debo said the helicopter, an Aerospatiale AS 350D Astar, lost power at 1,500 feet and the cockpit went black. It crashed seconds later, the newspaper said.

The aircraft had been serviced only hours before the crash after Lane complained of a power failure the week before.

## VHPA Product Order Form

MAIL FORM TO: VHPA  
7 W. Seventh St.  
Suite 1990  
Cincinnati, OH 45202

Back VHPA Newsletters \$20/set \_\_\_\_\_  
(Complete sets only)

1991 VHPA Directory \$10/each \_\_\_\_\_  
(VHPA members only,  
while supplies last.)

VHPA decals \$1/each \_\_\_\_\_

GRAND TOTAL \_\_\_\_\_

Send check/money order or charge to your  
Visa, MasterCard or Discover card.

Name \_\_\_\_\_

Member No. \_\_\_\_\_

Credit Card No. \_\_\_\_\_

Expiration Date \_\_\_\_\_

Signature \_\_\_\_\_

## VHPA briefs

### PAI receives contract

The Vietnam Helicopter Pilots Association Executive Council has awarded a three-year management services contract to Performance Associates Inc. of Cincinnati, OH.

Performance Associates received the contract on the basis of competitive bids submitted to the Executive Council. The firm had provided management services to VHPA for the previous three years.

### Policy outlined for refunds

Refund requests must be submitted to VHPA headquarters within 30 days of the close of the reunion. The refund request must include all tickets received and proof of payment.

Refunds will be granted neither prior to the reunion nor for fixed-priced events that lose money for the VHPA general membership. VHPA headquarters shall process and pay all refund requests within 10 days of completing the reunion account balancing.

### Bandit gunship being rebuilt

UH-1C No. 66-15193 is being rebuilt for display.

Anyone with information about the aircraft or any other gunship in the 118th Assault Helicopter Company is asked to help by providing information which will help in the restoration by Frank Zardecki.

Those with information are asked to contact: Commander, Tobyhanna Army Depot. Attention: SDSTO-CA (Zardecki), Tobyhanna, PA 18466.

# VIET HELICOPT

## Attention Vietnam Helicopter Pilots:

The Vietnam Helicopter Pilots Association has teamed up with Turner Publishing Company the leading publisher of military association histories, to create the definitive history of helicopter aviation during Vietnam. No one can tell the true story of what happened in Vietnam like the actual men who served there. This is where we need your help. The unique feature of this history is the section of biographies and special stories submitted by the pilots themselves. Please help us preserve your legacy. **Send your biography and special experience stories today!**



## THE VIETNAM HELICOPTER PILOTS HISTORY BOOK CONTAINS:

- ★ HISTORY OF HELICOPTER PILOTS DURING VIETNAM WAR
- ★ LIST OF HELICOPTER UNITS FLOWN IN VIETNAM
- ★ PERSONAL EXPERIENCE STORIES
- ★ INDEX
- ★ BIOGRAPHIES OF VIETNAM HELICOPTER PILOTS
- ★ HUNDREDS OF RARE PHOTOGRAPHS
- ★ VHPA ROSTER

Book Style	Qty	Price	Total
Standard Edition		\$48.00	
Leather Edition		\$84.00	
(KY residents add 6% sales tax)			
Embossing Charge-\$5.00 per book		\$5.00	
Biography Charge: 15 cents per word over 150 word limit		\$ .15	
Shipping & Handling: \$5.00 for first book, \$2.50 for each add'l. book.			
<input type="checkbox"/> Please mail me a free <u>Front Line</u> catalog	<b>Total</b>		



**TURNER PUBLISHING COMPANY**  
P.O. Box 3101 • Paducah, KY 42002-3101  
(502)443-0121

Your Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

( ) \_\_\_\_\_

Telephone \_\_\_\_\_

Name to be embossed on cover (up to 24 spaces)

☐ Check ☐ VISA ☐ Mastercard

Name on Credit Card \_\_\_\_\_

Credit Card Number \_\_\_\_\_

Expiration Date \_\_\_\_\_

### VHPA ad - LH - For Office Use Only

Bio _____	Ck# _____
# of photos _____	Amount _____
Bio photo #s _____	Emboss Code _____
Other Photo #s _____	

# NAAM ER PILOTS

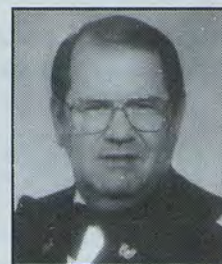
*It's Easy to be Included - See Form Below*

NAME		
DATE/PLACE OF BIRTH		
BRANCH OF MILITARY	CLASSIFICATION, DIVISION	DATE JOINED SERVICE
MILITARY LOCATIONS, STATIONS		
BATTLES PARTICIPATED IN		
MEMORABLE EXPERIENCES		
AWARDS/MEDALS		
DATE DISCHARGED		RANK ACHIEVED
FAMILY DATA		
WHAT YOU ARE DOING TODAY		



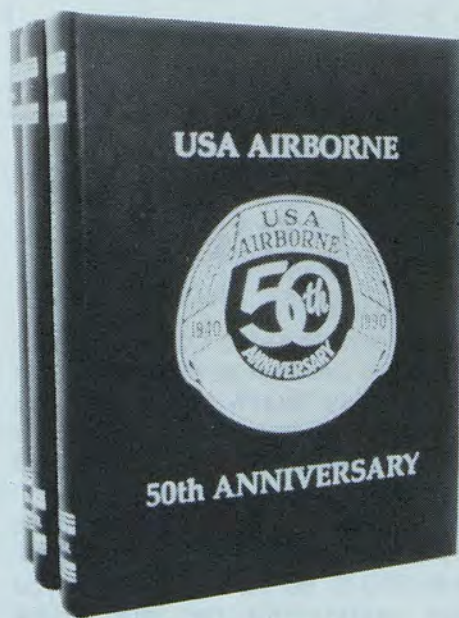
## Sample Biography

WILLIAM HAYDEN JONES, (PAPPY) CW3 US Army Aviation, RET, was born on Jan. 29, 1938 in Russellville, AR. He enlisted in the Army in 1960, spent eighteen months on a MAAG assignment in Iran. Jones went to Vietnam where he was assigned to HQ, MACV. Attended flight school and was appointed a Warrant Officer.



