



THE VHPA AVIATOR

Vietnam Helicopter Pilots Association ®

July/August 2006 Vol. 24, No. 4



Dave Rittman photo

An Army sentry marches past the Vietnam Helicopter Pilots Association memorial wreath laid at the Tomb of the Unknown Soldier in Arlington National Cemetery. The wreath was laid during the VHPA Reunion July 1-5.

From the President

It is an honor and a privilege to be called upon to compose my first column as the new president of the VHPA.

What a great reunion! More than 2,500 registered pilots and guests attended the reunion in Washington, D.C. This was by far the largest reunion in our 23-year history of reunions.



Angelo Spelios

It was good to meet new friends, as well as renewing old friendships. This is what the reunions are about.

However, this reunion did not just happen by itself. I want to thank the Reunion Committee — Joe Blitzke, Dave Rittman and Dana Young — for an outstanding job. I would also like to thank the Reunion Brat, Linda Irvine, and her assistant, Ann Stiles, for their tireless work.

I would like to welcome our new junior member at large, Woody McFarlin, and our new vice president, Mike Whitten, to the Executive Council (EC). I am looking forward to working with them, along with the rest of the EC, over the coming year.

I would also like to thank Dan Ferguson, our outgoing past president, for all the time and effort he contributed to

the VHPA. Dan not only served the VHPA for nine years as secretary/treasurer, but also served six additional years on the EC.

The business meeting was well attended, with some 400 members present.

During the meeting, President Mike Sheuerman passed the hat around for the scholarship fund. We collected approximately \$3,185. This showed great enthusiasm and support for our scholarship fund. Let's continue to support it during the year between our reunions by making a contribution through our Headquarters.

The scholarship fund is our legacy. It will always be awarded in the name of the VHPA.

If you attended the banquet and/or the Annual Business Meeting, your ticket had the name and contact information of a pilot whose membership had expired. Please contact these people and encourage them to renew their membership. Increasing our membership is one of my goals as president because I value the camaraderie we find in the VHPA.

There's a lot of work ahead for the EC and the Reunion Committee, getting ready for our next reunion in Phoenix in 2007.

Phoenix will be a different setting than Washington, D.C., was, probably a bit more laid-back, since it will be in a resort. I am looking forward to planning for 2007 and anticipating the reunion itself.

It is my privilege to serve as your president for the coming year.

— Angelo Spelios, President

Branson to salute helicopter pilots

It is my honor to notify you and your membership that the 10th Annual Military Gala & Banquet, held in Branson, MO, on Nov. 9, 2006, will salute Vietnam Helicopter Pilots.

The original suggestion was offered by Mr. Mikulan and reiterated in your letter of Feb. 6, 2006. The idea was discussed by our officers and advisory board with the decision being made public on March 7.

I am delighted that the news was transmitted to you by one of our board and a Vietnam helicopter pilot, John Simpers. Your comments were then incorporated into a

front-page news story.

In the past our honorees have included Purple Heart recipients, former POWs, the Army Nurse Corps, military chaplains, and women in wartime service. The Gala will include fine dining, dancing, outdoor fireworks and entertainment reflective of our 10th anniversary. The event draws 600-700 attendees from all wars and all branches and is held in one of the most elegant facilities in Branson. The evening will have a very personal meaning to members of the POW Network — many of whom are

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VHPA statistics

- Between June 3 and Aug. 7, the VHPA added 77 new members.
- During June-early August, members donated \$21,550 toward the VHPA Scholarship Fund.

E-mail items to The Aviator at:
editor@vhpa.org

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Branson gala to honor pilots

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Vietnam veterans and several of whom were helicopter crew or pilots.

I look forward to seeing you all at the VHPA convention. It will be my honor to then welcome you to Branson during Veterans Homecoming, Nov 5-11, and to salute you all at our Gala on the 9th.

As a Vietnam veteran, I am proud to be able to honor those I served with, during our 10th Anniversary Gala.

Chuck Schantag
Chairman, POW Network
USMC, 1965-68

Plan to meet, be honored during big Branson gala

From Nov. 5-11th each year, Branson, MO, honors veterans with the largest homecoming celebration in the nation: Veterans Homecoming.

Thousands of veterans, retired, active duty military and their families attend the more than 50 citywide special events, shows and ceremonies honoring their service and sacrifice, during the week leading up to the Nov. 11 Veterans Day parade in downtown Branson.

Celebrate an Ozark Mountain Christmas: Just like the finale of a fantastic show, Branson's Ozark Mountain Christmas in November and December brings together a broad and unexpected mix of world-class entertainment, recreation and holiday spirit to provide an exhilarating vacation experience.

This year marks the 19th season for Ozark Mountain Christmas as Branson transforms into a holiday wonderland featuring spectacular lighting displays, multiple shows celebrating Christmas, theme parks, and seasonal special events.

Experience the magic of the season during the Branson gala to honor pilots



Retired CW4 John Swarts
Participant in parade

Branson plans military gala

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son Area Festival of Lights 2006 as all of Branson is aglow for the holidays.

From fabulous shows and dazzling lights to spectacular shopping and breathtaking scenery, Branson is a special gift for everyone in your family during this special time of the year.

Branson is a holiday shopper's paradise with three major outlet malls featuring more than 200 name-brand shops.

Hundreds of area boutique and specialty stores, additionally, stroll the newly opened 95-acre, \$420 million waterfront shopping district and river walk of the Branson Landing Project, visit www.bransonlanding.com

Chamber can help with planning

The Branson/Lakes Area Chamber of Commerce and Convention & Visitors Bureau (www.explorebranson.com) can help make planning your trip easier and more convenient. They have redesigned their website to provide you with a wealth of information about what's available in Branson.

Give them a call at (800) 296-0463 to speak with a customer service representative.

Attend the 10th POW Network-sponsored Military Gala and Banquet on Nov. 9. This year the Vietnam Helicopter Pilots have been chosen for honor.

The event will be held in the Grand Ballroom of the four-star Chateau on the Lake Resort and Spa on Table

Rock Lake.

Go to: www.pownetwork.org/branson/10th_annual_military_gala.htm

Special room rates are available at the Chateau for those attending the Gala and who are interested in staying the night only.

However, the number is limited. You must contact the hotel directly (888) 333-5253, and ask for the Prisoners of War Network special room rate of \$99 (plus tax). Go to www.ChateauOnTheLake.com

Our other group rate hotel, closer to the center of Branson is the Green Mountain Inn, which can be reached at (417) 336-6700. Ask for the POW Network rate there, as well. That rate is \$35-\$48 (plus tax).

Remember, Branson usually hosts 100,000-plus people during this weeklong celebration.

The KOA has some great sites down by the river, two miles from the Chateau. Trout fishing while you eat pancakes is popular pastime.

Last but not least, march as a group in the annual Veterans Day Parade through Downtown Branson.

All in all, a fabulous week of fun and friendship. See you there!

Mik Mikulan

VHPA local representative for POW Network
269th Combat Aviation Battalion

Cu Chi, 1969

Panthers impress son

Charles W. Bagnal was 52nd CAB CO from late 1971 until the battalion shut down in late April 1972. He and his wife brought their youngest son, Charles Jr., to D.C. this year.

