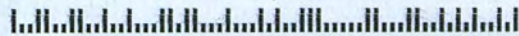
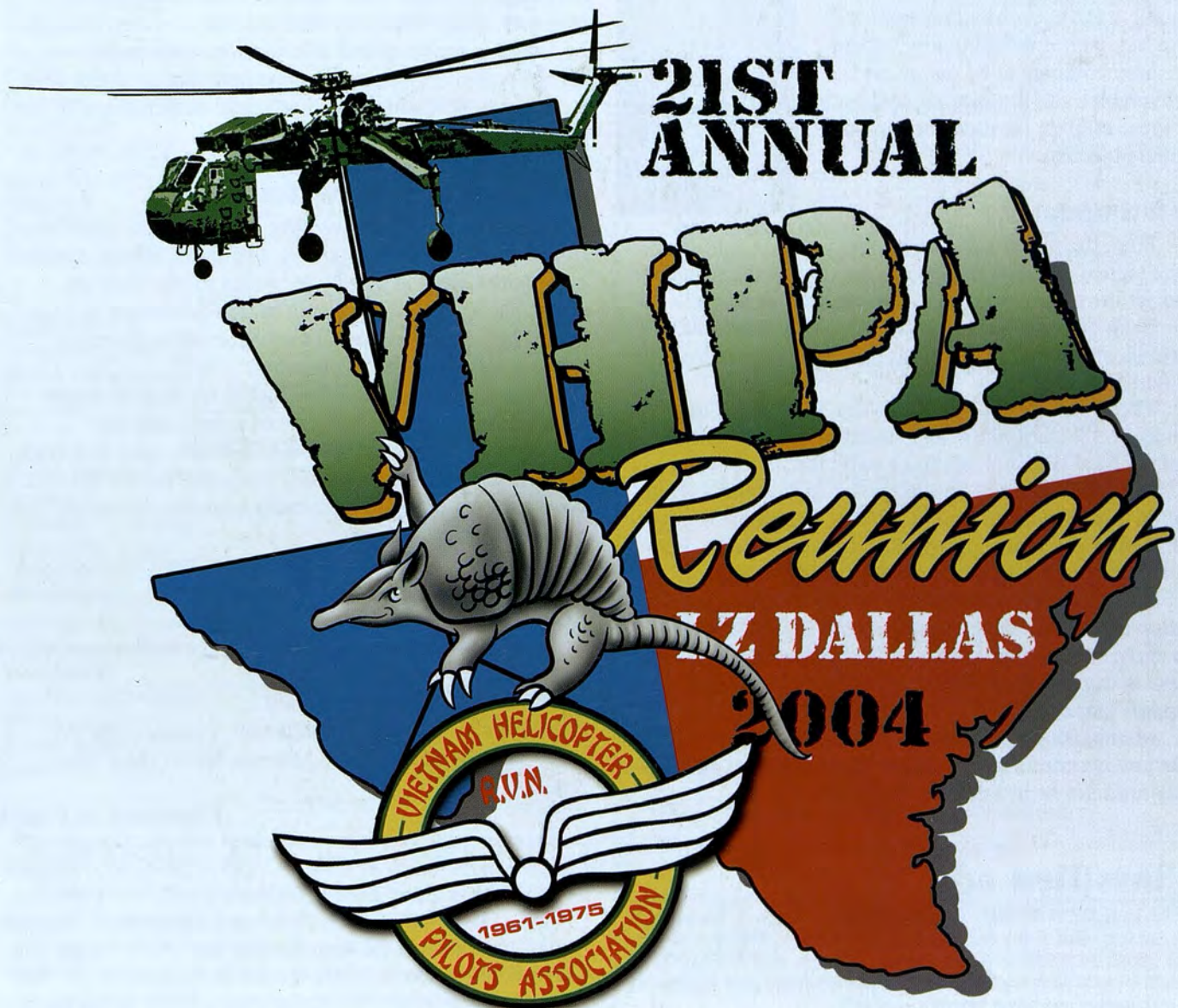




The VHHPA Newsletter

Vietnam Helicopter Pilots Association ®

May/June 2004 Vol. 22, No. 3



Cust ID# L00296 *****3-DIGIT 368

From the President

Just about the time you get used to writing a column like this, time is up and you don't have to do it any more.

This will be the last time I have the opportunity to update you on the activities and events of the past 10 months. The next update will be at the business meeting in Dallas, the next column will be written by Dan Ferguson, our current vice president.

When I wrote my first column the focus was on "Back to Basics." That concept has been my focus for the past year and, hopefully, has been helpful in supporting the VHPA goals and objectives: *The Newsletter*, the Directory and the Reunion continue to be our prime deliverables and the location and status of those eligible for membership our prime objective.



Dana Young

A few updates

First, the reunion in Dallas. We have signed all the contracts, committed all the resources and set the stage for another memorable week.

Each of you who attend the reunion will be able to create a portion of the schedule based on your individual or family desires.

The events we will sponsor: The Welcome Reception, the Rodeo, Vince Vance, Face Reading for the spouses, and the final Banquet are going to be the focus events.

The tours that will be available noted on the website and in this Newsletter will provide you some flexibility for the day's activities. Should you choose to wait, you can still sign up for tours when you arrive in Dallas.

Those who plan to make the trip to the museum dedication in Mineral Wells might want to make sure they sign up early, we are expecting a large number to attend and there is some special planning that needs to be made to support that event.

Membership is the key cornerstone of our organization and we continue to look for those that are eligible but may not have been aware of the VHPA.

We mailed more than 1,800 letters in April to potential members. That should complete the search effort we started last year.

With the help of Gary Roush, we have identified, found addresses and mailed information to more than 10,000 pilots who flew in Southeast Asia, but did not have current information in our directory.

We will continue to look for "escapes" but, with your help, we have built the Directory to what is now a complete listing of those who served and now the task will be to maintain its accuracy.

If you move, let us know; if you find an error, let us know; if you meet someone who is not a member, encourage him to join and, let us know. You get the idea.

Last issue I mentioned that we had completed negotiations with a major hotel chain to support our future reunions. The constraints were that the host hotel had to be a quality property and able to support us under one roof . . . all attendees in the same hotel and, second: That we be able to obtain a rate that would be beneficial to our members.

We have been successful

Beginning in 2005, we have contracts with six Marriott Hotel properties. Not only will we be able to ensure competitive rates at quality locations for the next six years, but we also will be able to take advantage of Marriott's corporate resources to enhance our registration process and our reunion planning.

Additionally, we will be eligible for their Marriott Rewards program . . . six years of points adds up.

Another advantage? For the first time since I've been a member, I will know where I am going for the next six years. So, get out your long-range planning calendars and mark down the locations:

- 2005 — San Francisco Marriott, San Francisco, CA
- 2006 — Wardman Park Marriott Hotel, Washington, DC
- 2007 — JW Marriott Desert Ridge Resort and Spa, Phoenix, AZ
(25th Annual Reunion)
- 2008 — Philadelphia Marriott, Philadelphia, PA
- 2009 — San Antonio Marriott Rivercenter, San Antonio, TX

Continued on Page 4

Classified ads

SEEKING REVOLVER: I am looking for a Smith & Wesson .38 special that most Army helicopter pilots carried in Vietnam. If anyone knows of a source please contact Mike at (813) 293-0708 or email Mike@resdrywall.com Also, does anyone know the actual model number and barrel length?

E-mail items to Newsletter at:
swickard@vhpa.org

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Newsletter privacy statement

This newsletter contains member privacy information the VHPA considers proprietary and confidential.

This information, including but not limited to the VHPA Chapter list, shall not be used for commercial solicitation purposes or for any correspondence related thereto without prior written authorization from the VHPA president.

Correspondence relating to commercial purposes or solicitations shall only be sent to those officers, committee chairmen, and staff listed above.

Still time to seek office

It is not too late to throw your hat in the ring and run for office as vice president or as junior member at large.

The election notice printed in the Winter 2003-04 *Newsletter* (Volume 22, No. 1) contained an erroneous date for a member to notify the EC Election Coordinator of his intention to run for office. An active member who qualifies to run for office must submit his intention to run for one of the offices in writing, no later than midnight, June 15, 2004, to EC Election Coordinator Angelo Spelios, c/o VHPA Headquarters.

The VHPA National Election Policy is on the VHPA website, under policies.

Angelo Spelios
Midterm member at large and
EC election coordinator

Newsletter deadlines

The following are deadlines for submitting items to *The VHPA Newsletter*:

- July/August 2004 — July 10, 2004
- September/October 2004 — Sept. 1, 2004
- November/December 2004 — Nov. 1, 2004
- January/February 2005 — Jan. 1, 2005
- March/April 2005 — March 1, 2005
- May/June 2005 — May 1, 2005



and



Invite the VHPA to the dedication ceremony for The National Vietnam War Museum

July 3, 2004



Static Displays
Aircraft Flybys



- Visit the Museum site and walk the property
- Tour Fort Wolters, Mineral Wells, and Downing Heliport by bus
- Enjoy real Texas Bar-B-Q and entertainment
- Maybe meet your old Fort Wolters IP

\$25 – Cheap!



FUN!

Ride the bus from the hotel and don't miss this once in a lifetime event!

\$25 per person covers transportation, all the barbecue you can eat, and all the beer, soda, or water you can drink.



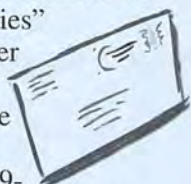
Letters

How many remember good deeds performed?

As I write this item, I will be down to about two months left in active membership in a National Guard unit, presently the 1/147th Aviation Battalion, Madison WI.

Many of you tell of the old "war stories" that you remember or think you remember the way they were. How many remember the good things that were done for the people while you were "there?"