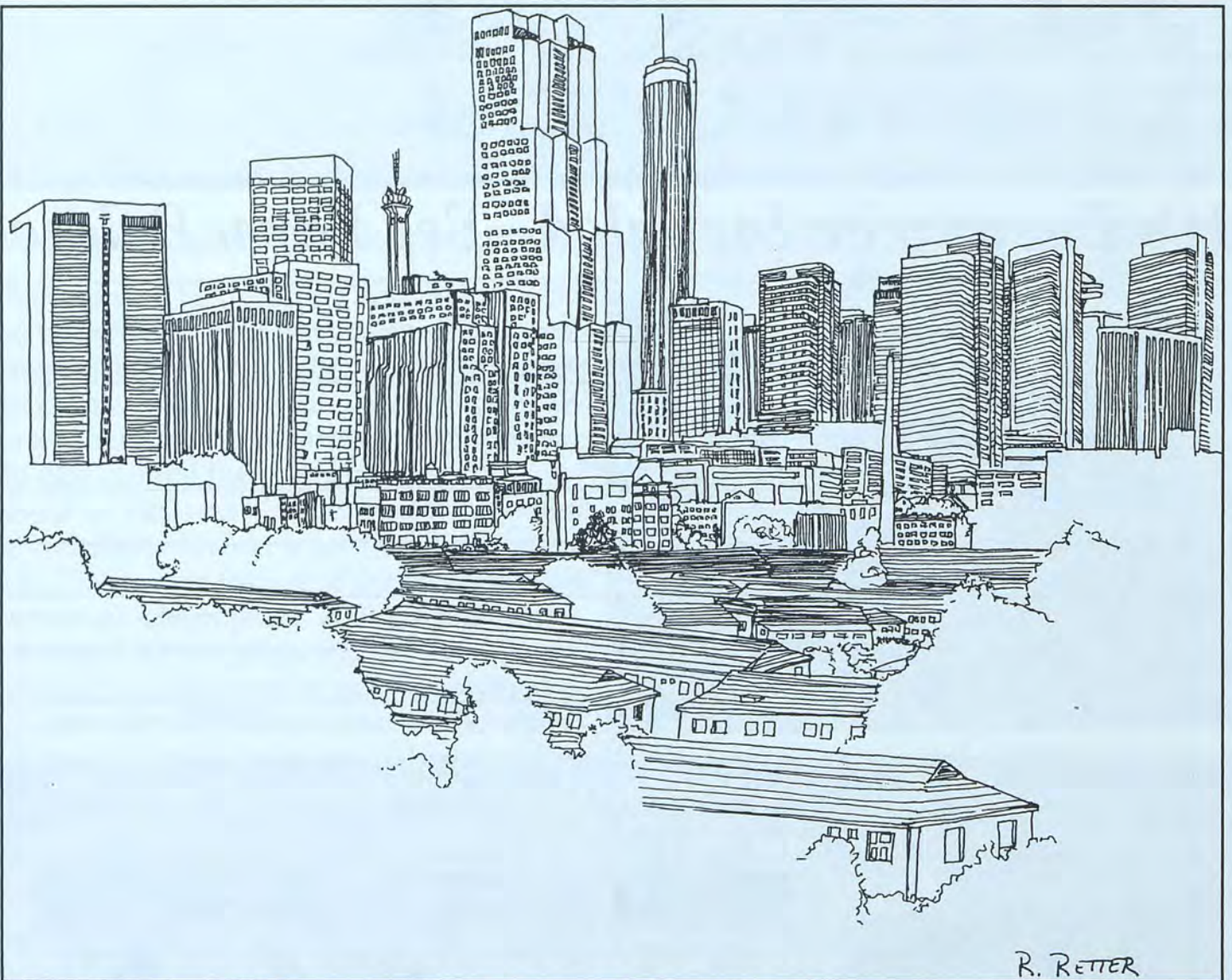
He received the Distinguished Flying Cross with an OLC, Bronze Star, Air Medal with two "V" device and numeral 21, Purple Heart with OLC, Army Commendation Medal with OLC, Good Conduct Medal with three knots and the Army Aviation Broken Wing Award.

He and his wife Susan, an active Army Nurse, are currently assigned to Ft. Gordon, GA where he is a Department of the Army Civilian.



*Pictured is the USA Airborne 50th Anniversary Book. The VHPA History book will be of the same fine quality.*

# DEADLINE JULY 31, 1992



An artist's rendering shows the skyline of Atlanta, site of the VHPA Reunion July 2-5.

# Members to get breaks at reunion

**KENNY BUNN**  
1992 REUNION CHAIRMAN

To get a \$5 break per adult on the VHPA Reunion in Atlanta, your registration must be received by VHPA headquarters in Cincinnati by June 1.

Before this cutoff date, the registration fee will be \$20 per adult 18 years of age and older. After June 1, the fee will be \$25.

