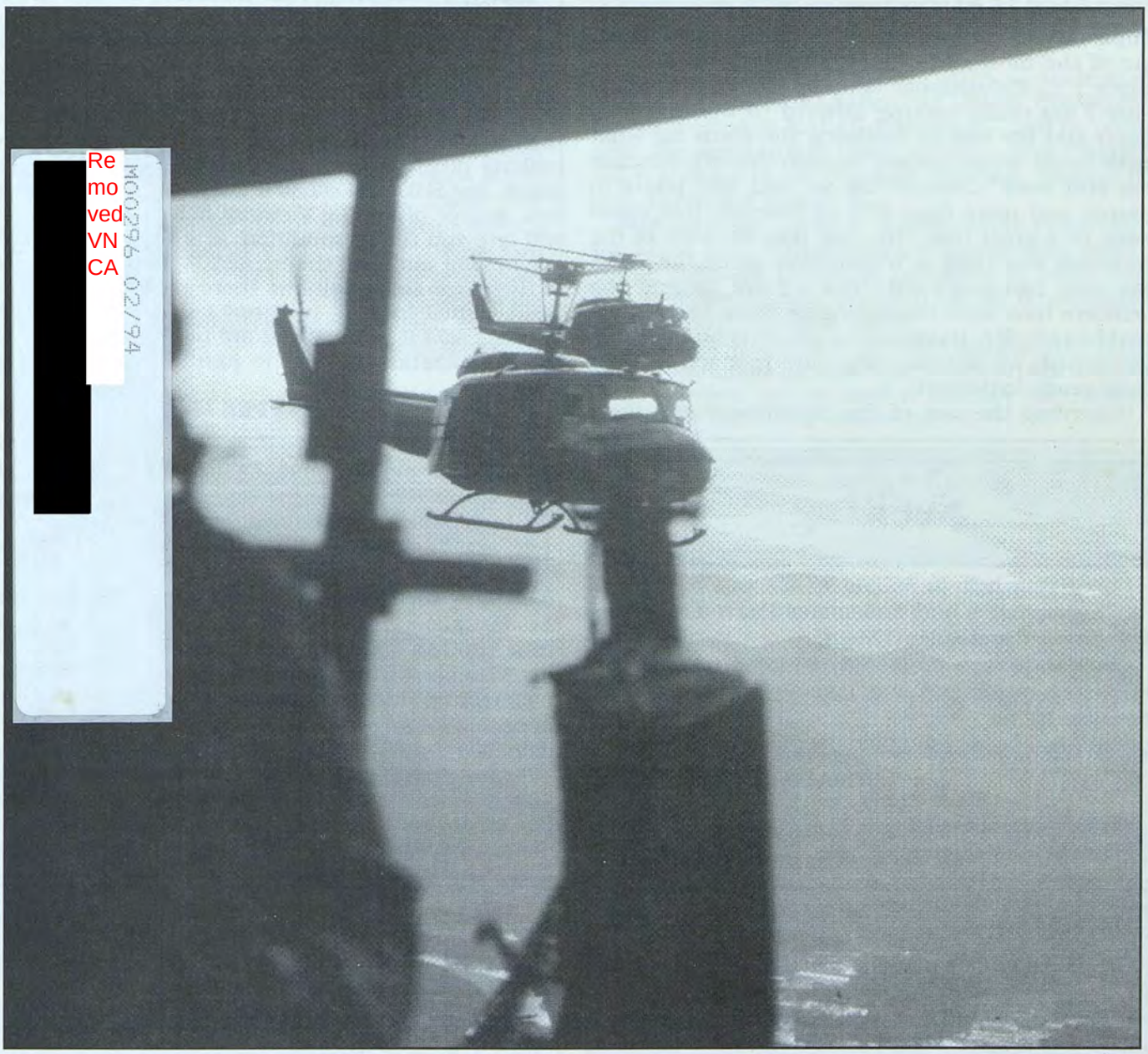
The VHPA Newsletter

Vietnam Helicopter Pilots Association ® August 1993 Vol. 11, No. 4



Dave Rittman photo

Three Hueys from the 229th Aviation Battalion fly formation near Bong Son in 1967.

From the President

The first decade of the VHPA is in the books and we march on into the next; I truly think we are marching and not just doing "taxi time!"

First, let me officially welcome our new vice president, Kenny Bunn, who many of you will remember as the guy who put together the reunion in Atlanta. Also, I would like to welcome our new junior member at large, Mike Hurley. I am most pleased to have both of these fine officers and gentlemen in the decision-making process of our association.

One other person who deserves mention here is Ralph Harvey. Ralph bravely volunteered to go on one of the most hazardous missions of his entire career . . . Philadelphia Reunion Committee chairman! I am really looking forward to working with Ralph and his wife in finalizing the plans for what easily could be the largest reunion this organization has ever seen. Considering we had 992 pilots in Atlanta and more than 875 in Phoenix, this could really be a great time. The last time we were in the Northeast was 1986 in Washington, when the VHPA was only two years old. Now we are 10 and the members have been requesting we come back to the Northeast. We listened to your requests, we researched, we are planning, and now we are just about ready to deliver!

Regarding the rest of the committees and their status, I am proud to state that all is well. Chairmen continue to do their outstanding work (where have you heard THAT phrase before?) and I don't think we could have been blessed with anyone who works harder than the ones we have now. During interviews to establish an agenda for the coming year, I asked each chairman and Executive Council member how many hours a week they spent on VHPA business. I was slightly astonished to find that the sum total of all these hours was over 90 hours a week!! Even if we subtracted the 35-40 hours a week that Bill Greenhalgh spends entering orders into his computer, we still have more hours for "free" than most of us work for pay every week.

Lastly, I encourage ALL members to encourage pilots to join. Every swinging one of us, including me, knows AT LEAST one person who is not yet a member of the VHPA. At a previous business meeting, the membership overwhelmingly directed the Executive Council to pursue those individuals who have not yet joined. We have heard you and we are making progress in that regard, but we can't do it alone, nor SHOULD we do it alone. YOU are the very best source of finding Vietnam helicopter pilots; we will give you the ammunition, it is up to you to aim the system and pull the trigger! When you find one of these lost souls, tell him there are about 9,000 of his buddies looking for him! I think someone in Phoenix said it best: "If you are not a joiner, THIS is the organization for you to join!" I couldn't agree more!

— Phil Marshall, President

Seeking

I need your help in finding WOC Class 67-3 (April 1967) roommates and classmates Pierre Le Febvre, Walt Zimmer and Milford Main.

CWO Main was promoted/demoted to the commissioned ranks and was last seen as a major in the early 1970s.

Call collect to ([redacted] if you have news.

Stan Robertson

Former members of the 71st Assault Helicopter Company, please contact Ron "Radar" Seabolt at [redacted]

A large reunion is planned for the spring of 1995.