*Mike Sheuerman
"Panther 15" 1971-72*

My Dad's always been a hero to me, but it's humbling to meet an entire company.

When I was a kid, I made models of all kinds, and got pretty good at it. Once, I made an especially good one of the Army Cobra used in Vietnam. My Dad loved it, and asked if he could have it . . . he kept it in his office at the Pentagon like a good luck charm.

Now I know why. It wasn't because it was a cool-looking machine; it was in deep gratitude for the pilots and colleagues he counted among his friends, who brought him back alive to his family and his country. There is no greater legacy than this.

Charles Bagnal



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Letters

Do you remember your first time?

Not long ago a very good friend and fellow flying enthusiast died after a long fight with cancer. When his wife was cleaning out my friend's dark room where he had developed the black-and-white photos that he was always taking when our families got together, she found the flying magazines my friend had purchased since 1958 and religiously stored away.

His wife put two shopping bags of those magazines together and gave them to me. In looking through the "Air Progress" magazine dated January 1966 (about a year after I completed high school), I found:

1. On Page 36 in the section titled "Military Report," a picture of the "Streamlined Huey Cobra" that could be seen at the bottom of the page. The caption describes this new, armed helicopter being developed by Bell Helicopter.

2. On Page 38 in the same "Military Report," a picture of a Huey with what is called the "lightweight mini-guns" being produced by General Electric for the U.S. Army can be seen. This was the machine gun that was to be mounted in the turret of the Cobra. It could fire 6,000 round per minute.

Two years after January 1966, I had been in Vietnam for three months. I was flying the "new" Cobra helicopter gunship and was firing the "new" mini-gun that was mounted in the turret in front of the Cobra.

Pilot, Cobra arrived in Vietnam

I developed as an Army aviator as the Cobra was developing as the Army's newest helicopter gunship so I got to Vietnam about the same time the new Cobra was making it en masse to the helicopter units there.

There are many "firsts" in a guy's life. A particularly significant first in my life was the first time I saw the Cobra helicopter. It was while I was going through Primary Flight School in Texas in the early months of 1968.

Bell Helicopter's production plant was in Fort Worth, Texas, which was little more than an hour's drive from Fort Wolters where the new Army "aviator" (it was drummed into our heads that we were not just "pilots") learned the basics of helicopter flight.

I signed up for a Saturday tour of the Bell plant and was bused there with about 40 other fledgling aviators. We did the factory tour and saw the Hueys being put together. Everyone knew the Huey was what we would be flying upon graduation and that Southeast Asia was where we'd be flying them.

After seeing the factory we were taken out to the flight line behind the factory building. There sat a single Cobra

Daughter reports father near death

I received the following message from the daughter of a pilot I flew with in Vietnam when we were in the C/3/17th ACR.

He was in Classes 66-15 and 66-17. His second tour was with the 128th Assault Helicopter Company.

If anyone remembers him or would simply like to send a note, please do so. It would mean a great deal to him and his family.

I am Arlene Long, Larry and Gloria Waggoner's daughter. Dad gave me your e-mail address. He wanted you to know that he is dying of colon cancer.

I feel he has a short time left. He is very ill. Dad would like you to get the news out about his illness.

Arlene Long
swarl@hughes.net

Thank you and keep Larry and his family in your prayers.

Brian D. Piggott

C Troop, 3/17 ACR
Scouts Charliehorse 16 & 17
Tay Ninh 1967-68

off in the distance, about 100 yards away. We could not go closer because it was new and still sort of secret, we were told. The real truth most likely was they didn't want us drooling all over the machine.

So we all stood there and examined from a distance, this sleek gunship that just looked mean even with no weapons under its stubby wings and nothing in the turret.

At the time we were all flying basic training helicopters that were not known for their power or performance, just enough of a flight envelope to allow a new guy to learn the basics and not hurt himself (yes, just himself because this was long before the Army decided that women could fly too).

So we saw a guy in a flight suit walk out to the Cobra and climb in the back seat. Soon there was this whining noise that contained a clicking sound we would all find out later was the sound of the igniters that were causing the fuel to start burning so that thing called a "turbine engine" would come to life.

Cobra's blades began to turn

As the whining got louder, the two blades on the Cobra began to turn. Soon there was a wave of hot air blowing out of the rear of the engine and the blades were turning very quickly for such huge rotating wings.

Then the coolest thing took place. The pilot quickly, but gently, pulled pitch and the Cobra just leaped off the

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Letters

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ground, effortlessly, but it never stopped at a hover. It went straight up to what looked like 200 feet, where the pilot did a pedal turn so the Cobra was now sideways to the flight line.

He then nosed the gunship forward and accelerated out of sight so quickly most of us just stood there in awe. Nothing we flew was that powerful. Nothing we flew was that sleek. The Cobra was the incarnation of "cool;" the P-51 of the 1960s.

After the Cobra had gone out of sight we could still hear what would become very familiar to us. That was the "whap" of that Bell, two-bladed rotor system. But the whap soon disappeared also.

We stood there in silence for only a few seconds, it seemed, before we heard the whapping of rotor blades, but this whapping was different. It seemed so very quick. Then the whapping turned into a pounding in our chests; a pounding that got heavier and heavier until that Cobra reappeared.

It was coming back at the flight line at treetop level. It was going faster than any of us had ever seen a helicopter fly in our short lives as helicopter pilots (oops, aviators). I expected a sonic boom, but of course the totally empty Cobra was probably doing only 190- 200 miles per hour. (Only?) But when you are used to seeing the OH-13 churning around the practice fields of Fort Wolters, 200 miles per hour was supersonic.

When the pilot of that Cobra got to the center of the flight line, he yarded back on the cyclic and the nose of that empty Cobra came up and the Cobra shot up vertically,

pointed at the heavens.

When the pilot ran out of airspeed at the top of this maneuver, a maneuver every Cobra jock later would be able to do to impress the grunts watching on the ground in Vietnam, he did a pedal turn so the nose was now facing the ground and the tail rotor was straight up.

The Cobra began to circle toward the ground. At about 50 feet, the pilot flared and pulled in pitch and came to a hover at about 10 feet and just settled to the ground, where the machine had been parked originally.

At that moment there were 40 of us who knew what we wanted to fly when we "grew up."

Richard "Dick" Chapman

A Battery, 2/20th ARA

1st Cav Division

November 1968 to April of 1970

Goldie helped pilot decide on activation

I am currently at home for my two-week, mid-tour leave from Iraq and I was saddened to read in the current *VHPA Aviator* (May/June 2006 issue) that CW4 James "Goldie" Goldthorpe had passed away in October 2005.

It was because of conversations with him at the 2003 VHPA Reunion in Orlando that I am back on active duty. He spoke so highly of the "voluntary recall of pilots to active duty" that I came home from that reunion, submitted my packet to DA and was accepted.

I quit my civilian job with PHI in December 2003 and came on active duty in February 2004. Of course, I was

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Dustoff pilot insulted by lines in movie

Medevac pilot: "Looks pretty hot down there!"

Slick pilot: "Just follow me in."