While stationed at Red Beach in 1969-70, and working as an MTP and recovery pilot for the 142nd Transportation Company, I was assigned the job of building a house for a young Scottish missionary couple



who came to help support another couple who had been there since 1939.

The location was a remote beach area northwest of Red Beach, about four miles only accessible by air or water.

The Seabees had donated a lot of "crap" wood already full of nails that had to be removed before use. We had Portland Cement bags that had hardened and had to be repulverized before use.

So by the use of two handsaws, four hammers, a ball of string, a level and a couple of measuring tapes, I hand-picked a staff to do this feat and we set out to complete. I had a bunch of experience in building prior to Nam and, when my commander found out, I was the foreman.

We got the concrete pads, the floor deck and some walls built when I was told I was going home. My extension in country had been shortened.

I told my partner, Lt. Roger Fleming, he was now foreman. He had never built such a thing in his life, so we went to school. I sat down with Rog for about three hours of intense training. Much to my surprise, in about two months

Continued on Page 5

From the President

Continued from Page 2

• 2010 — San Diego Marriott Hotel & Marina, San Diego, CA

When you look on the Marriott website and review the locations, I think that you will agree we are in for a six-year run of exciting and unique experiences.

A few comments on reunion planning

We have always held our annual reunion over the July 4 weekend. There were several reasons for that decision.

First, there was a holiday associated with the event and more members could attend without committing too many vacation days or taking too much time away from their jobs.

Second, we were able to obtain very competitive rates from host hotels because there were few organizations of our size holding events during that time period.

Things have changed. Members have families that hold family events over the Fourth of July and other organizations are now competing for the same facilities during the same holiday period. We have been able to successfully compete for reunion sites but, unfortunately, we are not able to pick a time slot for reunions that will accommodate all of our members.

The best we can do is move the sites to a variety of locations and make the reunions more accessible to as many members as possible. When the reunion dates conflict with a family event, we would hope one of the sites will be close enough to allow a member to spend a few hours with those of us who are able to attend.

During the past few years we have had a number of requests to allow friends and family who were not registered for the reunion to attend the final banquet.

The policy, to date, is that all functions are limited to those who have registered for the reunion. The request typically comes from a member who, when the reunion is held at a location close to his home, provides him an opportunity to share an important part of his history with those who might not have a reason, or an opportunity, to share the total reunion experience.

The Executive Council is looking for a way to handle those requests. We may not be able to find a solution that supports the reunion in Dallas, but hopefully there will be one in place for 2005.

During the past year I have been asked several times why we don't open VHPA membership to all combat helicopter pilots.

While we have obvious bonds with those currently flying in combat, we are not unlike the Survivors of Pearl Harbor. We are a fixed population and we served in a time and place that no one will ever have to experience again. We can share our experiences with those who follow, but those who were not there are not who we are.

A final comment

Last, but certainly not least, I want to express my gratitude to Joe Bilitzke. He is completing six years as a member of the EC and, even though currently on active duty, is a key player in the preparation and planning of this year's reunion.

We are still not sure if he is going to be able to attend but, if he is in Dallas, take the time to thank him for all that he had done to make the VHPA work.

See you in Dallas . . .

— Dana M. Young, President

Letters

Continued from Page 4

I received a letter from him with pictures of the project.

Eat your heart out Norm Abram — they had done a yeoman's job for never having built much before. This house had electricity via an external generator and running water down from the streams above. I feel always that we did a good thing for those who were there at the time.

CW4 Ken Bryant
Wisconsin National Guard
[REDACTED]

Pilot finds helicopter he flew in Vietnam

Did you ever have a favorite car when you were growing up? Maybe you had a life-changing experience in the back seat or you cheated death one dark and stormy night. You and your car were one and inseparable.

But eventually, as time passed, you had to move on; you and that car went separate ways.

Now imagine that 30 years later you're at an automobile show, and there . . . there over in the corner among all the other beautifully restored vehicles is YOUR CAR!

Oh, sure, most of the parts have been replaced, and it does look slightly different in some places. (After all, the same could be said about you!) But the serial number is the same.

After all these years, you're reunited with your old car! What a jaw-dropping feeling that would be, eh?

Well, guys, that happened to me with my very favorite helicopter in the whole wide world, the Loach I flew with the 101st Airborne Division in Vietnam more than 35 years ago.

You can understand how impressed I was transitioning into the OH-6 after having to deal with that OH-23 Hiller in flight school and again for my first five months in-country. I tell people it was like going from your father's old Chevy to a brand new Porsche.

"Old 795" and I got ourselves in and out of a few tight situations. I was in love. Any of you former Loach pilots know the feeling.

But in December of 1968, DEROS came around, and I was in no mood to stay. And I certainly never expected to see that beat-up old Cayuse again.

Surprise-surprise! My old stick buddy, the late Bill Savedge, called me up to say he'd found "Old 795" on the ramp at Fort Campbell during Week of Eagles.

After a career that included two tours in Vietnam, assignments with three National Guard units, and a stint with a Florida police department, it's been restored to its former glory by the Army Aviation Heritage Foundation

Marine Corps colonel looks for father's friends

My name is Gregory M. Woodward, lieutenant colonel, USMCR. I am currently serving with I MEF in Camp Fallujah, Iraq.

My father, CW4 Edward B. "Woody" Woodward, retired in 1977 and died unexpectedly in 1990 of a stroke.

He flew Huey gunships with the 1/9, I think Bravo Troop, in Vietnam when the 1st Cav first went over by ship. I am writing a paper on Dad for his three grandchildren, who never knew him, with the exception of my son who was 4 when he died.

I would like to contact anyone who flew with Dad, and would mind corresponding with me to provide information for his grandchildren and me.

He was awarded a Purple Heart, the Distinguished Flying Cross and the Soldiers Medal, among others. He also was a tall, lean, farm boy from South Carolina, if that helps.

Lt. Col. Greg Woodward
[REDACTED]

based at Tara Field just south of Atlanta.

You bet I flew right down there and patted my old friend on the tail cone! The president of AAHF, Mike Brady, gave me a refamiliarization ride and you couldn't wipe the grin from my face.



I joined the Foundation, but the commute from my home in California was killing me! So I recently retired after 20 years with American Airlines and moved to Griffin, just 12 minutes from all the Hueys, Cobras, and other Army aircraft I'd ever want to be around.

The AAHF brings the legacy of the Army aviator to the American family by giving air assault demonstrations at air shows throughout the eastern half of the United States.

The Vietnam scenario is complete with narration, music, pyrotechnics, bad guys, an L-19 Bird Dog, OV-1 Mohawk, CV-2 Caribou, two Cobras, three Hueys and, of course, "my" Loach.

We also do a Korea presentation with either our OH-13 or the good old OH-23. On top of that, we sell Huey rides to the public, which has become a major source of funds for our nonprofit organization.

If this makes it into the Newsletter before the Dallas reunion, come see us at our booth in the vendor's area. Maybe I can transfer a little bit of my Loach grin to you.

But if we don't get together there, please visit our website at: www.armyav.org, and maybe you too will find one of your old friends like I did.

Curt Knapp
Tadpole 795

2nd Brigade, 101st Airborne Division, 1967-68

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Letters

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Daughter seeking father — a VN helicopter pilot

My name is Clyde Jackson. A good friend of mine's wife is looking for her father.

He was stationed at Fort Benning and served two tours in Vietnam as a helicopter pilot. His name is Gregory Howard Sutton. His birthdate is Sept. 28, 1947. He would be 56 years old.

I tried everything I know and came up with a man meeting this description in Sarcoxie, MO. The phone number I had was (417) 548-6728. I called, but it has been disconnected.

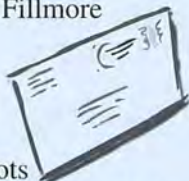
The address I had was RR No. 1 A Fillmore Road in Sarcoxie, MO. This is what I found on an Internet search site *Intelius.com*. However the information is outdated and useless.

I called the Vietnam Helicopter Pilots Association and asked them if they had any records or membership of Mr. Sutton, but they did not.

His daughter, Martie Bowen, has been looking for him several years. She recently found out her mother had been misleading her to his whereabouts over the years. Her mother claims she doesn't know where he is and there is not a close relationship between the mother and daughter.

If you can provide any assistance or advice, it would be greatly appreciated. I can be contacted at (662) 425-2638 anytime or, if you like, I can call you if you will provide your number and a time to call.

Clyde Jackson



Caricature of general turns up at garage sale

While out for my daily two-mile walk this morning, I passed a yard sale and I decided to check it out.

As I looked through some of the items, a framed picture caught my eye. It was up-side down, but I saw a familiar tadpole shape in the background. The guy having the sale didn't know where it had come from. I told him that I was an old "Huey" pilot so he said I could have it for nothing.

I am now in possession of a framed caricature drawing of a one-star general. He is standing in an open field with several "cow patties" and a cow. His left hand is holding the open pilot's door of a Huey (B or C Model) and his right foot is in a "cow pattie." The caption under the drawing says, "Now that's what I call a warm LZ!!"

At the top of the drawing is a typewritten note which reads, "Your ability to enjoy life and find humor, even when difficult situations arise, has been an inspiration to all of us. Please accept this portrayal of a difficult situation as our personal thanks for the many times your laughter has added cheerfulness to our days at MASSTER."

I am almost positive that this general must have been Army. The backing of the frame is held in place with green "100 mile-an-hour tape!"

Maybe with some help, we can figure out to whom this drawing belonged.

Jim Koch

92nd Assault Helicopter Company, Stallion 505
155th Assault Helicopter Company, Stagecoach 13

Restored America's Huey welcome sight for veterans

On March 4, I drove the 1.5 hours southeast to West Point to see America's Huey, a restored UH-1D of our vintage.