Ron Seabolt

Looking for former members of the 222nd Aviation Battalion "Skymasters" who served in Vietnam from 1966 to 1971, in Alaska from 1972 to 1986, Fort Campbell from 1986 to 1987, or those who are regimentally affiliated with the 222nd Aviation Regiment and interested in forming a regimental association.

Please contact: [redacted] or call [redacted].

Maj. Ward B. Stone

Chapter listing planned

The VHPA Newsletter plans to compile and publish a listing of the association's various chapters, contacts, chapter officers, addresses, and telephone and fax numbers.

Chapters should send information to:

Chapter listing
VHPA Newsletter
7 W. Seventh St., Suite 1990
Cincinnati, OH 45202

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VHPA briefs

Caution issued

A non-member of the VHPA who apparently has acquired a copy of the Membership Directory has been approaching members via collect phone calls.

During his approach, he has asked for money, which he says he will return later. The request is always for cash through Western Union. However, in a case in which the man was given cash, he failed to return it.

The man claims to be a Vietnam helicopter crew member. Members who are approached should check out the individual closely before loaning or donating money.

Vietnam cruise examined

Greg Ross is looking into the possibility of a cruise for Vietnam helicopter pilots, family and friends sometime during February or March 1994 or 1995.

If you are interested and would like to receive cruise information, send your name, address and phone number to Greg Ross at [redacted].

Special VHPA Calendar being offered to members

The Executive Council has authorized production of a VHPA Calendar for 1994.

It will contain 13 — the cover, plus one for each month — large photos of helicopters in Vietnam.

Many of the photos come from Donivan Earhart, a crew chief in Vietnam and took some very good pictures. Many were on display in the vendor area during the Phoenix Reunion.

The calendar, which will cost $17.50 each, is suitable for hanging on a wall in an office or at home.

Each page of the calendar will be 11 by 17 inches. Each day has a large box suitable for handwritten notes.

Activities important to the VHPA — such as the 1994 Reunion in Philadelphia, AAAA Convention, The Gathering at HAI's Convention — will be printed over the appropriate days, as will commemorative dates relating to the Vietnam War (e.g. famous battles, significant events).

Members are asked to submit dates important to the VHPA and Vietnam War commemorative dates.

The calendar project is budgeted to cover costs, not to make a profit and will not to be subsidized from the VHPA general fund.

If at least 500 orders are not received, the project will be canceled for this year. Any profits from the 1994 calendar will be used to improve the 1995 calendar and sell it at a reduced price.

VHPA Calendar Order Form

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

FAX ORDER TO: (513) 721-VHPA

Please send me _____copies of the VHPA Calendar at $17.50 each.

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

Name _____

Member No. _____

Credit Card No. _____

Expiration Date _____

Signature _____

NOTE: Calendars will be mailed in early December. Orders received after Nov. 1 will be honored only if supplies are available.

Ex-Thunderbird describes big battle

The following letter was written by Jack Clark, vice president of Vietnam Veterans of America Inc. and a VHPA member, to Freddy Holder of Inverness, Fla., who is seeking information on the crash of the 118th Assault Helicopter Company's "Blue Tail 1" during the Battle of Dong Xoai in June 1965. Clark was an aviator with the 118th "Thunderbirds" in 1964-65.

Just read your article in the VHPA Newsletter (February edition). I'd like to add what I know about the Battle of Dong Xoai, 10 June 1965.

The first lift was a gaggle of helicopters from various units, pulled together just for this drop. The LZ east of Dong Xoai was cold: Didn't receive any fire going in or coming out.

I switched over the "ground Fox Mike" just in time to hear the American advisor to the ARVN unit (call sign "Grape 20 or 22") say he was being overrun and not to send anybody else in to reinforce: "We're all dead!"

That man has always been one of my heroes for being more concerned for the lives of others than for his own life.

We returned to Bien Hoa to refuel and to reassemble into our own units for the next lifts. As usual, we went from formation in flights of threes to trail formation, and landed on the east side of the PSP strip.

After we landed, the aircraft in front of me left to join his own unit.

On the first lift, I had been in the Charlie Three slot and, under most circumstances, I would have simply moved into the Charlie Two slot when we took off again.

Don Saegaert and Walt Hall pulled in to my left in Blue Thunderbird 2, right out of maintenance without a test flight.

While my aircraft was being refueled, I walked over to Saegaert and told him that, since he was already in position to become Charlie Three, when the flight lifted off, I would slide over into the Two slot. Don said, "No, let's not change our luck!"

Helicopter pilot's book released

Randolph P. Main, Class 68-23 and "Black Widow 25," recently released his book entitled "Dear Mom, I'm Alive" (Avon Books).

Randy's writing will take the reader through laughter, excitement, tears, loss and victory as he presents his personal story of family, love, combat, duty, honor and gallantry.

"Dear Mom, I've Alive" is fast-moving and accurate. This book is a "must read" for VHPA members, spouses and friends.

Congratulations, Randy, and thank you.

Wes Clark
Smiling Tiger 34
AH-1, OH-6
1st Cav, D/229th;
1/9th 1970-71

When we lifted off, Don slipped his aircraft across the front of my a/c into the Charlie Two slot; I slid across behind him into the Three slot.

As we approached the grass airstrip at Dong Xoai, I remember thinking how stupidly predictable it was for us to use it as an LZ. And Charlie knew it, too.

Whoever was in Alpha One had an angel on his shoulder. He obviously started to land long, but had to shorten his approach by about 30 yards as a small herd of water buffalo crossed the airstrip right where Alpha One had first intended to land.

Just as Alpha One touched down, a land mine went off amid the water buffalo.

The world went to hell in a hurry. Mortar rounds were falling on the airstrip. No, I didn't count how many, but Charlie had obviously preregistered the LZ.

From the hooches not more than 30 yards away on both sides of the airstrip, AKs ripped away at us. In one of the aircraft, all four of the ARVNs seated on the floor were killed by the same round or burst.

In my aircraft, the gunner and crew chief were screaming for permission to open fire — they could clearly see Charlie shooting at us, but Major Kangaroo had recently put out the order that the crew was not to fire without direct order from the aircraft commander.

Because Alpha One landed short, those of us back in Charlie flight were still 50 or more feet in the air. I dropped my aircraft fast, the troops unloaded in less than two seconds, and we were up again. No doubt in my mind that none of those troops lived more than three steps after they hit the ground.

Back in the air, all the aircraft to my front seemed okay, but when I looked to my right, a Red Tail was moving into the Charlie Two slot. I called over the radio, "Where's Charlie Two?" Ed Wimberley in the Red Tail simply said, "He didn't make it."

From what I heard later, Charlie Two caught a mortar round right on the rotor head at 50 feet, then exploded on impact.

That's what I know about it. I'm still here; Don and Walt and Joe and Craig aren't.