That's a radio transmission (that sticks in my craw) between a medevac pilot and a slick pilot in one of my favorite movies, *We Were Soldiers*.

Having been a Dustoff pilot serving with the 45th Medical Company in 1967 and 1968, and performing extractions in the III and IV Corps, allows me to comment with first-hand experience on that exchange.

I never followed a slick or gunship into any "Hot LZ" and, quite frankly, with the exception of gunships supporting me on one hoist mission and an F-104 I talked into coming down to buzz the enemy while I accomplished an extraction (I called him on Guard while he passed overhead), I never saw a slick or gunship in the same LZ I was in, "hot" or otherwise.

That is not to say that they were less heroic or would not have responded if called, but the reality was that when a Dustoff mission was called "in," they were always

"Cold LZs" until you got there and then to wait for guns or a slick "to guide us in" would have meant probable death for the injured soldier.

In reality, a typical radio exchange between a Dustoff pilot and the ground trooper on a night mission sounded more like this:

Radio Operator on the ground: "LZ is secure."

Dustoff pilot: "If the LZ is secure, why are you whispering!"

And then we would go in and complete the mission.

We all have our war stories but the simple fact of the matter is we did the jobs we were assigned. But that radio communication between the slick driver and the medevac pilot still sticks in my craw!

Gary A. Potter
Dustoff 15

Three Rivers, CA 93271

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sent to Fort Rucker for a UH-60 Blackhawk transition since the number of UH-1Hs still on active duty is very limited.

I was then assigned to the GSAB in 4th Infantry Division at Fort Hood. And we all know where 4th Infantry Division took us in November 2005! I'm currently based at Camp Taji, Iraq, flying the CG and other VIPs.

I had retired from Fort Hood in 1987 after 22 years active duty, which included two tours in Vietnam, first with the Marine Corps in 1965-66, and then as an Army Aviator in 1970-71.

Connection with Goldie long term

I was in flight school Class 70-25 and with Eagle Dustoff, 101st Airborne in Vietnam. My connection with Goldie goes back much before that Florida VHPA reunion. He and I were on the same promotion orders to CW4 in June 1985.

I will retire (for good) from the Army in March 2007,

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almost 20 years after my first retirement. Currently at age 60, I may well be the oldest Army aviator on active duty at this time.

CW4 Richard Dipboye

"Dustoff 91" 326th Medical Battalion, 1970-71
A Company, 2/4 Aviation Regiment, 4th ID, 2004-07

Young girl on elevator brought flood of memories

This was a great reunion of guys and their families in our nation's Capital.

I was really touched by a young girl of about 13-14 while in the elevator at the hotel.

As the elevator carried us down, I asked her if she was having a good time. With more than a little enthusiasm, but quietly, she said, "Yes, thank you."

I then asked if she was going to The Wall on the bus with all the people, to which she responded, "Yes. I'm going with my Daddy. He lost his best friend over there.

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**Attend Reunion 2007
in Phoenix**

Letters

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We're going to see his friend's name on The Wall."

This brought a flood of memories of best friends and their names on The Wall as I told her, "We all lost our best friends over there, but now we have new best friends here."

She and I shared a glance through tear-filled eyes as the elevator doors opened onto the lobby full of pilots and their families. Thank God for all of you.

Ken Fritz

Minuteman 17
176th AHC
Chu Lai 1968-69

Blue Max ARA battery vulnerable to missiles

I just wanted to comment about Mike Wheeler's article on the Battle of An Loc, which was in your May/June *Aviator*.

I was a member of the weapon's platoon (AH-1G) for F/9th Cav during the Easter Offensive. I served as the weapon's platoon leader during most of this time. I flew every day during this offensive and was present when most of the helicopters were shot down.

I just wanted to let everyone know I witnessed first-hand what I personally believe were some of the greatest acts of valor ever displayed by combat aviators.

Once we started losing aircraft to SA-7 missiles, we started flying nap of the earth. We would follow our little birds around at treetop level to avoid the missiles. We took a lot of hits from small arms fire, but we were able to survive and complete our mission.

WANTED

Looking for memorabilia from Air Cavalry, Assault Helicopter, NETT, UTT, ICCS, Support, Medical, Transportation and Special units. Patches, Uniforms, Headgear, unit "Business" cards, Propaganda, Printed matter, Plaques, Souvenirs, Party Suits & Novelty items are all of interest. This material is wanted for use in historical exhibits and information for a book. I have numerous references. What can I do for you?



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Unfortunately, the Blue Max ARA battery could not perform their mission flying at treetop level. They had to come in at altitude in order to deliver their ordnance. This made them very vulnerable to the surface-to-air missiles.

Despite almost weekly losses, the Blue Max pilots continued to fly. Again, in my personal opinion, I believe these brave young men would have flown until the last man if needed. I have no way of verifying this, but I believe the Blue Max folks had to have had one of the highest casualty rates of any aviation unit in Vietnam. I also suspect these same brave, young men were some of the most highly decorated, as well.

Due to the uncommon valor of all the pilots who participated in this offensive, I survived Vietnam and went on to have a blessed life. I've tried to honor all those who died during this offensive by living the very best life I could and to give back to this great county at every opportunity. I hope I've made them all proud.

I've ordered James Willbank's book and I'm looking forward to reading about his version of the offensive.

Retired Lt. Col. Curtis Dane Hatley
Director of Army Instruction (JROTC)
Winston-Salem/Forsyth County Schools
Winston-Salem, N.C.

Son, daughter look for secrets about dad

Vietnam helicopter pilots are a rowdy bunch. I can't really say it came as any great shock to have this confirmed for me.

In my tenure as his son, I have learned that when you get together with a group of my father's friends, be it classmates, fellow Air Force officers or, as it turns out, Vietnam buddies, there will be much laughter and more than a few beers consumed. There also will be stories.

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Richard Yood, CAS
Gladiator 21

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It's worth mentioning at this point that whenever I accompany my father to an event like the Vietnam Helicopter Pilots Association reunion that happened in Washington, D.C., over the weekend of July 4th, I usually find that I am one of the few offspring to attend.

For a while I just assumed this was because the other men's kids had their own lives and couldn't be bothered. Now, though, I'm coming around to the idea that maybe it has less to do with children who can't be troubled to take an interest in their dads, and more to do with dads who are a little leery of what their kids might overhear.

Truth be told, you can't blame them for worrying. When people start reminiscing, they can get caught up in the moment and don't always stop to consider their audience. I know that's what my sister and I were counting on. Oh sure, we wanted to be there to support our dad and yadda yadda, but it would be a lie to say we didn't have ulterior motives.

Our mission: Get the scoop on our father. Oh sure, we know the "public" stories; some of them have even been published in the local paper. We know all about the lieutenant who got a rude reminder as to just exactly who was in charge when the helicopter was airborne.

We've heard about our then 19-year-old father doing his best to prevent our births by running back to his downed Huey (which was in the process of sinking into a swamp) to retrieve what I'm sure was, at the time, a very expensive Polaroid camera.

We've heard about his impressive (indeed, medal-winning) rescue of another Huey's crew. We've even heard about his close encounter with enemy fire.