This isn't the only break VHPA members and guests attending the reunion on July 2-5 will receive. Here are some of the savings you can look forward to:

- Rates at the Atlanta Hilton and

Towers on Courtland Street – the reunion headquarters – are \$70 per night. Regularly, rates at this hotel are \$140 for a single and \$165 for a double.

- Members will receive a large break on drinks. VHPA members will pay \$1.50 for a domestic beer and \$2 for an imported one, instead of the regular \$4 and \$4.50 prices; a mixed drink will be \$2.75, rather than the regular \$6; and calls brands will cost \$3 each, instead of \$6.50.

To get these special prices, members and guests must be wearing their VHPA name tag and buy the drinks in the VHPA hospitality room or at one of the VHPA portable bars

in the hotel.

- Coors Brewing Co. will be providing all the beer at the barbecue at Sun Valley Beach on July 3. The company donated \$1,500 to the VHPA to assist with the purchase of Coors beer at the reunion.

Hotel reservations may be made by calling 1-800-HILTONS (1-800-445-8667). Be sure to mention you are registering for the VHPA Reunion. Registration will begin on Thursday, July 2, and run all day. That night there will be a welcome dance starting at 7 p.m. in the Grand Ballroom on the second floor.

On Friday afternoon, we will

*Continued on Page 13*



# VIETNAM HELICOPTER PILOTS ASSOCIATION

7 West Seventh Street, Suite 1990  
Cincinnati, Ohio 45202 (513) 721-VHPA

## PROPOSED AMENDMENT TO THE VHPA CONSTITUTION & BYLAWS

### General Information:

During the 6-8-92 Executive Council meeting, the following proposed amendment to the VHPA Constitution & Bylaws was approved to be brought before the General Membership at the Annual Business Meeting in Atlanta for ratification.

The purpose for this amendment is to make provisions for replacing the Past President in the event of a vacancy. Chapter 4 of our current Constitution & Bylaws deals with "Early Succession To Office" for the other Executive Council Members except for Past President, which was inadvertently overlooked.

The office of Past President has become increasingly important due to the creation of the Newsletter Committee which is overseen by the Past President and includes the Newsletter Editor and Membership Committee Chairman.

### Proposal:

Under Chapter 4, VHPA Bylaws, add Paragraph 7., which shall read:

7. Should the Immediate Past President resign, become incapacitated, or otherwise be unable to fulfill the duties of the Immediate Past President, the President or Acting President shall offer the position of Immediate Past President to any qualified previous Executive Council Member and ratified by the Executive Council.

### **CHAPTER 3 - ELECTION OF OFFICERS**

1. A Vice President and a Junior Member at Large shall be elected by a majority vote of those members present and voting at the annual reunion business meeting.
2. A Vice President shall be elected to a consecutive 3 year term on the Executive Council. The first year he will be the Vice President. The second year he will be the President. The third year he will be the Immediate Past President.
3. Members at Large shall be elected to a consecutive 3 year term on the Executive Council. The first year he will be the Junior Member at Large. The second year he will be the Midterm Member at Large. The third year he will be the Senior Member at Large.
4. Individuals newly elected to office shall be installed to that office at the close of the annual reunion.
5. Individuals already holding office shall advance to the next position of their term at the close of the annual reunion.
6. The election of officers shall be done by ballots. Should there be only one candidate for an office, than the ballot requirement shall be waived.

### **CHAPTER 4 - EARLY SUCCESSION TO OFFICE**

1. Should the President resign, become incapacitated, or otherwise be unable to fulfill the duties of the Presidency, then the Vice President (President Elect) shall succeed him as President for the remainder of the resigning or incapacitated president's term. At the completion of the resigning or incapacitated president's term, the president shall begin serving the term of the Presidency for which he was initially elected. The position of Vice President shall remain vacant until the annual reunion.
2. Should the Vice President resign, become incapacitated, or otherwise be unable to fulfill the duties of the Vice Presidency, the position of Vice President shall remain vacant for the duration of the term of the resigning or incapacitated Vice President. A President and a Vice President shall be elected at the next annual reunion.
3. Should both the President and Vice President resign or become incapacitated, then the Senior Member at Large shall assume the duties of the Presidency (become Acting President) for the remainder of the term of the President who has just resigned or become incapacitated, but he shall not automatically succeed to the position of President after his term of Acting President has expired. A President and Vice President shall be elected at the next annual reunion with the new President's one year term beginning at the close of the annual reunion. The Immediate Past President shall serve one additional year on the Executive Council.
4. Should the Senior Member at Large resign, become incapacitated, or become the Acting President, then the following shall automatically take place.
  - a. The Midterm Member at Large shall immediately become the Acting Senior member at Large. He shall remain the Acting Senior Member at Large until he succeeds to the position of Senior Member at Large under the terms to which he was initially elected.
  - b. The Junior Member at Large shall immediately become the Acting Midterm Member at Large. He shall remain the Acting Midterm Member at Large until he succeeds to the position of Midterm Member at Large under the terms to which he was initially elected.
5. Should the Midterm Member at Large resign, become incapacitated, or become the Acting Senior Member at Large, the Junior Member at Large shall immediately become the Acting Midterm Member at Large. He shall remain the Acting Midterm Member at Large until he succeeds to the position of Midterm Member at Large under the terms to which he was initially elected.
6. Should the Junior Member at Large resign, become incapacitated, or become the Acting Midterm Member at Large, the President or Acting President shall offer the position of Acting Junior Member at Large to previous members of the Executive Council, subject to appointee's ratification by the Executive Council. A Junior and Midterm Member at Large shall be elected at the next annual reunion.