Several years ago, I contacted a group (now in Arlington, Va.) called "In Touch," a project of "Friends of the Vietnam Veterans Memorial," to try to contact Don Saegaert's family. In 1991, they put me in touch with Don's wife Jean.

"In Touch" brought Jean and some of her family to Washington for Veterans Day, and she and I appeared on the CBS "Night Time" show.

I'd like to see the dedication as a reunion of the 118th AML. I attended the reunion near Atlanta in 1990, where I saw Mike Hurley and others for the first time since 1965. I keep in touch with Sam McGlone, who in turn keeps in touch with Jerry McKelvey, Ralph Orlando, and others. Whatever I can do to help you, please call me.

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Please let me know when the dedication will be.

Jack Clark ("LT")

[redacted]

Phone starts to ring after joining VHPA

After all these years, I finally joined the VHPA and the telephone has started to ring. It's great to hear from the old men who were aged in one quick tour.

I was one of the very lucky pilots — I never was hit by a bullet, but the Hueys and other crewmen got all their shots.

My flying was in the Delta, first with the 114th Assault Helicopter Company "Knights" at Vinh Long, then with the 335th Assault Helicopter Company "Cowboys" at Bear Cat and Dong Tam.

Seems that the Army has some rules against warrant officer pilots and lieutenant pilots fighting. So the Old Man held court, found both of us guilty and said: The "Falcons" had a pilot shot in the foot yesterday.

I found the 335th to be located in the "outback." The dirt was red and the comforts were few. The "Cowboys" were my kind of people; for fun, we would either go to the dump to shoot rats or we would have rock fights.

The help I needed to get over 19 months in Vietnam I found by joining the National Guard. There I found veterans like me; we all helped each other adjust to the "real world."

One thing I brought home that I cannot forget is this poem. I first saw it on a fire support base wall:

You have not lived until you have almost died.
For those who have fought for it, life has a flavor
The protected will never know.
Poet unknown. Vietnam 1970.

Ludford T. Creef

[redacted]

P.S.: I also had a tour with Desert Storm.

Former Ranger says 'thanks' to chopper pilots

I just wanted to drop a line and express some long overdue thanks on behalf of myself and the members of the Company G (RANGER) 75th Infantry Association to the guys who meant so much to all of us who made our living on the ground.

I served with the 196th Infantry and also Company G in 1968-69 attached to the Americal Division

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WEAR IT WITH PRIDE

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Send your unit patch or a xerox copy of it and a $35.00 check or money order to:

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(Your patch will be returned with shirt insured.)

Specify Front or Back and Size — M — Lg. — X-Lg. or 2X

I enjoyed meeting you in Scottsdale. Have a shirt made for next reunion.

Pilot wants more 'reads' for chopper screenplay

One of my hobbies is writing original feature film screenplays. Earlier last year I completed a screenplay about a young, dedicated helicopter pilot in Vietnam.

It is a fictional screenplay. However, as Oliver Stone did, I drew on some of my experiences as a helicopter pilot in Vietnam.

The screenplay, to date, has been read by two major production companies in Hollywood. Although both companies gave it high marks, they were not in the market for this type genre.

As many of the members of VHPA are aware, there have been several movies made about the Vietnam War. But, how many have been made about the major aspect of this war — the helicopter? None!

The more a screenplay is read by elements — production companies, studios, actors and/or agents — within the movie business, the better the chances are of the screenplay being sponsored and/or taken on as a project.

I'm looking for any help that a VHPA member might be able to give me in making additional contacts to obtain more "reads" for the screenplay.

Larry Freeland

Removed
VNCA

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at Chu Lai.

Although I don't remember the official unit designations, I can still remember names like "Firebirds," "Blue Ghost," "Rattlers," "Boxcars" and the "Black Cats" who flew out of Nha Trang. Call signs like "Firebird Niner Niner" and "Squatty Body Two Two" surface in my thoughts as I reflect on my experiences in Vietnam.

One thing I can remember quite clearly, however, is the deep thump of those rotor blades that signalled the arrival of something good. Whether it was hot chow, water, ammo, mail or fire support, all good things came in on a chopper.

I watched those birds winch my wounded buddies up through the trees at Nui Chom and drop mermite cans full of Thanksgiving dinner through the canopy. Medevacs came in at night in the fog to extract wounded LRRP team members. They took us in and got us out, often under fire and in seemingly impossible situations.

Countless times the pilots and crew members risked their lives to come to our aid and countless times they saved lives in the process.

I would imagine that few of you have been fortunate enough to witness the awesome firepower of a gunship brought in close enough to get tree splinters splattered in your face by the impacting minigun rounds. You missed the best part. You never heard the cheers from the grunts on the ground when that firepower put the odds in their favor.

To all of you, slicks and guns alike, we say thanks for your skill, your dedication and your bravery that so many times made the difference in a life-or-death situation.

Our Association had a reunion at the Sahara in Las Vegas this year. Unfortunately, it was held over the Fourth of July weekend and many of you were attending the VHPA reunion in Phoenix. Maybe some of you can "LRRP" a couple of Chinooks and drop in on us for some beer and storytelling. You're all invited.

Bob Parker
Company G (RANGER)
75th Infantry Association

Robin Hood seeks video of Lai Khe

Greetings from the Florida Panhandle (a.k.a. "Redneck Riviera")!

I flew with the 173rd Assault Helicopter Company "Robin Hoods" from 1968-69, and don't have a single photo or video to show for it. I would appreciate any video from a former Robin Hood showing our base at Lai Khe during the 1968-69 period.

Col. Michael E. Haas (USAF)
[redacted]

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VHPA officer consoles family of racing driver

Enclosed you will find a copy of a letter mailed to the family of Davey Allison, who was severely injured in a helicopter accident on July 12 and died July 13.

If you are not familiar with him, he was an exceptional stock car racing driver and came from a racing family.

Dear Mr. and Mrs. Allison:

Allow me to express my deepest sympathy on behalf of myself and the Vietnam Helicopter Pilots Association. Many of our membership are racing fans, as I am, and Davey was one of the most popular drivers in the country. His loss to us is as great as one of our own. That it came in a helicopter is doubly tragic to us.

I am the brother-in-law of Kathy Decker Bunn with whom you are familiar. My family has followed the careers of Bobby, Donnie, and Davey. We will miss watching Davey each week and, to be sure, there is no one who will be able to take his place — on the track or in our hearts.

If ever I, my family, or this organization can be of assistance to you, please do not hesitate to call on us.

Kenneth W. Bunn
Vice President
Montevallo, AL

Bob Snead cartoon

NVA training saves Huey, crew

Ray Pollok

Close call

It was back on July 11, 1967, and I was a 20-year-old aircraft commander on a UH-1D with D Troop, 1/10 Cavalry, 4th Division, well west of Pleiku.

Our light scouts — would you believe? OH-23s — had spotted a line of backpacks along a trail in the middle of nowhere.