No, we weren't going to concern ourselves with these trivial tales. We wanted dirt. We wanted the kind of stories that unfold when someone asks a question like: "Remember that night we spent in the brig?" Or, "How did you ever get that doctor to prescribe you enough penicillin for the whole platoon?"

You know, stuff like that.

It's not even a question of whether or not there are stories to be had. In my experience, the old axiom about learning the most from the mistakes you make tends to be true. And my dad? Well, he's pretty smart. He's too smart, in fact, not to have some doozies tucked away somewhere in his past.

Since it seems that he began his life of virtue at about the same time he met my mother (or so they would both have us believe), that pretty much leaves Vietnam as the most fertile field from which to pluck these juicy tidbits of blackmail fodder.

Sadly, though, it appears that he and his helicopter flying buddies joined together in some kind of evil pact, probably sealed with copious amounts of alcohol, in which the perpetrators of any bean spillage will be flayed and roasted

Two other LZs higher than LZ Pineapple

First, thank you for the VHPA and for *The Aviator*. I enjoy receiving and reading *The Aviator*.

Second, regarding the March/April 2006 issue, the front page shows LZ Pineapple, at 4,300 feet above sea level. I flew with the Black Widows (43) of C Company, 101st Aviation Battalion, 101st Airborne Division (Airmobile) in I Corps, at Phu Bai, from May 1969 to May 1970.

I flew into LZ Airborne, overlooking the Ashau Valley. The map shows LZ Airborne at 1,774 meters, or 5,818 feet. LZ Eagles Nest, just south of Airborne and also overlooking the Ashau Valley, is at 1,487 meters, or 4,877 feet, also according to the map. I am unaware of the highest LZ in South Vietnam, but both Airborne and Eagles Nest were a cool and refreshing stop, with grand views of the valley below.

A pinnacle approach was always necessary, if you could get in at all, because of the clouds hanging over the peak.

Thank you again, for both the VHPA and *The Aviator*, honoring and remembering those who made the ultimate sacrifice, and those of us who were lucky enough to return home. We must not forget this important contribution to freedom.

Steve Stallings

on a spit with basil and oregano.

That, or everyone is just scared their own skeletons will escape and run gleefully amuck when they open the door to let out my dad's.

As is too often the case, the men we met had nothing but nice things to say about my father. Even as my sister put drink after drink in their hands in an attempt to loosen their tongues, all they could say was, "Your dad was a great guy" ... Or words to that effect.

It's kind of sickening, really. I mean, come on, tell us something we *don't* know.

Bill Moline

Writer wants information about helicopter transfers

I am doing research regarding the situation in Vietnam after the signing of the Paris Peace Accords during late January 1973.

Specifically, I would like to know or communicate with anyone who may have information regarding heli-

Continued on Page 10

Taps

Adrian Johngene "John" Bean Jr.

Adrian Johngene "John" Bean Jr. died July 29 after being shot twice during an armed robbery at his restaurant in Shreveport, La. He was 58.

Witnesses told police a masked man dressed in black was robbing the restaurant when he and Bean began fighting. The assailant shot Bean and fled through an alley.

Bean later died at Louisiana State University Hospital.

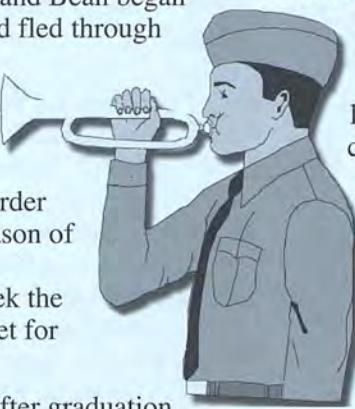
A 24-year-old man was arrested and indicted on a first-degree murder charge. He pleaded not guilty by reason of insanity.

Prosecutors said they plan to seek the death penalty in the case, which is set for trial on Sept. 25.

Bean was born in Shreveport. After graduation from Woodlawn High School in 1966, he attended the University of Southwest Louisiana in Lafayette.

While in high school and college, he played bass and guitar with "Bill Wray and the Showband Royale."

He joined the Army in 1968 and became a helicopter pilot. During his Army aviation career, Bean was promot-



ed to chief warrant officer. He later received a commission and separated from the Army in 1972 as a captain.

As a UH-1 pilot flying medical evacuation missions in Vietnam, he was awarded a Distinguished Flying Cross and an Air Medal. He was shot down three times, including one mission in which he escaped and evaded capture until he and his crew were rescued by another Army helicopter.

After Bean's military career, he moved to New Orleans where he owned and operated Cooter Brown's Bar and Grill. It was there he developed his love for cooking.

After receiving his commercial helicopter pilot's license, Bean sold Cooter Brown's and flew helicopters offshore to oilrigs in the Gulf of Mexico and geological survey crews in Alaska.

In 1981, he married Janet Kaye Thrasher, owner of Herby-K's, a Shreveport restaurant. Bean joined Jan in running Herby-K's, where he expanded the menu with dishes that became immensely popular with all their customers.

In 1993, he returned to aviation, flying offshore and for the U.S. Forest Service, fighting forest fires in Oregon. After flying for several more years, John sold automobiles before returning to Herby-K's full-time in 2002.

He is survived by his wife, Janet; daughters Rachael Allison Bean of New Orleans; Lesley Busi Rickman of

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Letters

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copters transferred to the ARVN/VNAF before or after the signing of the accords, which as you may know had a clause allowing "replacement of equipment."

As of Jan. 28, 1973 (date of signing) ARVN/VNAF officially claimed having 929 helicopters.

The last two U.S. Army combat units (3rd Brigade, 1st Cavalry Division and 196th Infantry Brigade) departed Vietnam on July 28 and 29, 1972. There were helicopter units in Vietnam through at least March 29, 1973.

As helicopter units deployed to CONUS, did they transfer aircraft to VNAF? Or did they transfer aircraft to a MACV entity? Were all aircraft transferred or only aircraft in good operating condition? As you may know, there were several thousand civilian helicopter technicians in Vietnam during 1972-73 working for the DOD. Obviously, that implies there was a civilian staffed rehab base.

Also as you may know the U.S. Congress terminated all U.S. combat operations/missions at midnight (EST) on Aug. 14, 1973, which was 1100 on Aug. 15, 1973 in Southeast Asia.

The 1st Aviation Brigade departed RVN during September 1972.

The 11th Aviation Group departed March 1973.

The 12th Aviation Group departed May 1972-March 1973.

The 52nd Aviation Battalion departed through April 1972.

The 59th and 60th Aviation Companies departed March 12, 1973.

The 67th Aviation Company departed Phu Bai March 27, 1973.

The 129th Aviation Company departed March 8, 1973.

The 201st Aviation Company departed March 13, 1973.

The 18th Aviation Company CAC departed Can Tho March 27, 1973.

180th Aviation Company departed Phu Hiep March 29, 1973.

Between the end of January 1973 and December 1973, VNAF had lost (reasons unknown) 154 helicopters, leaving an inventory of 775.

Unless one of your members knows different, it does not appear that any helicopters were transferred to VNAF in the second half of 1973 unless they were under some sort of non-military program (e.g. civilian rehab at Bien Hoa and then transfer to VNAF).