### **CHAPTER 5 - DUTIES OF OFFICERS**

1. The President shall preside at the business meetings of the VHPA annual reunion and all Executive Council meetings.
2. The President shall appoint or remove Committee Chairman subject to ratification by the Executive Council.
3. The duties of the officers shall be those which are customary for such office and such other functions as may be prescribed by the Constitution and Bylaws of the VHPA, the Executive Council, and written job descriptions.

### **CHAPTER 6 - SECRETARY/TREASURER**

1. The Secretary/Treasurer shall be appointed or removed by the Executive Council.
2. Once appointed, the Secretary/Treasurer shall serve in that capacity for an unspecified term.
3. The Secretary/Treasurer will be responsible to sign all checks for debts incurred by the VHPA along with the President of the VHPA (in the President's absence, the Vice President).

# Tips offered for easy registering

Going to the VHPA reunion in Atlanta? If so, here is some useful information.

- Preregistration is very important. It enables the reunion chairman to order the correct number of souvenir mugs, buttons and other items.

It also tells us how many people to expect for the reunion, the banquet and other activities.

- Even if you're not planning to attend the banquet or other activities, you still should preregister so you don't have to stand in line to register at the reunion.

When you preregister, your name is entered into the reunion database; and you receive a pre-made name tag, mug and reunion packet.

Your name also is listed on the roster (by last name and flight school class) which is printed at the end of each day during the reunion.

- Each adult (age 18 and older) must pay for registration. Even if you decide to wait and register at the reunion, the registration fee still must be paid. This fee helps pay reunion overhead expenses.

- To register for the reunion, you must be current in your VHPA membership dues.

If you are not current, please include an additional \$30 to renew your membership.

How do you know if you're current? Just look at the address label on your VHPA Newsletter. Your membership number and membership renewal date is printed on the label.

- When filling out your reunion registration form, please check your addition. It is very easy to make a mathematical error.

- If you are paying your registration by credit card, include all of the digits and the expiration date. Visa is

13 or 16 digits; MasterCard and Discover are 16 digits each.

- After you send your registration to VHPA headquarters, it is processed and a reunion confirmation is sent to you.

Please check the name tag information and confirmation for the banquet and other activities. If you do not receive confirmation, notify VHPA headquarters by calling (513) 721-8472 or writing to: Vietnam Helicopter Pilots Association, 7 W. Seventh St., Suite 1990, Cincinnati, OH 45202.

- The VHPA headquarters staff leaves for Atlanta on June 30. Preregistration must be received by June 29. If your registration arrives on June 29, it will be processed; however, you will not receive a confirmation.

- VHPA headquarters has a fax available 24 hours a day. The number is (513) 721-5315. Remember, VHPA headquarters is in the Eastern Time Zone.

- The Atlanta Hilton and Towers telephone number is (800) 445-8667, and the reunion rate is \$70 per night.

- Delta Air Lines is the VHPA reunion host airline. Delta's reservation telephone number is (800) 241-6760. The file number is D0784.

- Refund requests must be submitted to VHPA Headquarters within 30 days of the close of the reunion.

The refund request must include all tickets received and proof of purchase.

Refunds will be granted neither prior to the reunion nor for fixed-priced events that lose money for the VHPA general membership.

## VHPA Reunion to feature barbecue, music on Friday

*Continued from Page 12*

depart for Sun Valley Beach for swimming and games, followed by a barbecue. We'll load onto buses at 2:15 p.m. at the hotel entrance.

There will be a helicopter static display at the beach and a new go-cart track will be available on a pay-as-you-ride basis.

After 5 p.m., we will have the place to ourselves. The music will start at 6 p.m. The buses will leave for the Hilton at 9:45 p.m.

On Saturday, the Business Meeting, ladies' function and children's pool party begin at 1 p.m.

The banquet and dance will be held that night, starting at 7 o'clock in the Grand Ballroom.

In addition to reunion activities,

Atlanta has a lot to offer VHPA members:

- Underground Atlanta, which includes a variety of restaurants, clubs and shops.

- The Coca-Cola Museum, located near Underground Atlanta.

- The Atlanta Zoo, one of the top five zoos in the United States.

- Stone Mountain, the largest granite formation in the world into which is carved the likenesses of Robert E. Lee, Stonewall Jackson and Jefferson Davis.

- Peachtree Center, two blocks from the hotel, offers shopping and a variety of fast-food restaurants.

Directions:

- If you are driving on Interstate 75/85 North: Exit at Piedmont (exit

to the left, instead of to the right), drive one-half block, turn left on Baker, then drive one block and turn left on Courtland Street.

- If driving on Interstate 75/85 South: Exit on Courtland Street.

- If flying: The hotel is the first stop on the Airport Shuttle. The cost is \$7 one-way and \$12 roundtrip.

A MARTA (subway) station is located at the airport terminal.

Get off at Peachtree Center Station and take the covered walkway to Courtland Street. Cost is \$1 per person.

Delta is the VHPA Reunion host airline. The airline's reservation telephone number is 1-800-241-6760; our file number is D0784.