A small number of interested Vietnam vets gathered at the parade field and, right on time, good ole 65-10091 appeared through the clouds like a vision. What a sight!

The interesting thing was the way the Viet vets greeted each other: Like we had served in the same unit and were at a reunion.

My pal Eddy climbed aboard and became very emotional — the last time he was in a Huey was when he was medevaced, seriously wounded, in Vietnam. Eddy also presented the crew chief/owner with an original bottle of Bier 33 — 36 years old. Nice touch!

The few cadets who showed up showed moderate interest, but to us Vietnam vets this was a day we won't forget.

Huey 091 is on her way to the Smithsonian Air and Space Museum in DC . . . so is the bottle of beer. The crew chief, Warren Bailey, assured us the beer will stay with the machine!

Check out the website: www.americashuey.org

John Nielsen

A Troop, 1/9th Cavalry
1st Cavalry Division
Headhunter

VHPA a true friend of RVN Dustoff crews

On behalf of all Vietnam Dustoff crews, my medic Richard Doke and dead KIA crew chief Ken Lamborn and his family, I express my/our most sincere gratitude to Jack, Gary, Mike and Dana for your latest newsletter extensive story and color photo of our war story Dustoff shootdown on June 9, 1970.

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Letters

Continued from Page 6

This recognition was also for ALL VN Dustoff. We appreciate your earlier story on the white dustoffs. Three of the other Demon and Starblazer pilots are members of VHPA and I hope they see this article and know that I remember them saving me.

Copies of this news story will be forwarded to Lam-born's family and medic Doke.

As appreciation of your efforts on our behalf I have left a most recent message on the Dustoff Association website message board encouraging ALL Vietnam Dustoff pilots to join and support VHPA.



Please read this message, which begins with VHPA at www.dustoff.org.

I could not attend the Florida reunion. However, I plan on attending the Dallas reunion as it is a two-hour drive from my home and I eventually will become a life member.

Don't forget to check out the Dustoff message board for VHPA is friend of Vietnam Dustoff. Hope this message on the Dustoff website brings in some more members.

Bill Perkins
Dustoff 11
1970
Crawford, TX

Author wants to include helicopter pilot in book

I am working on a new book entitled *The Disposable Generation*, which will profile six Vietnam combat veterans and explore their lives before, during and after their military experience as it relates to Post Traumatic Stress Syndrome.

Currently, I'm interviewing a Marine Force Recon corporal from Idaho and an Air Force nurse from Pennsylvania. I would like to include an Army rotary-wing aviator among these life portraits.

PTSD affects people in many ways. A person need not be a "burnt-out case" to suffer symptoms. Many veterans lead seemingly "normal" lives and remain unaware that much of their personality is influenced by their combat experience so long ago. For example, I was never able to accompany my children to Disneyland because of my discomfort in crowds. To this day, I still have problems with letting people get close to me. Also, I have a tendency to conceal my true emotions under a rough exterior shell.

The point is, PTSD's insidious nature ripples unrecognized through our society, and is testament to the fact that wars cost a nation much more than just bombs and bullets.

William "Bill" Schroder
Author of *Cousins of Color*

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We know of one investment that always does well.

We believe one of the most profitable investments is an investment in relationships. At times like these, when the market can be volatile, that investment really pays off.

- Now is the time you need someone who understands your goals and risk tolerance.
- Someone who can help you adjust your portfolio in a changing investment environment.
- Someone who takes the time to ask the right questions, so together you can come up with the right answers.

If you want to talk to a Financial Advisor that truly understands the importance of a long-term relationship, call us at UBS PaineWebber.

Robert F. Potvin

Account Vice President, UBS PaineWebber
"Stingray White 25"



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VHPA trying to resolve status of flight officers

Do you know any of these men? We are trying to resolve their status because of conflicting information.

If you have any information about any of these men please contact Gary Roush at roush@vhpa.org

Lt. Boone, Alan Ransom	KIA 711019 (Army)
CW2 Brunson, Jack Walter	BNR 710531 (Army)
W01 Coers, Barry Bryant	KIA 690825 (Army)
Capt. Dieckmann, John E.	KIA 660518 (Army)
Capt. Dodson, Paul Alonzo Sr.	KIA 710630 (Army)
Lt. Gorbe, Vaun Arlen	KIA 701005 (Army)
Capt. Hawkins, Gordon Abner	KIA 680611 (Army)
Lt. Heiste,r Richard Eugene	KIA 650602 (Marine Corps)
W01 Kirby, James Eugene	KIA 690211 (Army)
Maj. Lafayette, John Wayne	BNR 660406 (Army)
Capt. Marker, Michael Wayne	BNR 710304 (Army)
Capt. McConkey, Wayne Allen	KIA 700915 (Army)
Col. McElhanon, Michael Owen	BNR 680816 (Air Force)
Maj. Mutter, Alvin George	KIA 680914 (Army)
Capt. Olson, Robert Franklin	KIA 690807 (Army)
W01 Peters, Lee Raymond	KIA 700730 (Army)
CW2 Rainey, Lloyd Steven	KIA 711212 (Army)
Capt. Sawyers, Roger Thurston	KIA 671002 (Army)
Capt. Sigg, John Charles	KIA 650528 (Army)
Lt. Col. Sisson, Winfield Wade	BNR 651018 (Marine Corps)
Lt. Tubre, Stephen Renier	KIA 680831 (Army)
Lt. Col. Walker, Richard Duane	KIA 690614 (Army)

— Gary Roush, Database Committee

Letters

Continued from Page 7

VHPA exists to help pilots find one another

My wife, Melanie, and I own Hunter and Associates. We buy and sell new and previously owned office furniture in Dallas/Fort Worth and the surrounding area.

One of my customers, American Leather, called a couple of days ago to order a desk/credenza set and an executive chair. My client makes high-quality, expensive leather reception seating, office and residential furniture. Most of the time we work trades on product.

Now I know what you are thinking: "What the hell does this have to do with VHPA and why is it in *The VHPA Newsletter*?" I'm coming to that. BE PATIENT.

Today, Mel and I drove down to American Leather to pick out some pieces for our store. We walked in and met Mike, the Clearance Center manager. We walk around, select several items and go to the sales counter to write the invoice up.

I ask Mike how long he has worked for American Leather. He says about 5 years. He started working there part time right after he got out of the Army. I ask, "What did you do in the Army?"

He replies, "Lots of things. My last assignment was NCOIC for recruitment in South Texas."

I ask if he was ever involved with helicopters. He says, "Yes, my first assignment was in helicopters in Vietnam in 1965-66."

I mention I flew Cobras. He tells me he used to ferry Cobras to Mineral Wells for preparation before they were shipped to Vietnam. I tell him about VHPA and VHCMA.



Help would be great

I, too, have had my tinnitus claim rejected "because I never complained before" and am at a loss as to follow up on the claim. What provides the necessary proof? I would think 2,600 hours of helicopter time, including 1,200 combat hours, during 1966-77 would be enough. Since I have not complained before, the claim is rejected.

Any help the VHPA could provide would be great. There may be some legal issues, but samples of approved claims could be made available on the VHPA site. Any help would be greatly appreciated.

George "Muff" Handley
Blue Ghosts. Vietnam. October 1967-May 1969

He asks, "Do you know a Chuck Jones? He was my pilot in the 339th in 1965-66. He was a CW3/CW4. Planned to get out and fly for the North Carolina Highway Patrol."

I tell him I'll check the Directory when I get home. Better yet, I'll call Shari and get her to check. BINGO! Charles R. Jones, 339th, retired, living in Fayetteville, NC. And she has a current phone number.

Mike is speechless. He hasn't seen or talked to his A/C since he went home 37 years ago. He thanks me.

This is the third time this has happened to me this week, customers asking if I know somebody. Frank Huggins asked about Bob Doreen, who lives in Dallas. Tommy Collins asked if I had known Bill Humphries, a good friend of his, who recently passed away from cancer.

This is why VHPA exists. To find the guys we flew with, inform them about VHPA. Try and get them to join. Get together somewhere in the Country EVERY YEAR, celebrating our common bond, renewing the camaraderie and remembering those not with us for whatever reason.

Mike Sheuerman, Panther 15
361st ACE/AWC "Pink Panthers"

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Richard Yood, CAS
Gladiator 21

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Taps

Edward Lee Busic

Edward Lee Busic, husband of Janice Matejka Busic, died peacefully in Richmond, VA, on Feb. 3 after a brief illness.

Born Oct. 17, 1942, and reared in Honaker, VA, he was graduated from Virginia Polytechnic Institute and State University in 1965.

Busic served with Troop A, 3/17 Cavalry in Vietnam, the Silver Spurs, and was one of the original scout pilots who formed with the unit at Fort Knox.

He was in the thick of fighting when the Tet Offensive of 1968 began. Among other awards, Busic received the Distinguished Flying Cross and the Air Medal with 13 Oak Leaf Clusters.

He also is survived by his brothers, Len and wife, Lois of Alexandria, Va., Eldridge N. Jr. and wife, Janice of Honaker, VA; nephews, D. Todd Busic and wife, Judy of South Riding, VA, Tom N. Busic of Lynchburg, VA, L. Tyler Busic III of Elkton, WV; nieces, April Busic Achter and husband, Tom of Warrenton, VA, Nicole Niessler of Vienna, Austria; brother-in-law, John J. Matejka of Daytona Beach, FL; and sister-in-law, Sandra M. Niessler and husband, Norbert.

A memorial service was held in Richmond on March 6th and several former members of the Silver Spur unit attended.

Ronald W. Davis

Retired CW4 Ronald W. Davis, 65, of Pensacola, FL, died of a heart attack on April 3.