It was just getting dark and we had two slicks available with five aero rifle platoon members each, so management decided we should go in and steal the packs. It seemed like a good idea at the time.

I was chalk 2.

As we were on downwind departure from the LZ, the radio crackled with: "Heavy enemy contact. Get us out!"

When we touched back down, I watched as the first troops leaped onto chalk 1, and they were out of there!

It seemed like an eternity as we waited for the last of the troops as they made their way toward us, walking backwards like little John Waynes, firing like fiends into an obviously empty jungle. (The next day, I found out it was a North Vietnamese Army battalion in bunkers.)

Then, just as the last trooper turned his back to climb aboard, I saw an NVA soldier jump up out of the tall grass 30 feet from the right door with his AK-47 ablaze. I knew we were dead.

Articles sought on close calls

The VHPA Newsletter is seeking articles from members about their close calls while flying helicopters in combat during the Vietnam War.

To share your close call with other VHPA members, write about it and mail the article to:

Close call
VHPA Newsletter
7 W. Seventh St.,
Suite 1990
Cincinnati, OH 45202

Then, to my complete amazement, I saw the long line of tracers from his rifle barrel passing 20 feet in front of our ship.

My pilot was just getting us light on the skids and the NVA soldier was leading us from 30 feet away!

I don't know what happened next.

He finally got wise or his buddies in the bunkers were not as well trained, but as I pointed and started to yell in the intercom for my first mission door gunner to get the guy, I saw the mike cord shot in two and felt the sting of a bullet as it grazed my wrist.

It seemed to happen in slow motion.

My attention then was drawn back to the instrument panel by the whine of the low RPM audio and a maze of red warning lights.

I saw the engine RPM drop to zero and my pilot started to set us back down.

Now I really knew we were dead.

I got on the controls with the pilot for the crash, but I suddenly noticed the rotor RPM was holding, and commanded a takeoff.

Amazingly, my helicopter and pilot both obeyed and we started flying. If we could just make it a few hundred feet before we crashed, we might live out the night.

It was suddenly very dark and we were completely alone as our cockpit lit up from the eerie glow of red warning lights.

As our helicopter shook and whistled its way back to our forward command post, we logged the longest 10 minutes of our lives.

We slid it across the pad as we cut fuel and power, and all departed the ship at a full run.

A short time later, management ordered me to fly the helicopter back to Dragon Mountain Base Camp. It had taken 11 hits in the rotor system, engine, transmission, fuel tanks and instrument panel, so I told them what they could do with that helicopter.

The thing that really upset me most was that none of our grunts had helped my new door gunner return fire.

Can you imagine my surprise when I went down to the bone yard to take pictures of my old ship and found piles of M-16, 40mm grenade and M-60 brass covering the floor?

Ray Pollok resides in Granada

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Coors thanks VHPA members for sponsorship

Coors Brewing Co. would like to thank the VHPA for allowing Coors to sponsor the 1993 Reunion in Phoenix.

As an honored guest at the Phoenix Reunion, I witnessed the strong bond that exists between the Vietnam helicopter pilots. This camaraderie and esprit de corps is rarely found in any organization except those organizations of military veterans who proudly served their country.

Thanks again, Coors Brewing Co. is proud to sponsor the 1993 Reunion.

Warren Hutchings
Manager, Veterans Affairs
Coors Brewing Co.
Golden, CO

Directory stirs strong feelings; thanks for work

Thanks so much for all the hard work on the Directory. The feelings that I get when I see some of the names is one that would never come from another source.

William H. Vanover
Bloomfield Hills, MI

Vietnam vets fly Russian choppers

Chris Genna

What happens if you're flying a Russian helicopter, pull in a lot of power, and simultaneously apply left pedal?

"It scares you so bad you never make the mistake again," says VHPA member Dave Anderson.

Anderson is the grandaddy, in flying time, of a group of about eight pilots who fly Russian aircraft for the U.S. Army Operational Test and Evaluation Command's "Threat Support Activity."

OTSA was secret until April 1992, when the unit came out of the closet, displaying two Russian helicopters, a MiL-17 "Hip-H" and MiL-25 "Hind-D," at the Army Aviation Association of America (AAAA) convention in Atlanta.

Information about the unit's work still is treated as FOUO, For Official Use Only, Anderson said in a telephone interview from El Paso, Texas.

Five other OTSA pilots are VHPA members: Reed Kimzey, Joe Maxsom, Bob Moree, Dan Shaver and Jeff Stayton. Some are in the military, Anderson said, and some are retired. Most, like him and Kimzey, work for Martin Marietta Services Group.

Kimzey, VHPA member No. 18, was the VHPA recruiter of the group.

When OTSA was formed in the mid-1980s, it had only one Russian helicopter and Anderson was still in the Army. He had worked for Bell for 4.5 years before becoming an Army aviator, and had flown Cobras during his Vietnam tour in 1969-70 with Delta Troop, of the "Quarter Cav," the 1/4, out of Phu Loi and Soc Trang.

He had flown 30 different types of aircraft at Naval test pilot school in 1980, so checking out in a Russian helicopter couldn't be very tough.

Except the foreign pilot who was going to transition him, billed as a high-time aviator, turned out to have about 25 hours' experience.

And there was no checklist.

And the manual had been translated from a language into which it had been translated from Russian — or perhaps from another language into which it had been translated from Russian.

"Their manuals are not clean," Anderson said. "Many times, we get them after several translations. Often, there are no equivalent words in English for the Russian, or vice versa. So we had to learn a sort of 'American speak Russian' dialect. For example, the manuals refer to the main reducer instead of the main transmission."

"There was no checklist," Anderson continued, "so I had to generate one."

It still takes three to six months from the time a foreign aircraft comes to OTSA before it starts flying, Anderson said. "When we get an aircraft, we spend a lot of time with maintenance, we do a LOT of cockpit drills."

Anderson gingerly started putting the aircraft through its paces. His biggest fear then, as now, was for the machine, not himself.

"The worst thing you could do in trying to operate it is ruin it. It's not a question of damaging it, you could ruin it," he said; and you couldn't just order parts from the factory.

The source of OTSA's Russian equipment is classified, Anderson said, "but you could assume a lot of it was captured."

Kimzey, who did two tours in Vietnam, one in 1966-67 with the 118th Assault Helicopter Company out of Bien Hoa and another all over the map in 1970-71, first ran across the program when he

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OTSA was Army, but switched to contract

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was commander of Biggs Army Airfield in El Paso.

"Initially, the program was extremely classified," Kimzey said, "even that the aircraft were here. They needed a place to hide them and we had a hangar."

OTSA was Army, like Anderson, for a time, Kimzey said. But military pilots "were in and out all the time, so the decision was made to go contract."

General Electric was already operating Soviet ground air defense systems, so the company was a natural to run the Russian chopper program as well. The program later was taken over by Martin Marietta

The Russian helicopters fly completely differently from their U.S. counterparts.