# VIETNAM HELICOPTER PILOTS ASSOCIATION

## Ninth Annual Reunion

Atlanta, GA

July 2-5, 1992

## Reunion Registration

Name \_\_\_\_\_ Member No. \_\_\_\_\_  
Wife/guest name \_\_\_\_\_ No. of children \_\_\_\_\_  
Additional guest names \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
Expected arrival date \_\_\_\_\_ First reunion? \_\_\_\_\_  
How many reunions have you attended? \_\_\_\_\_

### REGISTRATION FEES

	No. of people	Price	Total
Registration before 6/1/92*	_____	@ \$ 20.00	\$ _____
Registration after 6/1/92*	_____	@ \$ 25.00	_____
Sun Valley Beach BBQ (July 3 afternoon, evening)	_____	@ \$ 27.50	_____
Banquet (July 4 evening)	_____	@ \$ 35.00	_____
Dues (if being included)	1 year	@ \$ 30.00	_____
	Life	@ \$450.00	_____
GRAND TOTAL			\$ _____

\_\_\_\_\_ Enclosed is check/money order payable to: "VHPA Reunion '92"

\_\_\_\_\_ Please charge my: Circle credit card (Visa) (MasterCard) (Discover)

Credit card No. \_\_\_\_\_ Expiration date \_\_\_\_\_

Signature \_\_\_\_\_

### NAME TAG INFORMATION

Name desired on name tag \_\_\_\_\_

Name of wife/guest \_\_\_\_\_

Flight school class (No. and year) \_\_\_\_\_ Call sign \_\_\_\_\_

Combat unit (first) \_\_\_\_\_ Year(s) \_\_\_\_\_

Combat unit (subsequent) \_\_\_\_\_ Year(s) \_\_\_\_\_

Hometown or current residence \_\_\_\_\_

### MAIL TO:

VHPA

7 W. Seventh St., Suite 1990

Cincinnati, OH 45202

\* Each adult 18 and older must pay registration.

# Governor welcomes VHPA to Georgia

## Greetings:

It gives me much pleasure to welcome you to Georgia and the annual reunion of the Vietnam Helicopter Pilots Association.

It is always a privilege to recognize the men and women who have served in the defense of America and freedom. Recent events vividly remind us of the sacrifices that have been made to protect our hard-earned right to life, liberty and the pursuit of

happiness. Each of you can take great pride in the personal contributions you made to that cause. Our nation continues to be the greatest in the world because of the sacrifices made by you and your comrades.

It is a great pleasure to welcome you to Georgia. You have my best wishes for an enjoyable and successful reunion.

With kindest regards, I remain

Sincerely,  
Governor Zell Miller

## VHPA LOGO ITEMS

(D&G - DAVE GRIEGER, L0066)

<b>SATIN-LOOKING JACKETS</b>	<b>79.95</b>	<b>M, L, XL</b>
(SILVER GRAY)	<b>84.95</b>	<b>XXL, XXXL</b>
W/NAME, UNIT, DATES, ETC.	<b>9.50</b>	<b>3 LINES</b>
(4 LINES? \$12.00)		
W/WINGS, ABN? CIB?	<b>12.00</b>	<b>EACH</b>
<b>BACK PATCH - 8"</b>	<b>25.00</b>	
<b>BULLION PATCH</b>	<b>15.00</b>	
<b>GOLF SHIRT (AT BREAST)</b>	<b>16.50</b>	
WHITE OR LIGHT BLUE OR		
<b>GOLF SHIRT (w/ "LIFE MEMBER")</b>		
<b>T-SHIRT w/LOGO LT BLUE</b>	<b>12.95</b>	<b>M, L, XL</b>
<b>T-SHIRT (I - MY HEL . . .)</b>	<b>12.95</b>	
<b>T-SHIRT (1991 REUNION)</b>	<b>10.00</b>	
(IF AVAILABLE)		
<b>CLOSE-OUT PRICE</b>	<b>2.00</b>	<b>XXL</b>
<b>CAP (w/ OR w/OUT "LIFE"</b>	<b>10.50</b>	<b>WH, BK, N</b>
<b>PATCH</b>	<b>5.00</b>	
<b>PATCH (w/ "LIFE MEMBER")</b>	<b>5.00</b>	
<b>PINS (Logo, WOPA, RLO)</b>	<b>5.00</b>	
(HUNDREDS MORE AVAILABLE)		
<b>BUMPER STICKER (3 X 7")</b>	<b>3.00</b>	<b>FULL COLOR</b>
<b>WINDOW STICKER (3")</b>	<b>3.00</b>	<b>FULL COLOR</b>
<b>D&amp;G COLOR BROCHURE</b>	<b>2.00</b>	
<b>SHIPPING &amp; HANDLING</b>	<b>2.95</b>	

D&G, P.O. Box 12105, COLUMBUS, GA 31907  
(706) 563-7646 FAX: (706) 568-7843  
**VISA AND MASTERCARD**

## Schedule of events VHPA Reunion July 2-5

**Wednesday, July 1**  
**7 p.m.**

- Early Bird cocktails. Lobby Bar area.

**Thursday, July 2**  
**9 a.m.-5 p.m.**

- Vendors and registration. North Wing, second floor.

**7 p.m.-1 a.m.**

- Welcome Dance. Grand Ballroom, second floor.

**Friday, July 3**  
**9 a.m.-5 p.m.**

- Vendors and registration. North Wing, second floor.

**2:15 p.m.**

- Board buses for Sun Valley Beach. Hotel entrance.

**2:30 p.m.**

- Buses depart for Sun Valley Beach.

**4-9:45 p.m.**

- Barbecue (music, swimming and games). Sun Valley Beach.

**9:45 p.m.**

- Buses depart for hotel. Sun Valley Beach.

**Saturday, July 4**  
**9 a.m.-5 p.m.**

- Vendors and registration. North Wing, second floor.

**1-3 p.m.**

- Men's business meeting. Grand Salon, second floor.

- Ladies' function. Rockdale/Forsythe Room, second floor.

- Children's pool party. Poolside, third floor.

**6-7 p.m.**

- Pre-Banquet cocktails. Foyer, second floor.