Davis was a member of VHPA.

He graduated with flight school class 67-9, and served two tours in Vietnam — with the 281st Assault Helicopter Company in 1967-68, with the 120th Assault Helicopter Company in 1968, and with the 604th Transportation Company in 1970-71.

He recently retired from a trucking business in Florida and was touring/traveling the United States.

Richard Houghton

Richard Houghton of Ashland, OR, died March 1 of cancer.

He served a tour in Vietnam as a helicopter pilot with C/229th Aviation Battalion, 1st Cavalry Division in 1968-69.

For a 10-year period in the 1980s-90s, we flew together for Abu Dhabi Aviation.

— William Poluliah

Robert Wayne Childs

Retired CW4 Robert Wayne Childs died Jan. 30 in Iowa.

He flew slicks with the 155th Assault Helicopter Company in Ban Me Thout in 1969-70.

W.C. Price

W.C. "Jack" Price died in December in San Antonio, TX.

He graduated from flight school with class 68-501, and served in Vietnam with 9th Aviation.

Michael S. Van Sickle

Michael S. Van Sickle died in August 2003 after a year-long battle with cancer.

Van Sickle attended flight school in classes 69-40/69-42, and served with A/2/20 Aerial Rocket Artillery, 1st Cavalry Division in 1970-71.

He taught in the Tactics Branch at Fort Rucker upon his return to the United States.

Van Sickle sold insurance after leaving the service and then attended law school. At the time of his death, he was the managing attorney for Ventura, CA.

He joined VHPA in 2002 and was planning on attending the Las Vegas Reunion when cancer was discovered.

— Mike Sheuerman

Robert Harold Varney Jr.

Robert Harold Varney Jr. of Biddesford, ME, died May 17 of cancer at Southern Maine Medical Center. He was 55.

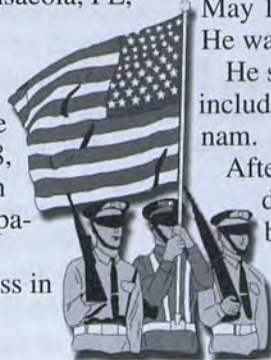
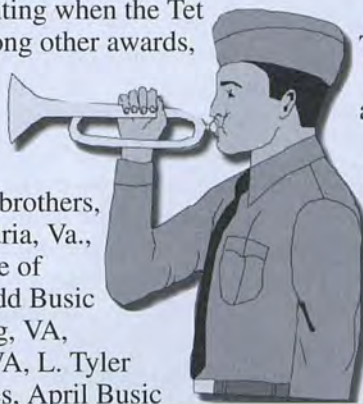
He served as an Army helicopter pilot in 1967-70, including a tour with the 1st Cavalry Division in Vietnam.

After leaving the service, Varney earned a bachelor's degree from the University of Southern Maine in business administration.

He was employed as a mail handler with the U.S. Postal Service.

Varney was a member of the Vietnam Helicopter Pilots Association.

He is survived by his wife, Sue; three daughters, Melinda Marston of Portland, ME, Dawn Donovan of Biddeford, and Melanie Crowe of Warten, ME; and five grandchildren.



Register for Reunion 2004 in Dallas

Investment Committee doing well

It seems like 2004 just started. Time flies when your Investment Committee is having fun.

We've finally put February in our pocket so I thought I'd take this opportunity to make a few comments about the management and performance of your funds.

Since the account with PaineWebber (now UBS Financial Services) was opened on May 17, 2000, we have never lost a cent or had a negative rate of return.

The following summarizes the annualized returns we've experienced with our money compared to the S&P 500:

	VHPA	S&P 500
2000	+5.51%	1320 -10.10%
2001	+4.07%	1148 -13.00%
2002	+4.94%	880 -23.49%
2003	+5.96%	1111 +26.25%
YTD 2004	+1.33%	1145 +1.56%

While it is a bit misrepresentative to compare our performance to the S&P, it is interesting to note what could have happened if the funds were not managed so conservatively.

Between May 2000 and August 2002, it was felt there was too much risk associated with the equity marketplace, so the funds were primarily invested in CDs, and bonds with maturities less than five years. This decision protected us from the dismal performance of equities during that time period.

In fall 2002, we began to invest some funds in the equity marketplace. While this decision may have been a bit premature, it permitted us to enjoy the returns experienced during 2003 with, at least, part of our funds.

These investments are now worth 33.53 percent more than the principal invested. While still representing only 13.4 percent of the total account value, the Investment Committee is not currently ready to increase equity exposure.

Without increasing our exposure to the equity markets, the returns may no longer beat the S&P 500, we are also vigilant and aware that a sudden change in interest rates may leave our bond portfolio on the negative side.

Those of you who invested your own funds over this time frame can attest to the success the committee has demonstrated.

The leadership of the professionals on the Investment Committee cannot be overstated. They have done a fantastic job at growing the funds for the VHPA.

I would like to personally thank Bob Potvin of UBS Financial Services, also a VHPA member, for his guidance and vigilance through some very tough financial markets. Bob's firm has handled our funds from Day 1 at little or no cost to the VHPA.

Also thanks to other professional on the committee, Allen Brinckerhoff of AG Edwards & Son, Inc., Art Hefelfinger of KMS Financial Services Inc., Jay McAlpine of Wachovia Securities, Bill O'Neal, and Tom Payne.

— Bob Smith, Investment Committee chair

Bilitzke leaves office after 6 years

JOE BILITZKE

Has it really been six years? As we've all experienced, the time that flew by just doesn't seem possible.

But true, it's been six years that I've been fortunate enough to act on your behalf as an elected member of the VHPA Executive Council.

Elected junior member at large at the Fort Worth reunion in 1998, I served through reunions in Nashville and Washington, DC.

In Denver, you elected me your vice president, the office I held during the Las Vegas reunion.

Last year was our Orlando reunion at which I served as the 20th president of VHPA. Now, at the Dallas reunion, I will leave the Executive Council as past president.

Watching the evolution and growth of this association during this time has been enlightening and gut-wrenching.

Experiencing the dedication and effort of those working for you on a daily basis is inspiring. The staff at Headquarters and all the volunteer members who work behind

the scenes to produce the Newsletter and the Directory; who work on committees; and those on the Executive Council, serve above and beyond the call. They all give of their time and in a number of instances, their own resources, for the betterment of VHPA.

On the flip side, there has been some turbulence in the flight. But that's to be expected with a large, volunteer organization made up of "type A" individuals.

We've seen changes, but change and growth are natural processes and generally are good. We have seen the membership continue to grow as a result of successful efforts of the Membership Committee.

There is an independent event coordinator on board who has taken a large part of the reunion workload from the shoulders of volunteers. The chapters have been released from necessary restrictions required by association with VHPA and now operate as independent entities.

A reunion site contract has been negotiated that will enable you to do long-range planning for reunion attendance over the next six years. (See the president's column

Continued on Page 11

HAI Convention workers



Dan Bresnahan, Mike Whitten, Dale Berry and John Winlow were some of the workers who attended the HAI Convention in Las Vegas March 15-17. Others who helped, but are not pictured, are Bob McGee, Paul Uster and others from the Las Vegas Chapter. The workers reported they had a great time and enjoyed meeting many other VHPA members who attended.

VHPA strong, viable organization

Continued from Page 10
for more information.)

All in all, it's been a great six years. Progress continues. There is money in the bank. Leadership continues to emerge to steer a steady course. VHPA is strong and viable.

When beginning this little tome, it was my intent to print names — names of all those I want to thank and recognize and acknowledge. But there are too many individuals who have given that full measure of devotion. To omit one name would be an unintended disservice, so I elected to exclude all names. You know who you are. The membership knows who you are. You are all heroes. You are all volunteers who provide service to VHPA. It wouldn't exist these 21 years without you.

Regardless of the length of your membership number, every one of you is a hero of a single event and time and association we all share.

Keep VHPA flying straight and level and on course. Run for elected office. Join a working committee. Attend the reunions. Enlist a new member. Do whatever your talent and time allows to benefit this association.

I'm leaving the Executive Council, but I hope to see you at the reunions. I hope to see your name in the Directory as a life member. I hope to see your name on the Newsletter masthead as a volunteer or officer of VHPA.

It was a great flight over these six years. My heartfelt thanks to all of you for allowing me to strap in and experience all the available seats on the EC. I now return to the seat we all eventually occupy — a member of the best veterans organization in the U.S.A.

Association thanks golf sponsors

The VHPA would like to thank the following sponsors for their generous support to golfers who will participate in the golf tournament at Tour 18 in Dallas.

Without their support, we would not be able to have the tremendous venues that has been available to us these past few years.

This year we have expanded the opportunity for sponsors and the VHPA would like to acknowledge their support and say, "Thank you."

If anyone has the opportunity to do business with or patronize the following sponsors, please let them know how much you appreciate their generosity.

Chinook Sponsors

Army Aviation Association of America
Bell/Agusta Aerospace Co.
CAE Simuflite

Scout Sponsors

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Mecca Club — West Sacramento
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Hunter and Associates
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Federated Securities Corp.*
PIMCO Advisors Distributor Inc.*
First Eagle Overseas*
J.P. Morgan Investment Management*
USB Financial Services*
Nationwide Mutual Insurance Co.*
Pioneer Management Co.*
Eaton Vance Management and Research*

A special thank you to Bob Potvin, who has worked very hard for the VHPA to get sponsors for us. The sponsors noted with (*) are credited to his hard work.

If any of you want to sponsor a hole next year or know of associations that give to nonprofit organizations, please help us have an even greater event next year.