However, if there was such a program, any transfers or "exchanges" or "replacement" of damaged aircraft, were small in number.

Edward Rasen

Taps

Continued from Page 10

Jackson, TN; and Angela Michelle Busi of Boulder, CO; his father, Adrian Johngene Bean Sr. and a sister, Virginia Bean, both of Shreveport; and two grandsons, Samuel Bratton Rickman II and William Jackson Rickman.

George Blanchard

Retired Gen. George Blanchard, 86, died May 3 in a Contra Costa, CA, hospital.

Blanchard served in Vietnam, as assistant division commander, 1st Cavalry Division (Airmobile), and then as the chief of staff, I Field Forces.

From 1970-72, he commanded the 82nd Airborne Division at Fort Bragg.

He was an aviator with the Distinguished Flying Cross and the Air Medal.



Ronald E. Fix

Ronald E. Fix, 63, of Colleyville, TX, died June 3 after a heart attack.

He served in Vietnam as a Marine helicopter pilot with HMM-362 in 1966-67, HMM-363 in 1967, VMO-2 in 1969, and HML-367 in 1969-70.

While in Vietnam, Fix earned two Distinguished Flying Crosses, a Bronze Star Medal and three Purple Heart Medals.

He later worked as a stockbroker and as a pilot and flight instructor for American Airlines.

Survivors include his wife, Gerry Harrison Fix; mother, Lillian Fix; a son, Jim Fix of San Diego; and a daughter, Kimberly Fix.

Alfred Gallardo

Alfred Gallardo, 58, of Kyle, TX, died June 26 of diabetes at the VA Hospital in Temple, TX.

He graduated from Army flight school in Class 70-26. In 1970-71, he served as a helicopter pilot with C/4/77 ARA 101 ABN and D/158 AVN 101 ABN.

In Vietnam, Gallardo earned two Distinguished Flying Crosses, the Bronze Star Medal, and two Air Medals.

Gallardo held bachelor's and master's degrees in Aviation Management and Aeronautical Science, respectively, from Embry Riddle Aeronautical University.

He was a graduate of the Defense Language Institute Foreign Language Center, where he gained fluency in German.

Gallardo retired from the Army after 20 years as a pilot and nuclear weapons specialist. After retiring from the Army, he worked as airport operations coordinator at Broward County Airport in Fort Lauderdale, FL, and as airport operations manager at Austin-Bergstrom

(TX) International Airport.

Two daughters, Jennifer Gallardo-Payne of San Francisco, CA, and Katherine Gallardo-Johnson of El Paso, TX, and two grandsons survive him.

John Michael Hanson

John Michael Hanson, 59, of Stillwater, OK, died of cancer on Sept. 21, 2005, at his home.

He was born July 16, 1946, in Anadarko and graduated from Anadarko High School. He attended Southwestern State College in Weatherford. He enlisted in the U.S. Army in 1966.

Hanson attended officer candidate school at Fort Sill where he became an artillery officer. He married June Woodall on May 27, 1966, in Anadarko.

He attended Rotary Wing Flight School at Fort Wolters in Mineral Wells, Texas, and at Hunter Army Airfield in Savannah, Ga. He served his country in Vietnam as a LOH Scout Pilot. His tour of duty ended in 1969.

He received an honorable discharge as a captain in 1972 from Fort Rucker, Ala.

Hanson returned to Stillwater where he attended Oklahoma State University. He enlisted in the Army Reserve in Stillwater and later transferred to Norman.

In 1975, he opened John's Saw and Mower. In 1988, he continued to work as a self-employed small engine repair specialist.

Hanson founded the U.S. Flag Education Foundation in 1999.

He is survived by his wife; two sons, Erik and Dustin Hanson; two daughters, Angel Hanson and Daina Anderson, all of Stillwater; and eight grandchildren.

I flew with John in Vietnam. We flew for the 101st Airborne Division Artillery, A/377. The 377th was located at Camp Eagle.



John was one of the most respected pilots in our unit. We flew scout missions and just about whatever kind of mission that was needed to get the job done.

John was one of the most requested pilots in our unit. Many of the artillery company commanders who flew with John just once would request his services from then on. John was the ultimate perfectionist in his flying and his life.

I was a warrant officer and John was a captain. John would mention to me from time to time that I needed to polish my boots, which he knew would bring my pat answer that I didn't think so, because I didn't want my boots to be so shiny they would become an easy target through the bubble.

I would throw a little dirt on his shoes and then we would go to the officers club and have a couple and tell

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Taps

Continued from Page 11

our latest war stories for the day.

We became very close friends while in Vietnam. It was a friendship that lasted until the night of Sept. 21, 2005, when John passed away within a minutes of our last two-way communication. I look forward to the day that all VHP pilots will fly together in the great hereafter.

— Larry Wolf

John A.G. Klose

John A.G. Klose of Stockton, CA, died Aug. 2 of heart failure. He was 71.

He enlisted in the Army at 19 and made it his career. He retired as a colonel and a decorated Vietnam veteran.

Klose served two tours in Vietnam, his first with the 128th Assault Helicopter Company a Phu Loi in 1967-68 and one as the S-3 of the 223rd Aviation Battalion at Dong Ha in 1970-71.

He earned two Silver Star Medals and the Distinguished Flying Cross. He was awarded the Purple Heart Medal for wounds suffered when he was shot down twice.

Klose was an instrumental planner and executor of Lam Son 719, and flew everyday throughout the operation.

He commanded the 158th Aviation Battalion, 101st Airborne Division from 1974-76.

After leaving the military, Klose was public information officer for the Stockton Unified School District. He was known for answering questions from the national media after the Cleveland School shooting in 1989.

He also served on the San Joaquin County Board of Education and taught public relations at the University of the Pacific.

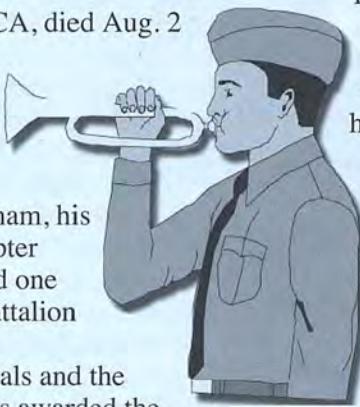
In retirement, Klose entertained a network of family and friends across the country with *The Klose Report*, a weekly compilation of stories, humor and political commentary.

He is survived by his wife of 55 years, Doris Klose, who was his high school sweetheart, and their four children: Kathleen Fader, Cynthia Hull, Chris Klose and Karen Klose, as well as four grandchildren.

Steinar "Stan" Michelsen

Steinar "Stan" Michelsen died May 28 after a lengthy battle with diabetes.

He was a member of Flight Class 70-5/70-3 and flew with the 361st ACE/AWC "Pink Panthers" in Vietnam during 1970-71.



Michelsen retired as a CW3 after 22 years of service flying the aircraft he loved, the AH-1 Cobra.