**7 p.m.-1 a.m.**

- Banquet/Dance. Grand Ballroom, second floor.

**Sunday, July 5**

- Depart

## Advertising policy

Advertising rates for the VHPA Newsletter are:  
Full page, \$500; one-half page, \$250; one-quarter page, \$125.

Classified advertising is \$1 per line or \$7 per inch, whichever is higher.

Advertising will be solicited and approved by the Newsletter editor and assistant editors.

# Mini-reunions

## 175th Assault Helicopter Company

The "Outlaws" of the 175th Assault Helicopter Company who were at Vinh Long will have a mini-reunion during the VHPA Reunion in Atlanta in July.

I have managed to make contact so far with eight or nine former Outlaws and all are going to attend.

If anyone knows the whereabouts of any other Outlaws listed or not listed in the VHPA Membership Directory, please call and urge them to attend.

If anyone has questions about who is attending or wants to let me know they are attending, please call or write. Home phone: (██████████); work phone: (██████████) FTS 781 1259. Richard "DO" Waldo, P.O. Box 6192, Grand Forks, ND 58206

## 121st Assault Helicopter Company

Former members of the 121st Assault Helicopter Company Soc Trang "Tigers" and "Vikings" will hold a mini-reunion July 3 and 4 during the VHPA Reunion in Atlanta.

For additional information, contact Tony Robinson, (██████████), or call (██████████) on weekdays.

## 227th AHB 1st Cavalry Division

Former members of the 227th AHB, 1st Cavalry Division, will get together during the VHPA Reunion in Atlanta.

The mini-reunion will begin at 10:30 a.m., and last until 1 p.m., on July 3.

It is sponsored by alumni of C/227.

The contact person is Michael J. Rudd, (██████████). Telephone: (██████████) at

home; (813) 892-7565 at work.

## 128th Assault Helicopter Company

A group from the 128th Assault Helicopter Company would like to get together at the VHPA Reunion in Atlanta on July 4.

Anyone who served as a "Toma-hawk" or a "Gunslinger" should contact Richard L. "Doc" Daugherty, (██████████) or James L. "Jay" Riseden, (██████████)

Daugherty and Riseden also are attempting to locate all 128th pilots and establish a complete roster of all who served in the unit.

## 176th Assault Helicopter Company

The "Minutemen" and "Muskets" of the 176th Assault Helicopter Company will hold a mini-reunion during the VHPA Reunion in Atlanta in July.

Former members are asked to contact Ken Fritz "Minuteman 17" (1968-69), (██████████)

## A/229th AHB 1st Cavalry Division

Members of the A/229th AHB, 1st Cavalry Division "Black Bandits" and Rotary Wing Class 67-5 will conduct a mini-reunion in Atlanta during the VHPA Reunion.

A large number of mini-reunion attendees have signed up.

Contact is Tom Johnson at (██████████) (home).

## C/158th Aviation Battalion

The "Phoenix" of C/158 will hold a mini-reunion July 2-5 during the VHPA Reunion in Atlanta.

Contact is Jack Glennon, (██████████)

# Letters

## Visitor surprises VHPA member

I would like to share an experience that I had at Reno last year.

I was sitting at the bar in the Nuggett with 30 or 40 other well-ciled aviators and the stories were getting better and better. I had just met a slick pilot that had served in my outfit the year prior to my tour. We had mutual friends who had overlapping tours.

Things were really going great when I noticed a local Indian looking around rather intense.

After he briefly talked to several different people, he fixed his eyes on me from about 20 feet away. He then moved closer and I thought that there was going to be a fight. Me and a 250-pound Indian were just about to go to the floor.

At the very instant he recognized me, I recognized him and we went to the floor all right — hugging and hollering at each other.

This local guy had been my door-gunner and later made crew chief. Man did we have a lot to talk about. Needless to say the steaks and beer were on me the rest of the night.

Chief and I are in contact now on a regular basis. I have now located a few other crew members and maybe someday we will be able to have our own CAV party.

Flying choppers in Vietnam is a priceless experience that we all look back on. Locating our friends and fellow crewmen is an experience we can all look forward to. Thanks to the VHPA — it's happening.

See ya in Atlanta  
Tom Tolar Jr.  
Longknife 20  
C Troop, 3/17 CAV

# Letters

## VHPA members help judge competitions

As was reported earlier in the VHPA Newsletter, the National Helicopter Competitions were held in Las Vegas to coincide with the Helicopter Association International Convention.

Several VHPA members served as judges in these competitions.

The winners of the competitions will represent the United States in the world competitions in England this September.

The Helicopter Club of America is the organization responsible for organizing and sanctioning the competitions.

The group did a terrific job of organizing and conducting the competitions, and will be holding similar competitions every two years to determine U.S. champions and to qualify teams for international events.

The bottom line is, this organization needs your support. Those interested in seeing the United States field a strong team in the world competitions or those wishing to compete need to become members.

If you join, you will have the opportunity to meet some great people, all of whom speak helicopter.

Membership is \$20 per year. Send your request to: Helicopter Club of America, [REDACTED]

Jack Jordan  
HAI (Gathering) representative  
Mt. Vernon, TX

## Cousin seeks information on aviator killed in 1970

I am attempting to learn more about my cousin Robert Kenneth Cole. Ms. Regina Burns of the U.S. Army Aviation Museum at Fort Rucker, AL, said you may be able to help.

He recruited out of Richmond, IN. Later, he went to the Warrant Officer Rotary Wing Aviator Course and graduated on Feb. 24, 1970 (Class 69-49).