Where the advancing blade of U.S. helicopters is on the right, in Russian helicopters, as in French models, it's on the left. Pedal action is reversed. Even the throttle operates "the other way," Anderson said.

Kimzey said that causes the most trouble as pilots pull in power at the end of an approach.

The Russian engines "spool up slower," so the application of torque can catch U.S. pilots off guard. Several have swung at least 90 degrees before getting it back.

"We call it the 'Soviet landing clearing turn,'" Kimzey said.

And it isn't as if Anderson and his colleagues just kick the tire and light the fire.

"We stop and think before we get into a Russian helicopter," he said, so screw-ups are rare.

Still, "if you make a mistake once, it scares you so bad, you never forget." Nonetheless, OTSA has never had an accident, "and never will, as far as I'm concerned."

Now, the unit has 13 "threat" aircraft in its inventory.

Anderson, Kimzey and their colleagues provide a variety of services for U.S. military organizations at various locations around the country.

They allow sensor operators to see what kind of signature a Russian helicopter makes on radar or infrared detectors, they simulate enemy forces in exercises, they learn and teach what can be expected of enemy aviation organizations.

For example, Kimzey said, OTSA has found that "fairly restrictive limits on angle bank and so on were put on the aircraft for the pilots, not for aerodynamic reasons."

So the aircraft is capable of things the pilots weren't trained to do.

"Their aircraft are very rugged," Anderson said, "generally reliable and trouble-free. But they are totally different from ours. It would be like comparing apples and oranges. They don't copy us; none of their aircraft would meet any of our military specifications."

Russian cockpits are not user-friendly, Anderson said. They have a tendency "to spread a system throughout the cockpit to where it takes three crewmen to operate it. They may have a logic to their design; but we haven't figured it out yet."

What is OTSA's future now that the Evil Empire has broken up into separate states, frequently at odds with each other?

"Well," Anderson said. "Iran and Iraq operate this equipment. Thirty-nine nations have Russian helicopters. Not all of them are friendly. We have a lot of enemies among those 39. We need to keep ahead of them."

VNAF squadrons bore a terrible burden

John B. Konek

During 1970, the 237th Medium Lift Helicopter Squadron, 43rd Tactical Wing, VNAF, based at Bien Hoa, received its initial allotment of CH-47As.

It was the first of four squadrons — the others being the 241st MLHS, 82nd TW at Phu Cat; the 247th MLHS, 51st TW at Danang; and the 249th MLHS, 84th TW at Soc Trang — to become operational with the Chinook.

In total, 79 CH-47As were transferred from U.S. Army assault support helicopter companies.

Left alone after the 1973 pullout of U.S. forces, these four squadrons bore the terrible burden of the ARVN airlift requirements.

During the frantic, final evacuation of Saigon in April 1975, four Chinooks crammed with refugees landed on U.S. ships in the China Sea.

Three of these were written off when they were pushed overboard to preserve room aboard the ship.

The fourth landed on the USS Vancouver, and was transferred as deck cargo to the Philippines, where HMH-462, a Marine CH-53 squadron, adopted it.

Although no information has surfaced verifying this aircraft flew with the Marines, it was known to have worn "HMH-462, Det. 1" markings during its tenure in the Philippines.

Three other VNAF Chinooks made it to Bangkok, Thailand, and were loaded aboard the USS Midway, and later unloaded at Guam. These aircraft later mysteriously reappeared at the Corpus Christi Army Depot in Texas, where they were inspected and qualified for overhaul.

These later were moved to the New Cumberland Army Depot, completely overhauled, and returned to Boeing Helicopters in Philadelphia for conversion to CH-47Ds.

These three aircraft have since been delivered to A Company, 159th Aviation Battalion at Fort Campbell, Ky., while the fourth has been stricken from the inventory.

Records indicate the Army abandoned 49 CH-47As and 36 CH-47Cs in Vietnam during the 1973 evacuation, or pullout.

VHPA meeting attracts 300 members

The Annual Business Meeting was conducted during the 1993 Reunion in Scottsdale, AZ.

About 300 pilots were present when the meeting was called to order at 1 p.m. on July 4.

State of the VHPA

President Mike Law summarized several steps taken by the Executive Council to increase the value of VHPA membership.

He mentioned the increased frequency of the VHPA Newsletter, a bigger Directory, and a wider relationship with other organizations and associations.

He also addressed steps taken to keep costs down and increase membership promotion.

Constitution/bylaws change

Vice President Phil Marshall introduced a proposed amendment — approved earlier by the Executive Council — to the VHPA Constitution and Bylaws.

The proposal says: "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, to be ratified by the Executive Council."

In response to a question from the floor about the duties of the immediate past president, it was explained that he brings continuity to the council and assists the Newsletter editor.

The proposed amendment was unanimously approved.

Administrative report

Secretary/Treasurer Dan Ferguson described the duties of his position and reviewed a list of all the Executive Council meetings held during the past year. The minutes for all meetings are complete.

Financial report

President Mike Law presented the financial audit report by Kamphaus, Henning and Hood.

> The proposed amendment was unanimously approved.

A comparison was made between 1991 and 1992 financial figures, using an overhead projector.

Law also reported that all Life Membership dues have been deposited in an account and have not been used as of this date.

The reports were accepted, without discussion from the floor, by VHPA members present.

Election of officers

Junior Member at Large Charles Rayl introduced Senior Member at Large Kenny Bunn, the only candidate for vice president, and made the motion that Bunn receive the vote of all members present.

Bunn was unanimously elected.

The six candidates seeking the junior member at large position were introduced and each gave a short address to members at the meeting.

Two candidates received enough votes to require a runoff election. Mike Hurley was elected junior member at large.

Database report

Records/Database Committee chairman Gary Roush reported the VHPA has 7,000 members (about 4,300 are dues-current), plus more than 2,000 potential members in the database. We also know about 2,100 KIA/MIAs, plus 600 who have died since the war. This totals almost 12,000.

The committee has been building a database of all helicopter pilots trained during the Vietnam period and it totals about 29,300, of whom 20,000 to 23,000 actually flew in Vietnam.

So maybe the VHPA is about halfway toward accounting for everyone who flew in Vietnam.

Membership report

Membership Committee chairman Jack Glennon reported on the 1,861 exit questionnaires sent out to all VHPA members who had not been current in their dues for at least six months, of which 329 were returned. About half of those returning the questionnaires rejoined the VHPA.

Glennon also reported the bumper sticker campaign was an overwhelming success.

HAI/AAAA report

Jack Jordan, Gathering chairman, reported on his participation at Helicopter Association International (HAI) and the Army Aviation Association of America (AAAA) meetings to locate prospective VHPA members.

He also reported on an 800 locator service which uses Social Security numbers. Information on this service will be published in the VHPA Newsletter.