His awards and decorations include the Distinguished Flying Cross with 3 Oak Leaf Clusters, the Air Medal with "V" device, numerous awards of the Air Medal for combat flight, the Vietnam Cross of Gallantry with Palm (three awards), Meritorious Unit Citation, the Bronze Star Medal, and the Army Commendation Medal.

He was a good combat pilot and was highly regarded by all who flew with him.

Michelsen was born in Norway.

He had been in a nursing home in Harker Heights, TX, for several years due to illness.

His wife, Judy; a son, William; a daughter, Barbara; and two grandchildren survive him.

His buddies in the Panthers gave him a membership in the VHPA, which he really enjoyed. I am told he was buried with his Panther Shirt.

— Mike Sheuerman

Kenneth LeRoy Turner

Kenneth LeRoy Turner of Marietta, OK, died May 21, 2005. He was 60.

He graduated from Overlea High School in Baltimore in 1963 and enlisted in the Army in 1966.

Turner married Donna Beaty in 1967.

He served in the Army as a CW2 and flew medevac missions with C/229th, 1st Air Cavalry Division, in Vietnam, from January 1968 to January 1969.

He awarded the Bronze Star Medal, the Air Medal with 33 Oak Leaf Clusters and the Air Medal with "V" device.

His first assignment "in country" was to extract Marines from Khe Sahn during the Tet Offensive.

After returning to the United States, Turner served as a police officer/medevac helicopter pilot with Maryland State Police for three years.

In 1974, he moved his family to Texas and, in 1975, joined the DFW Airport Board as a police officer.

He retired in March 2000 as a detective sergeant after 25 years. While with DFW, Turner earned a BS in law enforcement from Abilene Christian University.

Turner and his family bought acreage near Marietta in 1995 and worked to fulfill his dream of a beautiful log home overlooking rolling hills and grassy pasturelands. Upon retirement, he and his wife moved to the ranch.

His wife, Donna; sons, David and Jeremy Turner; mother, Naomi Turner; and a grandson survive Turner.

John W. Read

John W. Read, former CW2 Air Cavalry and Chinook pilot in Vietnam, died Dec. 18 in Oregon, Ohio, of a brain hemorrhage.

Read, 57, is survived by his wife, Dr. Elizabeth Read; three daughters; and a granddaughter.

— Edgar S. Read

Reunion 2006

Washington breaks previous attendance records

JOE BILITZKE, DANA YOUNG AND DAVE RITTMAN
NATIONAL REUNION COMMITTEE

It's official — the 2006 VHPA reunion in Washington, D.C., broke all attendance records.

The official attendance of 2,531 people doesn't include 61 unregistered guests who bought a banquet ticket only, or the 157 guests under the age of 18.

In comparison, take a look at the attendance for the past four VHPA reunions:

- 2,148 in 2005 (San Francisco)
- 1,943 in 2004 (Dallas)
- 1,942 in 2003 (Orlando)
- 2,481 in 2002 (Las Vegas)

The numbers for this reunion are the new benchmark against which all other reunions will be measured. Here are the highlights of the five days.

Friday, June 30

Marine Tattoo

This was scheduled as the Early Bird arrival day. Members who arrived on Friday participated in a special event made available that evening.

Those who saw the Tattoo (retreat ceremony) at the Washington Marine Barracks will never forget the pageantry, precision marching, and drill team finesse displayed by the Marine Corps.

The lone bugler, high atop a darkened, multi-storied building, illuminated with a single spotlight, ended the retreat with the mournful playing of Taps.

Saturday, July 1

Welcome Reception

In keeping with the Executive Council (EC) directive this year, the National Reunion Committee (NRC) booked no entertainment for the Welcome Reception, other than a small band on stage providing background music.

This was to allow more of a "meet-and-greet" atmosphere. All who bought a Welcome Reception ticket also found a sumptuous buffet awaiting them.

Many commented that the buffet offered better food

than they've had at some past banquets.

Sunday, July 2

Smithsonian Air Museum

Busloads of our members attended a special evening at the Smithsonian Air Museum (aka the Steven F. Udvar-Hazy Center). Members were free to walk among the many aircraft and spacecraft.

Included in the display were the Space Shuttle Enterprise, the SR-71 Blackbird, the French Concorde, and even the venerable Huey.

In addition to taking in the many aircraft displayed, members had the use of the IMAX Theater, and even "flights" in the full-size space shuttle simulator.

With a combo playing in the background, members availed themselves to multiple buffet lines and an open bar. At the end of the evening, some night owls boarded special buses to take a night tour of Washington.



Dave Rittman photo

VHPA members and guests dine among the displays at the Smithsonian Air & Space Museum, one of the premier functions held during the VHPA Reunion in Washington, D.C.

Base.

Despite strict security measures, all our pre-cleared members were allowed through the main gate to the course.

Mike Whitten, our golf chairman, reported a great course and a good time had by all who played. In fact, 136 golfers who played represented the largest attendance in four years.

A Day of Remembrance

On this day, we had two opportunities to honor brethren we lost.

During a moving morning ceremony, four VHPA members placed an inscribed wreath at the Tomb of the Unknown Soldier at Arlington National Cemetery. At the

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Reunion 2006

Washington breaks previous attendance records

Continued from Page 13

conclusion, a military bugler sounded the haunting refrain of Taps.

Following tours of the grounds of Arlington, members again boarded buses for a quick trip to the Vietnam Veterans Memorial, "The Wall."

Your NRC negotiated exclusive use of an area for VHPA members to conduct our special memorial service. Again, following a brief invocation, an identical wreath was given a place of honor at the apex of the Wall.

Final Banquet

After a long day, members changed to more formal clothes in preparation for our Final Banquet.

In a change from tradition, the banquet was held two days before our scheduled departure day.

We experienced another record-setting attendance. The final count of 2,148 meals served was the largest number we've had to date.

With the "challenge" of uncooperative banquet seating software, we reverted to open seating. Despite a tight fit, we managed to accommodate all those who chose to attend.

Once again, the food service drew rave reviews.

Outgoing president Mike Sheuerman welcomed guests and introduced the incoming president, Angelo Spelios, and the Executive Council. The evening ended with the band Onyx playing until the stroke of midnight.

Tuesday, July 4

The Parade

As was the case during our 2000 Reunion in Washington, D.C., coordinator Gil Ferry managed to get VHPA a much sought-after place in the historic parade down Constitution Avenue.

More than 1,200 hardy souls braved the D.C. heat and humidity to experience a once-in-a-lifetime march. There were tears and cheers from the bystanders as our VHPA banner, spanning the width of Constitution Avenue, came into view.



Dave Rittman photo

Exploding aerial fireworks silhouette the Washington Monument on the night of July 4th. Though rain and clouds filled the sky over Washington earlier, the weather cleared for the fireworks show.

For those who participated, the reaction was the same — awe inspiring and grateful for the long overdue "welcome home."

The Fireworks

Rain, lightning and thunder, rolled over the city on Independence Day, not a good day for fireworks. Fortunately, our evening started indoors.

Another line of buses departed the hotel and ended, this time, at the National Building Museum (NBM).

Designed in the 1880's, the NBM has a beautiful open court more than 15 stories high. And, according to the NBM website: The Corinthian columns are among the tallest in the world at 75 feet high, 8 feet in diameter, 25 feet in circumference, each built of 70,000 bricks.