— Mike Whitten

Pappy Jones lead for Fourth Annual Motorcycle Run

Thought I better get something out there on this year's motorcycle run at the Dallas Reunion.

As you probably noticed in the last *Newsletter*, Hayden "Pappy" Jones is lead this year on the Fourth Annual Run.

The ride is to Mineral Wells and the National Vietnam War Museum on July 3 for the dedication ceremony,

which will start at 11 a.m. sharp. We have a reserved large oak tree which is separated from the cars and buses.

We will check in at the National Vietnam War Museum booth graciously offered by Jim Messinger.

I'm sure there is more info that we each would like, but I'll leave that up to Pappy to answer or surprise us

with.

We all can help by contacting him at [REDACTED] so he can get a head count for planning purposes.

Messinger says the Apache Motorcycle Co. in Weatherford, TX, is a sponsor of the museum and will have a display on site.

— Ken Lindstrom

Dallas reunion to have new vendors

As the vendor coordinator for the reunion, I wanted to expand the number and types of vendors we traditionally have at our annual meeting.

I have been working with the Dallas and Fort Worth chambers of commerce and several business organizations in the Dallas area, and I am pleased we will have quite a few new and varied vendors for this year's reunion.

In addition to the fine people we have had every year, Joe Kline Art, Honor and Pride, Mahogany Models, BlackJack, Davids Crafted Sculptures, Family Contacts, The National Vietnam War Museum, we have added some new vendors.

In addition to all our other great vendors, we also will have Mary Kay Cosmetics, several jewelry people, including custom "one of a kind" jewelry and ladies and men's costume jewelry, a custom candle maker, and gift vendor that has the ability to put the Dallas Logo on a variety of

glasses, models and other types of material.

I am hoping to add quite a few more before July 1 so the vendor room has broad appeal to a wide variety of ages and interests.

I will be working on having an area in the vendor room set aside where you can meet old friends, and can sit down and talk about old times. As it has in the past, the vendor room is a central meeting place where many old friendships are rekindled.

If you know of any business that might be interested, please direct them to the VHPA website or have them call me directly on my cell phone, [REDACTED]

On the website, click on reunion, then click on the reunion in Dallas link, and at the top of the page is vendor info.

Rich Buzen
Rescue, CA 95672

Reunion 2004

Registering at Adams Mark Hotel now easier

DANA M. YOUNG
VHPA PRESIDENT

Thank you for registering to attend our 21st Annual VHPA Reunion in Dallas. We look forward to seeing you at the Adams Mark Hotel in a few weeks. It is going to be a great reunion!

Please take time to ensure you have secured your hotel room at the special VHPA discounted rate of \$93 — and that you have your room confirmation number.

For the past two years we have linked our VHPA website to our host hotel, which permitted “one stop” reservations of our events and for the hotel room. Regrettably this year, the hotel did not have that technical capability, so you need to contact the hotel yourself.

If you have not done so yet or you do not have a confirmation number from the hotel, we have made it even easier to get or confirm your reservation.

The special hotel registration form is no longer

required.

Just pick up the phone and call the Adams Mark advance reservations desk in Dallas (214) 922-8000 and let them know you are with the VHPA. They will ask for a credit card for identification, and that is all there is to it!

You also can call the Adams Mark national reservations center at (800) 444-2326, and let them know you want to reserve a room at the Dallas Adams Mark Hotel, 400 N. Olive St., Dallas, TX 75201.

It is important to make your hotel room reservations now, as our VHPA room block expires in a few weeks. Most of our members are arriving on Thursday, July 1, in time to attend our welcome reception, and checking out Monday, July 5, after our final banquet Sunday night.

Check your email receipt for events details, but book your hotel room while you are thinking about it!

Again, thanks for registering to attend this year's reunion in Dallas. We all look forward to seeing you in a few weeks.

Vince Vance, Valiants to perform

Last November the Executive Council held a two-day meeting in Dallas.

As host of the event, I purchased tickets to see the Vince Vance Show.

In September the EC hired Vince Vance to entertain VHPA members during the Dallas reunion on my recommendation and a tape I circulated for their review. All were OK with his performance on the tape, but I could tell there was some apprehension on the part of several board members.

After dinner at a local Mexican restaurant, we piled into my Expedition, eight of us, and drove 25 miles to see the show. What an experience.

Vinnie is our age. He specializes in '50s, '60s and early '70s music. He changes costumes at least 10 times a set.

His stage props are unbelievable. His stage presentation is second to none. He really interacts with his audience. WARNING — If you don't want to be part of the act, stay away from the stage. He will have you up on stage singing and dancing.

His backup singers are in their early to mid 20s, extremely talented and excellent “eye candy.” They back Vinnie up, sing as a group and do solos. Remember the floor shows of 30 years ago? Same feeling, but they can

pronounce their Rs.

His band has been together for many years. The talent is phenomenal. You won't believe the sax player. He is worth the price of admission alone. You will have to come see why. You won't ever forget it.

His floor show is one of the best I have ever seen. As we headed back to Dallas, the apprehension was replaced with excitement. Every board member agreed the VHPA membership attending the Vince Vance and the Valiants Show at the Dallas Reunion will love the experience.

Vinnie is extremely patriotic. He will show up as Uncle Sam at least once. One of his big hits was “BOMB IRAQ,” sung to the tune of “Barbara Anne.”

He has assured me he will perform “Ghost Riders in the Sky” “The Pink Panther Theme” “In The Gada Divita” “Jeremiah was a Bullfrog” “Gerry Owen” and some obscure song by Eric Burton and the Animals. The name and lyrics escape me.

If you haven't registered yet, make sure you sign up for this show. If you have already registered and didn't include Vince Vance, call HQ and add this event to your reunion experience. You can go on line and check out Vince at www.vincevance.com or www.vincevance.net

Look forward to seeing you in Dallas.

— Mike Sheuerman



Son finds chopper ride really cool!

Recently, I celebrated my 57th birthday.

My wife, Melanie, and my son, Hunter, surprised me with a helicopter ride over Dallas as a present.

Before you get too excited, it was a Jet Ranger (we'd call it an OH-58) painted like a Zebra and the pilot, Jamie Rhoades, was not a Vietnam veteran, though Ken Montgomery does work for him.

Jamie met us at Love Field around 3 p.m. Saturday.

My son is 6 going on 7. (Melanie is a little younger than I am. She was 5 when I came home in 1972.)

As we walked out to the A/C, I asked Hunter if he wanted to sit up front with the pilot. He nodded "yes," his eyes the size of saucers.

Jamie got him in the left seat, put on the seat belt and gave him the headset. Once in the right seat, Jamie put the headset on Hunter.

Melanie and I climbed in the back and strapped in. We had headsets also and could listen to all that was said.

Hunter looked at Jamie and said, "I won't push any buttons, I promise." (Once, several years ago, while visiting Mike Kieren, my roommate in Vietnam, best friend and currently a corporate pilot for LandsEnd, Hunter almost collapsed the landing gear on their new jet.) Jamie thanked him and yelled, "Clear!"

The engine started up and, within a minute or two, we

were ready to go. Jamie called for clearance and off we went.

Hunter giggled and said in a loud, clear voice, "Daddy, THIS IS REALLY COOL!"

I started remembering back to a time more than 30 years ago when I had the same feeling. This is so cool. I was very fortunate to get the opportunity to fly helicopters and then serve with guys like you. Thanks. That was really cool.

Hunter had a ball. It was the best part of the present, listening to him talk with Jamie, hearing his reactions to the things he saw on the ground and seeing the joy in his face.

The flight lasted about 45 minutes. As we landed, I heard Hunter saying, "Steady, steady, steady" all the way to the wooden platform the Jet Ranger parks on. I think we have a future IP.

On the way home, Hunter told us he knew what he wanted for his birthday in November — a helicopter ride with his two best friends, Eric and Zak, in the Zebra helicopter with Jamie as the pilot.

If you are coming to Dallas for the reunion and would like to see the city from the air, contact Jamie at Zebra Air

— Mike Sheuerman



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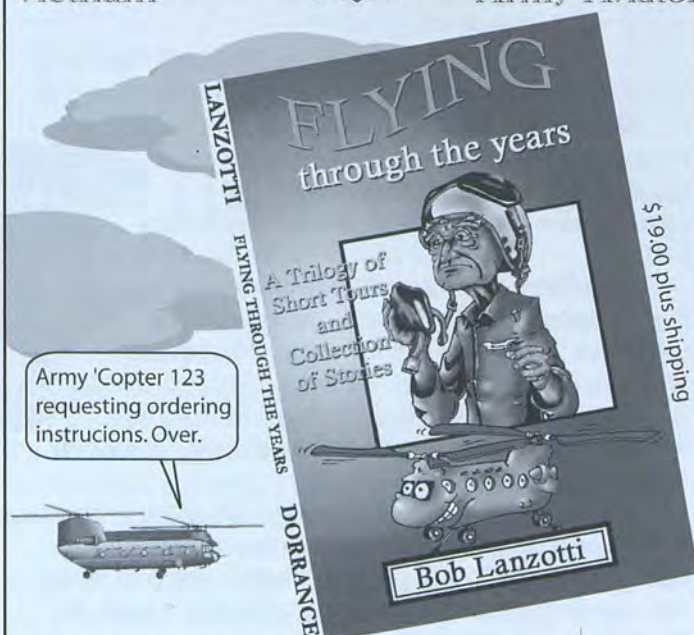
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Mini-reunions

Thursday, July 1

8 a.m.

Southern California VHPA (Dale Berry — a229cav@wbvtv.net)

Friday, July 2

1 p.m.