Historical report

Historical Committee chairman Bill Greenhalgh thanked members for their support of his committee during the preceding year.

He also asked for their continued support, specifically by sending him copies of orders, unit histories and other historical papers.

Newsletter report

Newsletter Editor Jack Swickard reported on the early success of "Close call" feature articles submitted by VHPA members.

He emphasized the Newsletter depends on articles, letters and photographs sent by members.

Swickard briefly discussed the expansion of Newsletter editions from four to six issues a year, which translates into a total of 32 additional pages in the Newsletter each year. He said this underlines the need for participation by members.

He also commented on some of the improved mechanics of pro-

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Newsletter expands to six editions

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ducing the Newsletter and asked for volunteer writers and editors to help.

Directory report

Directory Editor Mike Law said the new Membership Directory will have three indexes — to include combat unit indexes down to the unit level, the flight class index, and a location index by city and state.

The Directory is targeted for release in October.

The Executive Council approved a "researcher" version of the Directory, which would not contain confidential member information. The cost would be $14 per copy.

He also said there are plans for a "reference" directory which would be a compilation of static information published in previous Membership Directories. Cost was estimated at about $10 each.

Law then introduced the concept of producing a VHPA calendar with pictures of helicopters. The cost would be $17.50 per calendar.

VHPA History Book

Ken Fritz reported on the progress of the VHPA History Book, which will include history and personal biographies, as well as input from VHPA members' wives.

Fritz encouraged all members to participate by completing questionnaires sent by the book's publisher.

The book is scheduled for publication during the first quarter of 1994.

1993 Phoenix Reunion

Paul Uster, 1993 Reunion chairman, reported on the reunion.

VHPA founder Larry Clark was recognized, and Coors Brewing Co. was thanked for its continued support of the VHPA.

Just under 900 pilots attended the Phoenix reunion, 50 of them new members.

1994 Philadelphia Reunion

Phil Marshall presented the tentative 1994 reunion schedule for Philadelphia. He asked for a volunteer to take over as reunion chairman, after the original chairman learned he is moving elsewhere. (Later, Ralph Harvey volunteered to take over the chairmanship.)

Marshall also reported on a possible trip to "The Wall" in Washington, D.C., and said the crew members association also plans to have its reunion in Philadelphia next year.

1995 Reunion planning

Charles Rayl commented on the three basic requirements when selecting a city for a VHPA reunion:

- Hotel size, rate and single location.
- City should be an airline hub.
- Availability of a reunion chairman and committee.

Rayl said three cities currently are being considered for the 1995 reunion: Denver, Kansas City and St. Louis.

A look at 1993-94

Incoming President Phil Marshall commented about his interviews with Executive Council members and committee chairmen.

He said VHPA is growing at the rate of two members per working day. He also encouraged the establishment of chapters.

Open discussion

Mike Law recognized members who had comments to make from the floor.

One member suggested the letters be made larger on reunion name tags.

Another member suggested mailing copies of the VHPA Newsletter to Veterans Administration hospitals.

A motion was made from the floor to select permanent reunion sites. After considerable discussion, at which it was stated that picking permanent sites would harm VHPA's ability to negotiate and destroy flexibility, a motion was approved to table the motion until further discussion.

Adjournment

The meeting was adjourned at 3:35 p.m.

Phone service tracks down friends from Vietnam tour

JACK JORDAN

The 10th reunion is now history, and I would like to thank those who worked so hard to make it a success.

This reunion points out several areas in which we are becoming victims of our own success, not the least of which is the difficulty in locating friends at the reunion, especially when we are located in one or more facilities.

Because of the sheer numbers in attendance, we individually are going to have to take the responsibility for prior coordination with those who will be attending in order to make connections.

What about those who we have yet to locate and make contact with?

I have the answer to that problem and a means of pushing the VHPA membership over the 10,000 mark by next reunion at the same time.

The answer is (800) 829-1087, and the name is FIND PEOPLE FAST. And that is exactly what they do.

If you have a name and a Social Security number, this service will tell you over the phone in a matter of seconds the address and phone number of the individual.

The cost of this service is $19.50 per individual, and they accept credit cards.

Members give accounts of reunion

Several VHPA members were asked to write their personal impressions of the 10th annual reunion this year in Phoenix.

Splitting reunion sites had some advantages, too

Although the splitting of the reunion sites between two hotels proved to be an unpopular idea among some members, I did enjoy spending more time out of doors than ever before.

The spacious grounds of The Registry and The Plaza resorts were a nice contrast to the 26-story high-rises of years past.

Even though functions were held at both resorts, crossing the highway a few times was preferable to being bused off premises to a picnic or static display area.

I perceived the major source of dissatisfaction was no common lobby area which everyone had to pass through daily.

The obvious solution is to book a high-rise with 800 rooms outside of a large metropolitan area, that also has spacious grounds. Finding one is the trick.

I was impressed with the number of families and children who attended the reunion, most likely because of the resort nature of our hotels.

I was pleased that our small "Phoenix C/158th" group had children ranging from 6 to 22, and all seemed to have a good time.

Although I left the hotel a few times in Atlanta, and a lot in New Orleans, there have been years when I never left the high-rise hotel at all.

Perhaps this is a testimonial to my preoccupation with activities within the hotel or my reluctance to mingle with the inhabitants of a large city.

I have noticed over the years a decline in the number of "military" attired at the reunions and an increase in the unit T-shirts, etc. I think this is an indication of a rise in mini-reunions and individual unit cohesion which, in turn, means we must be doing something right.

I think Paul Uster and all concerned did an excellent job in providing something for everyone, and a schedule of events that kept people busy if that is what they desired.

One suggestion that may benefit future reunions concerns the photographer. In Fort Worth, we had a photographer who displayed copies of one day's pictures the next morning.

Copies were available for $2 each. This buy-as-you-go method made finding the photographs you wanted easier and cheaper.

— Jack Glennon

VHPA reunion, Arizona visit very enjoyable

My family and I arrived in Phoenix on June 27 so we would be able to play a little before the "work" of the reunion started.

Dan and Ronnie Ferguson and Ray and Susan Posey came in the same day and we really did some partying together.

On Monday night, we went to Rawhide, the Western town north of Scottsdale, where we had dinner in the restaurant-saloon.

I thought they were going to pay us for being part of the entertainment! We did know all the words to the songs and, if we didn't, we made some up as we went along.

We also had a family photo made in period costume.

On Tuesday, the Bunns, Poseys and Fergusons visited Dillon Precision Inc. and toured the company's facilities. Dillon makes ammunition reloading equipment and since Ray and I reload our own ammo, this was very informative for us. (Remember "No brass, no ammo?")

Later, we were directed to a gun club where my youngest son, Kevin, embarrassed me by only hitting two less clays than me on the skeet range his first time out.

Wednesday, a group of 22 wives, children and VHPAers went tubing on the Salt River.