It's a magnificent structure and it belonged to VHPA for the evening.

An Americana meal of hamburgers, hot dogs, chicken and ice cream was awaiting our members. As multiple bars served beer and soft drinks, a band played songs of the '60s and '70s.

Only blocks from the National Mall and the scheduled fireworks show, fingers were crossed the weather would clear. But VHPA has enormous power when it comes to weather. Our members must have sent a collective message to the heavens, because the clouds parted and the skies cleared in time for the massive, traditional, Washington fireworks display.

People walked from the NBM to view the magnificent, 30-minute display. Then, while D.C. descended into gridlock, VHPA members walked back to the NBM, where the party continued until traffic cleared.

Other events

Vendors Room

In addition to the nonstop, scheduled events, attendees had other events in which to participate. The Vendors Room held the usual, eclectic display of goods for sale.

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Reunion 2006

Washington breaks previous attendance records

Continued from Page 14

And, in a tradition begun last year, vendor chairman Rich Buzen included a booth for use by the local Veteran's Administration. As was the case at the San Francisco reunion, the booth proved very popular as VHPA veterans peppered the VA folks with numerous questions.

Historical Presentations Forum and War Story Contest

A new event this year, VHPA members Gary Roush and Dr. Jim Fulbrook had great attendance over a three-day period. Both historical accounts of Vietnam battles and "no s***, there I was..." stories proved a very popular addition to the reunion.

Mini-reunions

An ongoing tradition, the mini-reunions again brought together members of various units who served in Vietnam.

Beers were hoisted as old and new friends, some meeting for the first time and some renewing a 30-year plus friendship, had an opportunity and place to get together. Old, fading slides were shown with pictures of very young helicopter pilots on the screen. War stories were repeated and many ear-to-ear smiles were seen throughout the mini-reunion meeting area.



Dave Rittman photo

The Rev. Michael E. Smith leads VHPA members and guests in prayer during a wreath-laying ceremony at the Vietnam Veterans Memorial. In the background is the Washington Monument.

Remember, they put in the long hours, days, weeks, and months before the actual reunion unfolded.

Our heartfelt and sincere thanks to all who helped make the 23rd annual reunion the best ever.

Preparations are already under way to do even better in Phoenix, the site of our 24th annual reunion at the J.W. Marriott Desert Ridge Resort & Spa.

See you there.

The Marriott Wardman Park Hotel provided a plethora of able and professional staff. In the forefront was Ivan Vintimilla, our Convention Services manager, who seemed to be available day and night. And, of course, the staff of the Reunion BRAT kept the buses moving, the food on the tables, and helped keep the budget always in view. President Linda Irvine and her right hand, Ann Stiles, were nothing short of extraordinary in the job they did for our organization.

Pilot holding onto stuff found at reunion

My name is Mike Murray. I attended the D.C. reunion a few weeks ago and I need to report something I found while sitting in Harry's Pub on the night of July 1. I found a bag of stuff.

I discussed the options available with the bartender while I finished my sandwich and we concluded — actually, I concluded — that the best course of action would be for me to take the stuff in the bag and do something with it. I did. I examined the contents of the bag and concluded someone from the reunion would be missing some good stuff.

I know where the stuff is and I will tell the rightful owner how to get the stuff returned. All he must do is tell me what the stuff is and I will tell him or her how to get the stuff.

My E-mail address is [REDACTED] If whoever owns the stuff does not have access to a computer, my phone number is [REDACTED].

I had a great time at this past reunion and, when I got home, I needed a rest. It is a lot of work having a good time.

Mike Murray

Reunion golf tournament a success

What a great reunion and golf tournament we just had in Washington, D.C.

We had 136 golfers and, after a stormy Sunday night, we woke up to a beautiful day to play golf.

The South Course Andrews Air Force Base was a good venue and we teed off at 8 a.m.

When all was said and done, we had a great lunch and gave out more than \$1,000 in prizes. Many thanks to Dave Ferrell and his company, BAE Systems, for the generous gifts of golf balls, umbrellas, and utility bags with sunscreen and lip balm.

I would like to also thank Marriott Hotels for their continuous support of our golf tournament.

We can always use more sponsors to help make our

awards section of the day enjoyable for all. If any of you have programs with your corporate offices for support in golf outings, please let me know. All donations are greatly appreciated by all who play golf.

Next year we will play at the Desert Ridge Marriott, Wild Fox, Nick Faldo course. It is on the property and we should be able to tee off early to finish before noon and get out of the heat.

We will not have to be bused, just walk down the hall to the clubhouse and get started. The golf outing will be early in the reunion schedule, July 6, so make sure you sign up before you get to the hotel.

See you in 2007.

— Mike Whitten

Memorial

Vietnam combat pilot conducts service at The Wall

Vietnam Memorial

Washington, DC

July 3, 2006

Vietnam Helicopter Pilots Association

Yesterday (July 2) marked my 26th year as a full-time clergy person. I have received no greater honor EVER than to stand here, at this wall, on this hallowed ground, on behalf of you and over 58,000 brothers and sisters whose names are inscribed on the black marble behind us.

I imagine that some of you have never been to this wall before today. I remember the first time I came here about 15 years ago — I did not know how I would react or how it would affect me. I was fine for about an hour as I strolled around the grounds. Then I came upon panel 48

E and saw the name of David Timm, a friend from flight school, with whom I had shared many laughs and good times back then. I found other names, and then I found myself weeping — which is quite “all right” here, even today. It was then that each of you here today came to mean so much to me. At this wall I realized that I had flown with “greatness” and never truly realized it before

that moment. It was after that first visit that I attended my first VHPA Reunion.

When we flew in Vietnam, we were young, irreverent, and seemed fearless, yet we knew real fear. We were highly trained — the best and most experienced helicopter pilots that ever flew. We “grew up” together under harsh conditions, and took care of each other in phenomenal

ways. In my lifetime, I have found no greater individuals, no greater heroes, no greater friends, no greater courage than was displayed by you who stand here today, along with the 1000’s who join us in “spirit” as we stand on this hallowed ground.

It is my belief, that literally 10s of thousands of those who have gone before us — join us today, at this very moment, as we remember and honor them. The bond that exists between we who served in

Vietnam, both living and dead, can never be broken. You are very special, and those who have gone before us in “harm’s way” were very special, and our love and bond is forever.

In a moment I am going to pray. At one point I will call out a few friends whose names are on this wall. I am

Dave Rittman photo

Shown (from left) are Mike Sheuerman, VHPA president; Angelo Spelios, vice president; Dana Johndro, recipient of the Distinguished Service Cross; and the Rev. Michael E. Smith.



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Memorial at Vietnam Wall

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going to ask you to join me — out loud. When I say my names, I would like you to say the names of your special friends, as I will — out loud if you would. We come from many places and many backgrounds, but for this moment we will with one voice remember our fallen brothers.

But first, I want to share a short scripture before I pray. This scripture was shared with me by one of our members in Philadelphia 12 years ago, and as a person who has one of my degrees in the Bible, I had never “seen” it until then.