Skycrane Crewmembers (Max Torrence — superhook@bellsouth.net)

128th Assault Helicopter Company Tomahawks & Gun-slingers (Jay Riseden — JRiseden@aol.com)

13th Combat Aviation Battalion (Delta Battalion) (Jerry Esmay — esmay@cs.umd.edu)

61st Assault Helicopter Company (Jim Beach — jsbeach@metrocast.net)

48th Assault Helicopter Company Blue Stars & Jokers (Carl Cortez — ccortez@bas.com)

ORWAC 69-10 White Hats (James Godfrey — jimgodfrey@charter.net)

170th Assault Helicopter Company (Mike Wilson — mwilson@texairinc.com)

119th Assault Helicopter Company/81 TRANS (Bob Heisterman — rkheisterman@yahoo.com)

281st Assault Helicopter Company Association (Lynn Coleman — bhi2@ix.netcom.com)

134th Assault Helicopter Company (Donald Newman — av8ordon@cablespeed.com)

117th Assault Helicopter Company /8th Trans Beach Bums/Warlords/Sidewinders (Robert Elliott — ellio174@aol.com)

Saturday, July 3

8 a.m.

Tropic Lightning Aviation Association (Justin Miller — wjm-assoc@att.net)

162nd Assault Helicopter Company (Donald Nicholson — Longtrips0@aol.com)

F Troup/8 CAV (Greg Ross — blueghost22@sbcglobal.net)

1 p.m.

189th Assault Helicopter Company (Stephen Schmidt — sschmidt@bellhelicopter.textron.com)

128th Assault Helicopter Company Tomahawks & Gun-slingers (Jay Riseden — JRiseden@aol.com)

116th Assault Helicopter Company HORNETS (Joe Duvall — jdduvall@earthlink.net)

Class 64-2W (Barry McHenry — barrymchenry@sbcglobal.net)

68th Assault Helicopter Company (Tom Crosby — tcrosby@juno.com)

33rd Transportation Company/118th Assault Helicopter Company "Thunderbirds" (Tom Payne — bandit32@cox.net)

123rd Aviation. Battalion/161st Assault Helicopter Company (Wesley Moore — wmoore@4wfg.com)

B/227 First Cav (Randy Bechtel — randster@cowtown.net)

Rocky Mountain Chapter VHPA (Roger Patterson — rdpdd@earthlink.net)

UTT/197th/334th (Jack Johnson — laura@fritzco.net)

Sunday, July 4

8 a.m.

B TRP 1/9th (Roger Patterson — rdpdd@earthlink.net)

1 p.m.

Tandem Rotor (Brian Foote — briangfoote@msn.com)

188th/C/101 Black Widows (Dick Detra — gunsup68@yahoo.com)

175th Assault Helicopter Company Mavericks & Outlaws (Bob Smith — rsmith@ibgagent.com)

7/17 CAV (Charles Rayl — hq@vhpa.org)

195th Assault Helicopter Company Skychiefs (Al Harinck — alvharinck@aol.com)

REDSKINS D/158th 101st Airborne (Joel Glenn — jglenn28@earthlink.net)

Tropic Lightning Aviation Association (Wm Justin Miller — wjm-assoc@att.net)

1st Infantry Division (Gerald Loyd — bulldog37bro@hotmail.com)

300th Assault Helicopter Company (Mike Sheuerman — mike@hunterandassociates.com)

116th Hornets (Joe Duvall — jdduvall@earthlink.net)

Class 68-3 (Roger Patterson — rdpdd@earthlink.net)

Reunion briefs

Skycrane crews

A reunion of Skycrane crew members will be held on Friday, July 2, from 1-5 p.m. at the Adams Mark Hotel in downtown Dallas.

This event will be part of the VHPA 2004 Reunion in Dallas and is open to all Skycrane crew members, family and friends.

Bring your CH-54 pictures, videos and memorabilia. Representatives of the 1st Cavalry Division Museum also will be attending to record oral histories of those who flew the CH-54 in support of the division in Vietnam.

For information, contact Max Torrence at *superhook@bellsouth.net* or (800) 726-6489.

101st Airborne

The Gen. William C. Lee Chapter will host the 59th Annual Reunion of the 101st Airborne Division Association Aug. 4-8 at the Hampton (VA) Holiday Inn and Convention Center.

More information about the association's reunion is available at *www.screamingeagle.org* or you can contact:

- Jim Shamblen, registration chairman, at *slick77@cox.net*, P.O. Box 7475; Hampton, VA 23666
- Fred Behrens, reunion chairman, at *redleg@myblue-light.com*

VIETNAM HELICOPTER PILOTS ASSOCIATION

21st Annual Reunion • Dallas, TX • July 1-4, 2004

NATIONAL REUNION REGISTRATION/HOTEL RESERVATION REQUEST FORM

Register online at www.vhpareunion.com or mail completed form to:

VHPA Headquarters, 5530 Birdcage St., Suite 200, Citrus Heights, CA 95610-7698

Fax signed credit card authorization to: (916) 966-8743

Member name:	Member No.:	Hotel room? <input type="checkbox"/> Yes <input type="checkbox"/> No
Flight class:	Chapter:	
1st combat unit:	Call sign:	Year(s):
2nd combat unit:	Call sign:	Year(s):
3rd combat unit:	Call sign:	Year(s):
Address:	Address change?	<input type="checkbox"/> Yes <input type="checkbox"/> No
City:	State:	Zip:
E-mail address:	Telephone: ()	Fax: ()
Wife/guest name:	Hometown:	18 or older? <input type="checkbox"/> Yes <input type="checkbox"/> No
Guest name:	Hometown:	18 or older? <input type="checkbox"/> Yes <input type="checkbox"/> No
Guest name:	Hometown:	18 or older? <input type="checkbox"/> Yes <input type="checkbox"/> No
Guest name:	Hometown:	18 or older? <input type="checkbox"/> Yes <input type="checkbox"/> No
Guest name:	Hometown:	18 or older? <input type="checkbox"/> Yes <input type="checkbox"/> No

A hotel registration form will be sent to you with your registration receipt. The hotel registration form must be completed and mailed to the Adams Mark Hotel. Telephone and fax requests will not be honored.

NATIONAL REUNION REGISTRATION INFORMATION

EVENT	No. of people	Price	Total
Registration through 4/30/2004*		@ \$45.00	
Registration after 4/30/2004*		@ \$55.00	
Total from sidebar	XXXXXX	XXXXXX	
Welcome reception for first reunion attendees only (July 1)		No charge	
Welcome reception (July 1)		@ \$15.00	
Spouse/guest entertainment (Brunch & Face Readers) (July 2)		@ \$25.00	
Mesquite Rodeo and Buffet Dinner (July 2)		@ \$35.00	
Fort Wolters Tour/National Museum Ceremony (July 3)		@ \$25.00	
Show and Dance (July 3)		@ \$20.00	
Golf Tournament (July 4)		@ \$95.00	
Final Banquet/Dance (July 4)		@ \$55.00	
VHPA dues (if not dues current)	1 year	@ \$36.00	
VHPA dues (if not dues current)	3 years	@ \$90.00	
Life membership		@ \$450.00	
GRAND TOTAL			

REUNION T-SHIRTS		
QTY.	SIZE	AMT.
	S@\$15.00	
	M@\$15.00	
	L@\$15.00	
	XL@\$15.00	
	XXL@\$17.00	
	XXXL@\$19.00	
SIDEBAR TOTAL:		

QTY.	BANQUET MEAL
	Beef
	Fish
	Vegetarian

Membership Fund contribution:	\$ _____
Scholarship Fund contribution:	\$ _____
General Fund contribution:	\$ _____
Vietnam War Museum contribution:	\$ _____

***Each person 18 and older must pay registration fee.**

CREDIT CARD PAYMENT

MC or Visa No:	Expiration date:	Signature:
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CHECK or MONEY ORDER PAYMENT

In lieu of a credit card, you can mail a check or money order payable to "VHPA Reunion 2004" with form.

SuperShuttle

Airport Arrival and Departure Procedures

SuperShuttle Shared-Ride Van Service

Reservations are not necessary for arrival into Dallas Fort Worth International Airport.

1. Claim your luggage.
2. Locate the Ground Transportation Information Board in baggage claim, proceed to the "SharedRide" area (upper level). Look for the orange sign that says "SuperShuttle"
3. Guest service Representative will arrange SuperShuttle service to your destination. Identify yourself to the Guest Service agent/Driver; show your SPECIAL RATE coupon, and you will be transported to your hotel.

Dallas Love Field Airport

1. Claim your luggage.
2. Proceed outside on the Upper Level to the Taxi Que. You should **advise Taxi Starter wearing a red shirt** you have or need a SuperShuttle reservation.
3. Only board a shuttle that is blue and yellow and clearly reads "SuperShuttle" on the side, we do not use any other vans, and no other type of van will be sent for you.

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Special tours available in Dallas

TOUR OPTIONS – THURSDAY, JULY 1, 2004

Mystery! Spotlight on the Kennedy Assassination, 9:30 AM – 12:30 PM, \$40 per person

Take an in-depth look at the assassination of John F. Kennedy, and the events surrounding the assassination. The Sixth Floor Museum, is an educational exhibition examining the life, death and legacy of John F. Kennedy. Through the interpretive exhibition and walking audio-guided tour, you will be taken back into the 1960s. The guide will then take you to Dealey Plaza for a walk around the area where the President was assassinated. Next, drive by some of the other sites that played crucial roles on that fateful day and the days that followed. This is a very interesting look at what many people deem to be “the greatest mystery of our times.”

Divine Grapevine & Wine Tasting, 12:00 PM – 5:00 PM, \$46 per person

You will love this quaint Texas town whose downtown Historic District has recently been added to the National Register of Historic Places. First, the tour will begin with the guide giving a brief overview of the town of Grapevine before giving guests free time to shop at the many antique, gift, and specialty shops. You will also enjoy a stop at the lovely La Buena Vida Vineyards, one of Texas' oldest wineries, for a wine tasting.