It was not easy getting started, as we were required to stick our derrieres into what is pure snowmelt.

Believe me, that water was cold!

Kenny Bunn, wife Elaine and sons Keegan (top) and Kevin in olden garb.

Dan Ferguson and I got caught up in the rapids toward the end of the trip and ended up in the bushes, in swift water, but with the cooler. After finishing a beer and being nearly half-drowned trying to hold onto the cooler, our insulated cups and our tubes, we decided to let the cooler go and concentrate on saving ourselves.

It was related to me that when the others saw that cooler come

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Vendors serve members at reunion

Ken Fritz

I'd like this to be a report and a "plug" for the people who spent their time and dollars to show up and offer a variety of items for sale to our members.

This was a successful event for VHPA and I'd like to see it be a good area next year, too.

The High Priced Help, a singing group of helicopter pilots formed prior to shipping to Vietnam, performed in Vietnam and they offered for the first time a cassette of those ballads about flying in Vietnam.

Viet Tour Expeditions sold tours to visit former battlefields in Vietnam.

Turner Publishing offered sign-up sheets for the VHPA History Book and for the book being put together for the 101st Airborne Division. The deadline for the VHPA book is Sept. 30.

VHPAer Bill Atkinson showed for the first time his original oil paintings and he offered for sale color prints of the one titled "Into the Valley." He generously donated a beautifully framed print to the VHPA as a raffle prize which was won by Art Ashton of Vancouver, WA.

Member Greg Ross sold his exquisite custom helicopter pilot logo rings, knives and pendants.

A VHPAer from Embry-Riddle Aeronautical University gave out literature describing the school's aviation-oriented classes, which now include a master's degree program.

Nick Skrinikoff, who is not a member, came all the way down from Upstate New York to sell his accurately detailed hand-carved helicopter models.

Advertised in the Newsletter as Air Brush Art, Jinni Fine came to the reunion and did custom airbrush art on T-shirts, featuring unit patches, call signs, etc., the way the VHPA customer wanted them, right there on site.

Redco International came from Florida to sell its line of VHPA logo clocks, watches and knives.

Chick Luther again offered his "Moon Over Vietnam" posters.

"The Air Cav at Work" — from the original painting by member Daniel Shifflet — was sold as color prints.

National Design and Graphics of Tempe, AZ, provided official VHPA 10th Reunion T-shirts, and sold Southwest motif T-shirts and caps.

The Visitors Gallery of Scottsdale displayed throughout both hotels original art from a variety of artists. This really made the halls and foyers look nice, and we were able to watch several artists do their work.

The T-shirt vendor who showed up at the last minute outside the banquet Sunday night with its own version of a reunion T-shirt was Garment Graphics of Arizona from Chandler.

All of the vendors invite VHPA members to contact them for purchase of items. They may be reached through VHPA Headquarters.

Member input on vendor activity for this reunion and for next year's reunion should be directed to Ken Fritz, [redacted]

Ken Fritz, senior member at large, was in charge of vendors at the VHPA Reunion in Phoenix.

Council OKs 'lite' version of Directory

The VHPA Executive Council has authorized the production of a Researcher Edition of the annual Membership Directory.

The Researcher Edition is designed for museums, other associations, and individuals who are primarily interested in the historical information contained in the Directory.

The edition will not contain any confidential data such as the Life, Regular and Potential Member rosters.

It will simply be a "lite" version, retaining the same cover photo, table of contents and page numbering system as the regular Directory — only the confidential pages will be removed.

The annual subscription rate is $14.

Floating beer cooler causes consternation

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around the bend without us attached, a hue and cry went up, for they were convinced we had drowned.

Their grief was assuaged with the knowledge that they now had the cooler.

We got down to some serious VHPAing after that and I was rewarded with seeing Bill Long and Ron Burns of the 92nd AHC. Where are the rest of you guys? We hope to have a 92nd mini-reunion in Philadelphia.

On Sunday, the membership honored me with election as vice president. I will do my best to uphold the high standard set by the ones before me.

As we get larger, each reunion becomes more of a logistical challenge than the last.

My appreciation goes out to Paul and Kathy Uster and the committee they put together for the work that went into the 10th Reunion. No one can question that it was a labor of love.

I would also like to thank Ray and Susan Posey for chauffeuring my family and me.

— Kenny Bunn

Many people made reunion a success

Paul Uster
1993 Reunion chairman

Unless you have had the "pleasure" of chairing a reunion, you can't begin to imagine the release you experience when it's over.

I can only hope that everyone had a wonderful time.

As with any endeavor of that magnitude there were glitches, but most seemed to be small.

There are many to thank for making the reunion a success.

The host resorts, the Registry and the Plaza, with Becky Bailey and Jill Dasher, respectively, worked very hard to accommodate our needs.

These two ladies were in the trenches every day and without their help, I could not have made it happen.

You would not believe some of the thrashing that went on behind the scenes and they came through every time.

The same holds true for Rick Freeman, assistant reunion chairman. He was always there to do whatever needed to be done. Many thanks to Rick.

A VERY special thanks to Mel, Shiela and Ann from PAI, our management company. They performed tirelessly and could be counted on to do virtually anything that needed to be done.

Alan Fry and the management of PAI have a gold mine with these three fantastic young ladies.

Once again, Coors Brewing Co. sponsored a special price for beer. Thanks to their generous donation, the cost of Coors beer at the Western dinner dance Saturday evening and the Banquet Sunday evening was reduced.

Warren Hutchings, manager of veterans affairs for Coors, was a special guest of the VHPA and was presented with a plaque at the Banquet. Our deepest gratitude to Warren and Coors.

The committee chairmen made the sports activities as successful as you folks wanted them to be. Many signed up for the games, but attendance was less than expected.

The golf tournament, at McCormick Ranch Country Club, was well attended. I thank Don Klick, the club management and their employees for a fantastic job.

> Saturday morning also included a helicopter static display.

Tennis with Russ Janus and racquetball with Dick McCaig were well below the number who signed up, but all had a good time and we thank Russ and Dick for their time and effort.

Rod Dykhouse was the volleyball guru. Thanks to Rod for his help.

Even after one or two beers Friday night, a good number of diehard runners made it to the 5K Run Saturday morning at 0700. Thanks to Larry Clark for making it a success.

Saturday morning also included a helicopter static display.

Thanks to Samaritan AirEvac (BK-117); Phoenix Police Department (MD-520N NOTAR); Maricopa County Sheriff's Department (MD-500E, flown by VHPA member Rick Crabbs): Arizona Department of Public Safety (206L-3); NBC affiliate Channel 12 Television (206L-3, flown by VHPA member Gary Mercer); Heli-dyne (MD-52ON NOTAR, flown by VHPA member Lynn Carlson); McDonnell-Douglas Helicopter Co. (MD-52ON NOTAR, flown by VHPA member Bart Kent); American Eurocopter (A-Star 35OB2, flown by VHPA member Reed Griffin); and the Arizona Army National Guard (UH-1H, flown by VHPA members Fred Ferguson and Dan Jones).