Soon after, he was sent to C Company of the 158th Aviation Battalion, 101st Airborne. Then, on May 8, 1970, he was killed.

As you can see, his flying career was short. I really didn't know him that well because I was just seven years of age when he died. But I do remember my family's reaction to his death. Of the four cousins who went to Vietnam, he was the second to die.

Through the years, I have thought about him and how he

must have felt during the early months of 1970.

My interest has been sparked even more by my own experiences in the military.

I want to learn more about him, his training and assignments, and more about C Company of the 158th Aviation Battalion, but I do not want to disturb his immediate family, i.e., his mother, brother and sisters. They have done their best to put May 1970 behind them.

If you have any information, questions or comments, I can be reached during workdays at (919) 343-4049, on week nights and weekends at (919) 392-9346, and my address is: Gregory A. Howard, 506 D Mill Creek Court, Wilmington, NC 28403.

Thank you for your assistance. I look forward to hearing from you.

Greg Howard  
Wilmington, NC

## Ex-crew chief wants information on company; pilots' whereabouts

Dr. Henry Leon of the Vietnam Veterans Center in Fort Lauderdale, FL, lent a copy of the VHPA Newsletter (October Vol. 7, No. 4) and suggested that I write you for any possible help.

I have been in Dr. Leon's group therapy for awhile now and am seeking closure for some of my Vietnam experiences.

Following is some information on my company:

Unit: B Troop 2/17 Air Cav., 101 Avn. Div.

Date Co. arrived in VN: March 25, 1969.

CO: Maj. Pearce.

XO: Maj. Dolan.

Call Sign: Banshee.

AOP: Camp Eagle, Tam Ky Quan Tri, Chu Lai.

I was a crew chief on a UH-1H (No. 67-17692), Maj. Dolan was my

pilot and Capt. White was the co-pilot.

After being transferred to another company in July 1969, my helicopter was shot down rappelling rangers. I don't know if Maj. Dolan or Capt. White were still with B Troop at the time. I need to know if they were and, if not, I would like very much to get into contact with them.

I hope that they can help me figure out a lot of things.

If the VHPA has unit history on my company, I would be grateful if you would be able to furnish it to me.

We all trained together at Fort Hood, TX, and went to Vietnam together as a unit.

Jim Ritchey

# Cover photo brings back memories

The picture on the front of the December 1991 newsletter sure brought back memories for me.

I was flying guns for C 1/9 Cav out of LZ Two Bits at Bong Son in early 1967. The picture shows the "fly-in wash rack" that a lot of the Cav units used at the time.

It was actually a shallow spot in the Bong Son River just west of the Bong Son Bridge, the same bridge we could fly under during the dry

season, but not during the monsoon (as a few pilots found out).

The picture prompted me to dig out my slides from my first tour with the 1/9th and find an almost identical picture of my trusty old "B" model gun bird getting her feathers preened by me and my crew.

The 1/9th was a great unit and I am proud to have had the opportunity to have served with them. We

were a tight unit and took care of our own. You always knew whenever you went down that the Blues would be there ASAP to save you. I'll never forget that feeling.

I plan to make the reunion in Atlanta this year and hopefully to again see some of those great guys from the 1/9th, "The Real Cav."

Rudy Ribbeck

## Polish student asks members for help

I am a senior student of the English language and culture at the Jagiellonian University in Crakow. Following the advice of my tutors and of the American Consulate workers, I am writing to your organization to ask for help.

I am writing my M.A. thesis about the war in Vietnam and as I have serious problems with collecting materials for my work here in Poland, I have to seek assistance abroad.

I am mainly interested in two aspects of the subject:

- The psychological influence of the war (the behavior of the soldiers, their aggressiveness, feelings, post-traumatic stress syndrome, etc., based on remembrances).

- The attitude of American society during the war and after it (here, mainly, in the stories of the hostility of the people, suicides of those who fought in Vietnam, etc.).

I would be grateful if you were so kind as to ask some of your members to share with me their remembrances from Vietnam. Their recollections would be invaluable, as my thesis will concern fact-literature (memoirs, diaries, articles and so on).

Most of all, I would be obliged if you could send me any materials or Xeroxed copies because now I have literally one book to write on – The Charlie Company. Perhaps you could also send me a list of books that would be handy.

I also assure you that no materials will be misused. My work will be in favor of those who fought in Vietnam, trying to analyze what the war did to them.

Dagmara Kowalewska

## Pilots' courage serves as example to everyone

I have just finished reading a new book called "Vietnam: The Helicopter War," written by Philip Chinnery.

The address of your association was given in front of the book. This prompted me to write to you.

I know that the helicopter pilots in Vietnam were a breed apart, but when I read some of the stories in the book I was left speechless. I am sure the courage that was shown by your members served as an example to everybody.

I am a 29-year-old Englishman and I have long had a fascination for the Vietnam era. In fact, I belong to a Vietnam research group.

I have always considered the war from the viewpoint of the man on the ground, but this latest book has opened my eyes to the superb work of your members.

I know that I cannot be a member of your association, but if you do a regular newsletter to your members, please let them know that in England there will always be someone thinking about them, their deeds, their courage and selflessness.

Simon Isherwood  
Northampton, England

## Son appeals for information

I have only recently become aware of your organization, and am hopeful that you may be able to help me. My father, Maj. Lawrence R. Moyer, USMC, was killed in Vietnam on 31 August 1967. I believe he was serving as a helicopter pilot with HMM-262 at the time of his death.

Unfortunately, we have only scarce information about his service in Vietnam and even less personal effects.

Any members of your organization who could, and would, be willing to shed some light on this situation may contact me at 214 Hartranft Ave., Norristown, PA 19401. Any information would be appreciated.