TOUR OPTIONS – SATURDAY, JULY 3, 2004

American Airlines C.R. Smith Aviation Museum, 9:00 AM – 1:00 PM, \$42 per person

Today, you will explore the exciting world of aviation. The American Airlines C.R. Smith Museum is much more than a museum. It's a sight-and-sound, hands-on, window-seat look at the world of flight. It's an adventure offering you a chance to hear, see, touch and be a part of the exciting aviation industry. The C.R. Smith Museum is one of the few museums in the world dedicated solely to commercial airlines.



Dallas Dazzles: A City Tour, 1:00 PM – 5:00 PM, \$30 per person

Relax and enjoy a driving tour as you learn about Dallas' remarkable history, how Dallas was named, and why it was founded on the banks of the Trinity River. This tour also includes highlights such as: Dallas City Hall, the Arts District, the original Neiman Marcus department store, the Old Red Courthouse and the Farmers Market. Come along for an afternoon of fun in Dallas!

Mystery! Spotlight on the Kennedy Assassination, 1:30 PM – 4:30 PM, \$40 per person

See description above.

TOUR OPTIONS – SUNDAY, JULY 4, 2004

Southfork and Beyond – The “Dallas” Story, 8:30 AM – 12:30 PM, \$40 per person

It's a fun day of trivia, gossip and Texas tales about the television show that put the city of Dallas on the map! Your journey begins with a narrated driving tour of the Downtown area of the city. Then, the group will head north for a visit to Southfork Ranch, the home to the fictitious Ewing family. Upon arrival, you will be able to explore the Visitor's Center before touring the recently renovated “Ewing” Mansion - catch a glimpse of the well-known staircase, dining room, and bedrooms. In addition, there will be time to shop for that perfect Texas souvenir amid a unique collection of western apparel and gift items, and stroll through the property.

Fantastic Fort Worth: A City Tour, 9:00 AM – 3:00 PM, \$40 per person



This visit Fort Worth will have you stepping back into the Old West to see restored turn-of-the-century buildings among towering skyscrapers while learning the fascinating and colorful history of Cowtown. You will experience see such sights as the Sid Richardson Collection of Western Art, the Water Gardens, and the spectacular Bass Performance Hall. Next, you will be taken to the Stockyards Historic District, as well as take a peek inside Billy Bob's Texas, the world's largest honky-tonk. If time permits, you'll be given free time for shopping and/or lunch in the Stockyards area. See “Where the West Begins” up close and personal!

Cavanaugh Flight Museum, 1:00 PM – 4:00 PM, \$36 per person

Delight in a tour of one of the most comprehensive working military aviation museums in our area. A tour of the Cavanaugh Flight Museum is like stepping back in time and watching aviation history unfold before you. What sets the Cavanaugh Flight Museum apart from most other aviation museums (besides the quality of its collection) is the fact that nearly all of the aircraft on display are airworthy and continue to fly on a regular basis. A visit to the Cavanaugh Flight Museum adds up to a fun and educational experience second to none in the Dallas/Fort Worth area.



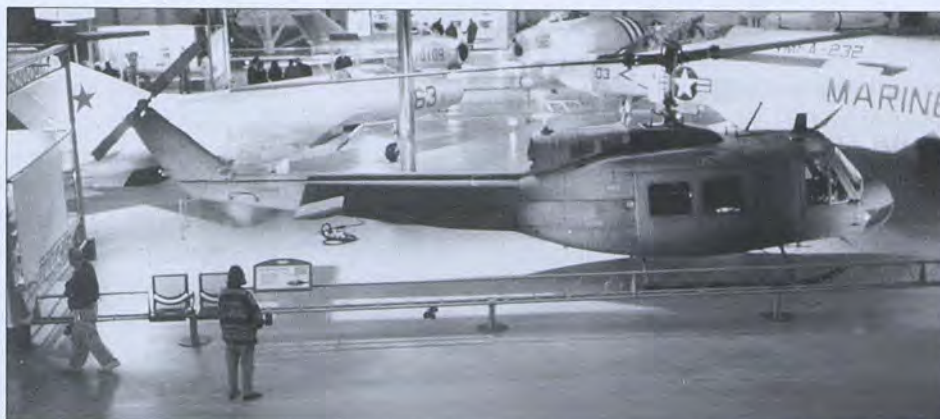
Pilot attends Air Museum ceremony

Bill Trent shared the following news with other former Tomahawks and Gunslingers recently:

"The National Air and Space Museum (NASM) recently opened the NASM Annex at Dulles International Airport. I was privileged to attend a special 'Salute to Military Aviation Veterans' on Dec. 9, 2003, a few days before the formal opening of the facility.

"Several aviation notables were there, including Paul Tibbets, pilot of the Enola Gay, and Scott Crossfield, first man to break Mach 2 and Mach 3. There is a UH-1H Huey on display that, according to the placard, was once assigned to the 128th Assault Helicopter Company and several other units, as well."

Capt. William E. Trent was a platoon leader with the



Behind the Huey, on display at the National Air and Space Museum Annex at Dulles International Airport, is a Soviet MiG 21. The one behind the front of the Huey is a U.S. Marine Corps F-4 Phantom II.

Bill Trent photo

128th Assault Helicopter Company from August-October 1966 and then was transferred to the 11th Combat Aviation Battalion S-3 shop until rotation in August 1967.

VHPA was contacted in 1996 by a National Air and Space Museum (NASM) representative

requesting information on UH-1D 65-10126. Phil Marshall was the VHPA focal point for collecting information.

The aircraft saw combat duty with A/229 1st CAV, Headquarters 11th Combat Aviation Battalion, 118th Assault Helicopter Company, as well as the 128th Assault Helicopter Company.

The following is the descriptive text about UH-1D 65-10126 from the NASM website:

Continued on Page 20

In Shadow of the Blade to be shown

In the Shadow of the Blade documentary movie will be shown at the reunion in Dallas

They hear it before they see it, calling the distinctive WHOP WHOP of its blades "the sound of freedom."

For veterans of Vietnam, the UH-1 "Huey" helicopter was a lifeline, a "green angel" who "sings the soundtrack of their youth." In three decades since the war the sound of those blades has been mostly silent — until a production crew and four volunteer Vietnam veterans took a battle-scarred Huey on a tour of the country.

In the Shadow of the Blade follows the 10,000-mile flight of a restored, Vietnam-veteran Huey to 42 Landing Zones in eight states across America as it again carries the soldiers who once relied on it for survival. The result is a film that captures moving reunions, heart-wrenching stories, and the welcome home Vietnam veterans never received.

In the cockpit's left seat, in the door gunner's well, on the ground beneath the spinning blades, at the first memorial built to honor the war's fallen and the base where Huey pilots trained, in backyards and farmyards, on campuses and in the air — hundreds of untold stories are unlocked *In the Shadow of the Blade*.

The evocative, healing power of the *In the Shadow of the Blade* experience has been called "the most important thing to happen to Vietnam veterans since the dedication of The Wall." More than 50 Vietnam helicopter pilots — and three children of pilots Killed In Action — flew in the Huey's left seat.

They carried gunners, crew chiefs, infantrymen, nurses, Medal of Honor recipients and POWs, Red Cross "Donut Dollies" and USO performers, Gold Star parents, wives, siblings, and children. They brought their songs, their poetry, their photographs and their memories.

They reunited with their former comrades and with the machine that saved their lives. They wept and laughed, shook hands and held hands.

Celebrations were held. They remembered their fallen. And when they came, they showed us a picture of Vietnam veterans that defies thirty years of stereotype.

Cheryl Fries

Creative Director

In the Shadow of the Blade

www.intheshadowoftheblade.com

Arrowhead Film & Video



Pilot describes ARA missile attack

JAMES W. FORD

The date was Oct. 9, 1966, and A Battery 2/20 Artillery (Aerial Rocket Artillery), 1st Cavalry Division, was in a field position near the coast of South Vietnam in direct support of one of the Cav brigades.

A Battery was commanded by Maj. Arnold R. "Ray" Pollard (Armed Falcon 26). I was the battery operations officer (Armed Falcon 23). Lt. Col. Morris J. Brady was the commander of the 2/20 (Armed Falcon 6).

In addition to its normal mission of providing aerial artillery support with UH-1B helicopter-mounted 2.75-inch rockets, the 2/20 had been given an additional mission of providing aerial anti-tank support using a UH-1B that had been modified to accept the French-made SS-11 wire-guided anti-tank missile system.

The design installation of the SS-11 system required removal of the normal 24-rocket pods on each side to one that had three SS-11 missiles.

In our case, however, an innovative CWO Robert W. Maxwell, an Aerial Rocket Artillery pilot from B Battery 2/20, developed what was dubbed the "Maxwell System," which allowed a mix of (as I remember) 18 rockets and

one SS-11 missile on each side (total 36 rockets, 2 missiles).

The SS-11 mission rotated within the three firing batteries of the 2/20.

On Oct. 9, A Battery had the SS-11 mission and the crew assigned to cover it was First Lt. Rodger McAllister, the SS-11 "specialist" (Armed Falcon 27A), and CWO Alejandro Makintaya, the pilot.

The mission, which requested SS-11s, came in through battalion FDC and the SS-11 ship and a UH-1B rocket ship with Ray Pollard and me as flight crew quickly responded. Brady also was airborne and monitored the mission.

As I remember, the target was identified by our ground contact as an enemy command post. The contact reported there had been considerable enemy activity and quite a bit of fire on friendly offshore watercraft and on a LRRP (blue team) of the 1st Cav that was investigating the activity.