Our very own Kenny Bunn was honored by having an event named for him. The Kenny Bunn 10M Low Crawl was a great success and my thanks to Kenny for chairing his own event.

The Mini-Reunions/Seminars were handled by Roger Gould. Many kudos to him for a job well done, to include last-minute changes and additions.

Ken Fritz did a great job with the vendors. I think we had more vendors this year than ever before and I hope all found it successful. VHPA's general fund is a little larger now, due to Ken's efforts. Thanks to all.

Ken also participated with VHPA member/artist Bill Atkinson to raffle a beautiful painting Bill had painted and donated. The painting is titled "Into the Valley" and color reprints are available. Many thanks for the donation and to all who purchased tickets.

Thanks to Tom Bennie and his helpers, especially Janice Freeman, for their help in selling the tickets for all the other goodies that were raffled. The contributors of the goodies were Sikorsky Helicopter, the Plaza Resort, the Registry Resort and National Design and Graphics.

A little over half of the 66 members who attended the first reunion returned to the original hotel for a special ceremony to thank founders Larry Clark and Terri Clark-DeDecker.

Larry, Mike McDonald, Bill Ringer and Roger Gould pooled their resources and produced a special commemorative pin. One was given to each of the founding members who were present.

Many thanks to EveA' at the Embassy Suites Hotel (formerly the Granada Royale) for having us back.

A very special thanks to the following companies who were kind enough to provide the funding to make it happen: Honeywell, Bell Helicopter Textron, American Eurocopter, McDonnell-Douglas Helicopter Co., Composite Technologies Inc. and Textron's Lycoming Engine Division.

Mike McDonald did a fine job of alerting the local media. Several members were interviewed for radio programs and at least three articles appeared in the Valley papers. I heard that The Associated Press did an article also.

Our local ABC, CBS and NBC

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Reports of 'passing' keep occurring

Gary Roush
Database chairman

It happens every year.

At least one person contacts me and says, "Rumors of my passing have been greatly exaggerated."

For those of you who know Gary A. Hall from flight class 69-19, he would like for you to know that he is alive and well.

After this deletion and 186 other changes since the last Directory, the "Died after tour" database stands at 637.

Several of the 41 changes received at this year's reunion were for pilots killed in the late '70s and early '80s.

Similar names in the 30,000-plus names we now have in the flight class database make sorting out specific people difficult sometimes.

What helps a great deal are orders that include service numbers and/or Social Security numbers. Orders assigning wings are the most valuable. Please send me copies of your wings orders.

With 79 changes resulting from this year's reunion (447 changes since the last Directory), the KIA database now lists 2,188 killed in Vietnam.

We added one name and deleted one name at this year's reunion. The added name is Lt. Col. Arthur F. Hammarstrom Jr., who flew L-1s in World War II, H-13s in Korea, and UH-1s in Vietnam.

His widow came to see me at The Registry and described his decision to volunteer for Vietnam, despite the fact he was near retirement. He died of a heart attack in Saigon.

We deleted WO1 William W. McCarrick's name because member Fred Ferlito confirmed he was not a helicopter pilot.

Please help us identify others — especially those marked in the Directory as "Need to verify."

One of the things I was most impressed with this year was Dick Ziegler's decision to leave the 20th reunion of POWs to come to the VHPA Reunion in Phoenix.

He told me that he felt more comfortable with us than he did with his fellow POWs. Dick spent more than five years as a POW after being shot down during Tet 1968.

His story is in the "After action report" section of the 1992 Directory.

The "Died after tour" section continues its accelerated growth.

Unfortunately, we will all end up in this database. I just hope to be around to put in the next to the last name.

Steve Bolling has volunteered to help keep track of this area, in addition to managing the flight class database.

Dear Fellow VHPA Members,

I am looking to add to my collection of Vietnam War relics. I will buy those items listed below, or anything else interesting. Items received will be kept in my collection but will be displayed on occasion, such as the VHPA reunion. Request you provide biographical and historical information with items. That data to be displayed with relic. Also want interesting slides and photos for my display.

- **BLOOD CHITS**
- **MAPS**
- **PARTYSUITS**
- **FLAGS**
- **MEDALS**
- **RIFLES**
- **FLIGHT GEAR**
- **SILK/RUBBER**
- **UNIT HISTORIES**
- **BAYONETS**
- **INSIGNIA**
- **PISTOLS**
- **LIGHTERS WITH CREST/INSCRIPTIONS**
- **VC/NVA CAPTURED WEAPONS AND GEAR**
- **UNIT POCKET PATCHES AND CRESTS**
- **FLIGHT HELMETS WITH ARTWORK**
- **CHEAP CHARLIE BOONIE HATS AND JACKETS**
- **TIGER STRIPE OR JUNGLE FATIGUES**
- **SPECIAL FORCES ITEMS**
- **etc., etc.**

Note: I have the Viet Cross of Gallantry and the Viet Campaign medal for trade if you are one of the many that only got the ribbon.

Thanks,
George G. Reese
[redacted]

Network shows video of Phoenix reunion

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affiliates all did stories at the reunion and featured quite a few of the members being interviewed or in the background.

On Sunday morning, the nationwide NBC show "Sunday Today" showed video of the reunion. On Thursday or Friday, July 1st or 2nd, Paul Harvey made mention of the reunion on his radio show.

Sure wish more folks in the media thought we were as newsworthy as we think we are. At least we got some national coverage. Thanks, Mike.

Thanks to Regalia Accessory Collection for a great program for the ladies on Sunday afternoon. Some of the members' wives modeled accessories that demonstrated ways to enhance different outfits.

A special thanks to Caroline Wright, who donated a knit ensemble which she personalized with her own design, and to Kathy Uster for securing the other numerous items used for door prizes.

The state of Arizona proclaimed the week of July 1-5 to be Vietnam Helicopter Pilots Association Week.

A signing of the proclamation by Gov. J. Fife Symington III was attended by Larry Clark, Paul and Kathy Uster, Bill Ringer, Roger and Sue Gould, Mike McDonald, Russ and Nancy Janus, Dick and Donna McCaig and Phil Marshall. The framed proclamation and the pen used to sign it will be added to the historical memorabilia.

VIETNAM HELICOPTER PILOTS ASSOCIATION

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

Membership application/change of address

❑ Application ❑ Annual dues: $30

❑ Address change ❑ Life membership: $450

❑ Directory correction ❑ Subscription only: $16

❑ Information only ❑ Research Directory: $14

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 of tour			Unit	Location	Call sign
	From:	To:			
1st					
2nd					
3rd					
4th					

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

How did you learn about the Vietnam Helicopter Pilots Association?