Gary Moyer  
Norristown, PA

# Collectively speaking

## POW/MIA FLAG

**QUESTION:** Do you believe the POW/MIA issue has become political?

Number of responses – 274

Yes – 165 or 60 percent

No – 109 or 40 percent

### Comments:

"Absolutely and beyond reason – POLITICAL!"

"Yes, but I believe our POW/MIA activities should be separate from our reunion."

"It may be political to those uninformed but it is still an emotional and important issue to the families, friends, and comrades of those involved."

"Yes, but don't let it become an issue, STAY NON-POLITICAL!!"

"To some extent."

"No, if it had we'd have long since done something about it."

"Yes, it is political, but I believe we are above the politics of the issue."

"It still represents some of our own."

"Yes, I have gotten several calls from people trying to politicize and commercialize this emotional issue."

"Even though the issue has become political, I don't think it is a political issue to our membership."

"Possibly so, but hasn't and isn't the whole damn Vietnam situation now political?"

"No. Why desert our own just because a few years have gone past?"

"No. It's not an issue at all. The general public has forgotten it."

"The VHPA is a nonpolitical organization. KEEP IT THIS WAY!!!"

"I think it always was political."

"Yes. Definitely too political!"

"Keep reunion a party only."

"No. Some may wish to make the issue political for their gain. To me, it shows our concern for those who have not returned."

"Yes. In our hearts we will never

forget them, but the VHPA should not change its purpose."

"The issue, no. The varied POW/MIA organizations, yes."

"For those who wish to involve themselves with veteran issues, there are other veterans service organizations they may join."

**QUESTION:** Do you believe the POW/MIA Flag should be displayed at the annual reunion?

Number of responses – 270

Yes – 180 or 67 percent

No – 90 or 33 percent

### Comments:

"No. The issue is too controversial and will never be resolved. Stay away from this type of issue."

"I think the reunion should be a happy time and we as individuals pray for our missing comrades."

"No. Politics got us in that war, so let's keep politics out of our organization."

"Yes. The issue has become political but to us it stands for our friends and comrades who did not return. We know what it stands for. Fly it!"

"No. It is a tragic state of affairs and I applaud those working to find answers. But, I do think the issue is so volatile and emotional that it would take away from the reasons the reunion is held."

"Yes. Our unrecovered fallen comrades should not be forgotten."

"No stand. Executive Council should determine"

"Yes. If we, the citizens, have been, once again, hoodwinked by Congress and there is any reason whatsoever to believe that there might be MIAs still imprisoned, then we should, by all means, fly it!"

"Yes. We cannot forget our comrades."

"Yes. I couldn't care less about politics. I have strong feelings and opinions about POWs/MIAs."

"Yes. This issue has become political, but by displaying the flag,

we show we remember those who have not returned."

"Yes. Everybody else has forgotten the POW's, we shouldn't."

"Yes. Out of respect for our POWs/MIAs and their families without bipartisan rhetoric."

"No. Personally, I feel it would cheapen the feelings we have for our POWs/MIAs. We are all mature enough now that it does not bother us for others to have their own beliefs. We do not need to try to convince others to feel like we do. Leave them alone! Our place setting for the Missing Man is our tribute and it means an awful lot!"

## VHPA LOGO

**QUESTION:** Are you happy with the VHPA Logo?

Number of responses – 277

Yes – 209 or 75 percent

No – 68 or 25 percent

### Comments:

"Yes. We have had it too long to change."

"Didn't like it at first, but it grows on you. In the absence of a better idea, leave it as it! It was the idea of our first members. I think it should stay, and I think they did a good job!"

"Yes. Do not change!"

"No. I think a more traditional wing pattern would look better. Also, the 'V' in R.V.N. looks too much like a 'U.' People always ask me what R.U.N. stands for."

"No. Needs a chopper (Huey)."

"Yes. I like it just fine!"

"No. Make the wings look more like service issue."

"Yes, but could be dressed up some."

"No. I wish I had some serious artwork or suggestions, but all I can think of is a composite sketch of a helicopter in character or something along those lines. It doesn't have to be 'serious' or 'professional.' (We aren't.) But the wings just look terrible!"

"No. Too Oriental. Get rid of the Oriental letters and replace the wings with a rotorhead and rotors."

# VIETNAM HELICOPTER PILOTS ASSOCIATION

7 W. Seventh St., Suite 1990 Cincinnati, OH 45202 (513) 721-VHPA

## MEMBERSHIP APPLICATION OR CHANGE OF ADDRESS

☐

APPLICATION

☐

ANNUAL DUES: \$30

☐

LIFE MEMBERSHIP: \$450

☐

ADDRESS CHANGE

☐

SUBSCRIPTION ONLY: \$12\*

(\*included in annual dues)

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

HOME PHONE: (     ) \_\_\_\_\_ WORK PHONE: (     ) \_\_\_\_\_

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

\_\_\_\_\_ Please charge my MasterCard/Visa/Discover \_\_\_\_\_ Enclosed is a check/money order payable to VHPA

Credit card No.: \_\_\_\_\_ Expiration date: \_\_\_\_\_

Signature: \_\_\_\_\_

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

COMBAT FLIGHT HOURS: \_\_\_\_\_ SOCIAL SECURITY NO.: \_\_\_\_\_

Information about each Vietnam tour:

DATE		UNIT	LOCATION	CALL SIGN
From	To			

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

How did you find out about the Vietnam Helicopter Pilots Association? \_\_\_\_\_

Were you recruited by another member? If so, who? \_\_\_\_\_