The target was a rectangular opening, perhaps 3 feet high and 8 feet wide, in an ocean front, solid, rock cliff several hundred feet high.

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Museum website describes Huey

Continued from Page 19

The National Air and Space Museum acquired a UH-1H Huey in 1995. This aircraft, U.S. Army serial number 65-10126, began its military career as a brand new UH-1D, accepted by the Army in October 1966.

One month later, 65-10126 was flying in Vietnam with Company A of the 229th Aviation Battalion, 1st Cavalry Division.

It remained in Company A for 10 months before the Army transferred the helicopter to Headquarters Company, 11th Aviation Battalion, where it served through June 1968 as Smokey III, a name given to the aircraft by its crew.

These particular Hueys were fitted with a device that produced dense smoke by spraying oil into the exhaust system. The smoke screened friendly helicopters from the enemy. For example, as troop transports approached an LZ, a Smokey would fly very low, producing smoke, between the LZ and known or suspected enemy positions.

The operation worked best when the smoke was deployed low and slow. This made flying the smoke ships an especially risky mission.

In July 1968, 65-10126 began a third combat tour in Vietnam. Pilots in the 128th Assault Helicopter Company flew it until April 1969, when the Army returned the Huey to the United States for repair and overhaul.

In October, the aircraft went back to Vietnam for a

fourth combat tour and the Army assigned it to the 118th Assault Helicopter Company. This unit operated the helicopter in combat through April 1970.

After nearly four years of combat service and more than 2,500 combat flying hours, the aircraft was extensively damaged in an accident. The Army sent the Huey to Corpus Christi, Texas, for a total overhaul. It remained there until May 1971 when it was reassigned to the Army National Guard.

For a time, the Huey flew in Kentucky and North Carolina. In March 1977, Bell converted the helicopter into an H-Model Huey and the Guard continued to fly it until February 1994.

It retired from flight status after flying more than 6,500 flight hours. The U. S. Army Aviation Museum, Fort Rucker, AL, stored it until the National Air and Space Museum acquired the aircraft in 1995 and moved it to the Paul E. Garber Restoration Facility.

This important American aircraft is now on public display at the Steven F. Udvar-Hazy Center.

The NASM web site address for this information is:
hwww.nasm.si.edu/research/aero/aircraft/bell_uh1h.htm

Jay Riseden
Gunslinger 35

128th Assault Helicopter Company
Phu Loi, 1967-68

Adviser seeks pilots to say thanks!

JOHN PEEFF

I realize it has been 35 years since I was a young, 20-year-old, lieutenant adviser to the 18th ARVN Division in the Bien Hoa area.

However, I sure would appreciate your help in tracking down any of the pilots and crewmen who saved me and three other Americans, not to mention a whole lot of ARVN, on Feb. 28, 1968.

Our battalion was on an operation on a large island in the Song Dong Nai River right across from Tan Uyen and north of Bien Hoa in War Zone C. Since it was the end of the month, we stayed back a few hours to get paid at Tan Uyen.

Our battalion had been ferried across the 100 yards of river by Vietnamese Navy landing craft. The pay chopper came (I don't know its origin, but I think the Bien Hoa area) and I asked the pilot if he would give us a lift across

the river to join the battalion on the island.

He said he would and off we went. I have forgotten his call sign, after all the years.

Some of the battalion had run into a NVA-reinforced weapons company dug around a small village and the LZ was hot, very hot.

After dropping us off, the chopper made numerous gun runs for us until he ran out of ammo and, I think, the door gunner was hit. He continued to make runs and draw fire to help us until he was almost out of fuel.

He then got a gunship from, I'm guessing, Bien Hoa, since it was close.

That Huey gunship tore them up and prevented a route of the ARVN who already had suffered 20 KIA. In addition, our ARVN had lost a company commander, 3 platoon leaders and close to 50 wounded.

After 6 hours of fighting, I remember another chopper

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SS-11 aircraft begins run at cliff

Continued from Page 20

The two helicopters orbited offshore until the target could be positively identified and, upon being cleared, the SS-11 ship began a firing run with the rocket ship echeloned left.

At the appropriate distance, McAllister launched an SS-11 and, by watching the exhaust glow from the missile motor and following the wires exiting the rear of the missile, we were able to easily track the missile to the target. It was spellbinding.

Unfortunately, due to turbulence at the last minute, the missile missed the target and exploded about a foot above and a foot to the right of the opening.

The helicopters circled back over the ocean and began another run for a try with a second missile.

As before, the missile was fired and we could see the rocket's exhaust and the wires exiting the rear of the missile only this time the missile went dead center through the opening.

Initially, we never saw an explosion and were afraid that it was a dud. But then, after what seemed like an eternity, a fireball and lots of smoke, dust and debris flew out of the opening and there was a reported secondary explosion.

Satisfied, we reported the results to the ground contact, checked out of the net and returned to our battery field position.

I believe it was the next day when we were given an after-action report developed by the 1/9 blue team.

It seems as though the missile had not only immediately quieted the enemy activity but, when the troops got inside what was actually a very long cave, they found

unbelievable carnage, evidence of enemy weapons and other things.

They also said that the missile's wires extended from the rear wall of the cave where the missile exploded, out the opening, and down the cliff to the ocean.

They confirmed the location had been a command post and reported the VC body count was 102 in the main cave and that 55 Viet Cong from an adjoining cave surrendered. (Those numbers are from page 137 the 1st Cav History, 1965-69 publication.)

During my time with the Aerial Rocket Artillery there were only two SS-11 missions, one with C Battery, where they blew in a gate of a possible VC compound only to find the compound was empty and this one. This one certainly was a lot more spectacular.

After this mission, understandably, the popularity of the SS-11 grew and there were many other such missions.

My thanks to Ray Pollard, Rodger McAllister and Morris Brady for their input and comments on the mission.

FOOTNOTE: After finalizing this article, Rodger McAllister told me he recently was in a Louisville, KY, supermarket and saw a man wearing a 1st Cav baseball cap. Rodger mentioned to the stranger that he had been a member of Aerial Rocket Artillery with the Cav in 1966-67 and the stranger started telling Rodger about the SS-11 mission he had witnessed on the coast of Vietnam in 1966. His name was Jesse Glance and he had been a captain with the 1/9 blue team and actually went into the cave. He was flabbergasted when Rodger told him he had fired the missile. Small world.

Support

Aussie veteran seeks helicopter pilots

JOHN EATON

This is a bit of a wild shot, but I will explain who I am and what I am trying to find out.

My name is John Eaton and I reside in Brisbane, Australia. I am a Vietnam veteran and I completed two 12-month combat tours in Vietnam while I was member of 1RAR (1st Battalion, Royal Australian Regiment) in 1965-66 and 1968-69.

The first tour 1RAR was attached to the U.S. 173rd Airborne Brigade, so I am well aware of the great work carried out by your association members. But, at this point, I am more interested in what occurred on my second tour in May of 1968.

Every year we organize a reunion of 1RAR members who participated in a very significant operation and the battles that occurred during that operation.

The operation was called Toan Thang; it went from May 3-June 6, 1968. The Fire Support Bases were Coral (1RAR) and, to a lesser degree, Balmoral (3RAR).

These FSBs were located approximately 10-12 miles north of Bien Hoa. The battles at Coral took place on the night of May 12-13 and then May 15-16. The battle at Balmoral took place May 28.

During these battles, we Aussies were supported by

During these battles, we Aussies were supported by some U.S. Army Huey Cobras, as well as some U.S. Air Force F4s. This support was quite magnificent and it is a popular topic of conversation when we all get together at our annual reunion.

some U.S. Army Huey Cobras, as well as some U.S. Air Force F4s. This support was quite magnificent and it is a popular topic of conversation when we all get together at our annual reunion.



Now, to get to the main issue of why I am writing. A reunion is being organized to take place in Townsville (the present home of 1RAR). I have been allocated the job of trying to locate some of those pilots/crewmen who supported us all those years ago in our hour of need.

I know this is a big ask, but I would certainly appreciate it if you could assist me in some way of possibly locating some of those crewmen.

The only clue I could offer is that I would think they would have been operating from Bien Hoa. I am researching through some other avenues in The Australian War Museum in Canberra and, if I locate some more specific information that may assist, I will pass it on to you.

This is probably also a longshot, but worth a try.

I became friends of a wonderful character I met on trips to the United States. He was retired Lt. Col. Robert Dee Gabriel. I believe he was a member of VHPA. He came from Logan, OH, but unfortunately he passed away rather prematurely and suddenly about two years ago.

Cheers for now and all the best from "Downunder."

EDITOR'S NOTE: John Eaton can be contacted by email at: pennyjon@free2air.com.au

I know this is a big ask, but I would certainly appreciate it if you could assist me in some way of possibly locating some of those crewmen.

Choppers save ARVN battalion, adviser

Continued from Page 21

landing and giving us ammo and the door gunner gave me one or two spare barrels for our M-60s.

The next day we were reinforced by an ARVN Ranger battalion. I counted 50 some NVA bodies and we had captured 7 NVA who were wounded or dazed.

I think the choppers deserved most of the credit. Our "battalion" was a battalion in name only. At full strength, it fielded less than 300. But, on this day, one company was left behind.

You can see we took a beating. I guess, with Tet on

and bigger battles elsewhere, this never even made the news.

If I would have had any sense, I would have put everyone on those choppers in for a medal, but I was only a new, 20-year-old lieutenant who was glad to be alive and trying to figure out how I was going to survive another 11 months.

If you can help me find any of those chopper pilots to say thanks, please email me at karenpeeфф@astound.net

Or you can let me know by snail mail at 30 Harmony Lane, Walnut Creek, CA 94596.

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