It is very appropriate for this moment. It comes from the Apostle Paul’s second letter to the infant church at Corinth (II Corinthians 1:8-11). Paul writes:

We do not want you to be uninformed, brothers, about the hardship we suffered in the province of Asia. We were under great pressure, far beyond our ability to endure, so that we despaired even of life. Indeed, in our hearts we felt the sentence of death.

But this happened that we might not rely on ourselves but on God, who raises the dead. He has delivered us from such deadly peril, and he will deliver us. In him we have set our hope that he will continue to deliver us, as you help us by your prayers.

Then many will give thanks on our behalf for the gracious favor granted us in answer to the prayers of many.

Let us pray.

Almighty God, we thank you for this moment — this opportunity to gather on this sacred soil to remember a difficult time in our nation. A difficult time for our spouses,



es, children, mothers, fathers, and friends — a difficult time for many of us.

Almighty God, we stand at a Black Wall that reflects — reflecting images of the past that go to the very depth of our souls. We remember a time long ago — but it was just yesterday. As we reach out and touch this wall today, let it reach out and touch us back as well — A place of healing, and thanksgiving.

We thank you for the bond between us, that many will never know, nor ever understand. We remember good times and bad. We remember our friends on this WALL. We remember their laughter, their friendship, their passion for life, and their courage the day they fell. We thank you for their “gift” to us when we were together.

Almighty God, we pray for our fallen brothers and sisters. WE pray for their spouses, children, grandchildren, their friends. We ask you to ever preserve their heritage to our nation.

We call to you now their names — David Timm, Connley Miscik, Ray Ramos, Tom Moore, Floyd Strange (All participating called out friends they knew and served with aloud, together).

We thank you for their friendship. We honor their bravery, their impact on each of us. Almighty God, bless them and bless us, as we remember them.

Strengthen our bond and may they know how we honor their memory, until that time when we all are reunited once again — forever.

AMEN.

Rev. Michael E. Smith

(CW2, B Troop, 7/17 Air Cav., 1967-68)

VHPA membership numbers have grown

DANA YOUNG
MEMBERSHIP COMMITTEE CHAIRMAN

Those who were in Washington over the Fourth of July are aware of just how successful the reunion was this year. There were more members, more families and more friends to see for the first time or, again.

Since the last issue of *The Aviator*, our membership numbers have grown; again and with your help, that growth will continue.

We have, as of the end of June, 87 more members than we had at the end of April. This includes 67 new members and 20 who had been members before and decided to rejoin, perhaps to attend the reunion.

The numbers will be up again when we get the July numbers and that increase is the result of reunion atten-

dance and the calls and contacts you have made to help find and retain members.

We did get a new member just by being visible. He was attending another conference at the hotel, saw our signs, stopped by to see what was going on and joined.

If you were at the reunion, two of your tickets had contact information on the back. The Business Meeting ticket, a member who had not renewed; the Banquet ticket, a potential member who has never joined.

The objective was to have you contact the person on that ticket and encourage him to renew or join, whichever is appropriate.

So far we have had several of you respond with the results of your calls. Some found the member was not interested, some had passed away and our *Membership Directory* update had not captured that information.

Reunion 2006

VHPA Annual Business Meeting held on July 2

VHPA Annual Business Meeting
Marriott Hotel
Washington, D.C.
July 2, 2006

EC MEMBERS PRESENT:

Mike Sheuerman, president
Angelo Spelios, vice president
Mike Whitten, senior member at large
Jack Salm, midterm member at large
Gary Roush, junior member at large
Richard Buzen, secretary/treasurer

The meeting was called to order at 10:06 a.m.

Tom Payne gave the benediction.

Andy Burleigh called for a vote to approve the minutes of the 2005 Annual Business Meeting. Seconded by Jim Messinger. Approved by voice vote.

Mike Sheuerman gave an overview of the association membership, which is growing. He also noted we have "money in the bank!"

Marcia Fritz gave a review and asked for comments on several items, including the pre-mailing of registration packets and banquet seating. There was a general sense this "pre-mailing" was a positive change.

Marcia discussed banquet seating and some of the issues with the new system of assigning seats.

Rich Buzen gave a review of the Statement of Financial Activities for the VHPA. There were no questions.

Legal advisor Wally Magathan gave a legal update and announced all cases against the VHPA have been dropped.

Greg Ross, former VHPA president, presented his proposals for changes to the management contracts. He recommended the general membership vote "no" on Proposal A since the issues he had been concerned about had been resolved by policy changes made by the EC.

There was discussion regarding the reasons for the

Continued on Page 19



Ride with
the Outlaws
of the 175th
Aviation Co.
in the
Mekong Delta
during
1966-1967

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— Tom Payne, Secretary/Treasurer
Vietnam Helicopter Pilots Association

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Attend Reunion 2007
in Phoenix

Reunion 2006

Annual Membership Meeting held on July 2

Continued from Page 18

vote (bylaws) that required us to put the proposal to a vote by the general membership.

Ross reviewed the second proposal, which relates to the reunion and hotel contracts for the reunion and for various services.

Dana Young, former VHPA president who emceed the meeting, discussed the issue of a 3-year contract limit, and answered questions regarding why this contract (with the Marriott) is a 6-year (4 years left) contract. There was some discussion regarding the cost of "other" services and its effect on the positive or negative profit/loss on the reunion.

Young discussed the impact of 6 individual Marriott contracts (our current situation) as opposed to a general contract with the "Marriott".

He discussed the "variables" that escalate the costs and are a reason for the concern regarding the length of the contract.

A call for the vote was made and the ballots were filled out by the general membership.

Bob Potvin and Bob Smith, Investment Committee members, gave a financial report on our investments and the performance of the investments. A slide was presented demonstrating the performance of our investments and the breakout of the individual holdings.

The majority of the money is in bonds (83 percent), and the balance (17 percent) is in equity mutual funds. The equity mutual funds have returned 35 percent since inception.

Young, Membership Committee chairman, discussed the names on the back of the Annual Business Meeting admission tickets and asked that members call those people and try to get them to renew or find out why they have not renewed their membership.

Mike Whitten was elected vice president by voice

vote. Whitten was the only candidate.

The 5 candidates for junior member at large each gave a short talk about why they should be elected to the post. The candidates were Rich Buzen, Carl Cortez, Russ Miller, and Woody McFarlin.

John Daly, one of the nominees, was not present at the meeting and, therefore, was not eligible to be elected.

The ballots were passed out to the general membership for the vote.



Mike Whitten photo

Money destined for the VHPA Scholarship Fund is counted and sorted after the hat was passed during the Annual Business Meeting at the reunion.

Dave Rittman, a member of the National Reunion Committee, gave a report on the financial status of this reunion and how it compared to other reunions. As of the Annual Business Meeting, the Washington reunion is cash positive by \$29,000.

Rittman discussed several events, including the Fourth of July parade and the fireworks after the parade.

The election for junior member at

large resulted in a run off between Buzen and McFarlin. Ballots were passed out to decide who would be elected as the next junior member.

Joe Bilitzke, a past president and member of the National Reunion Committee, discussed the Smithsonian event and banquet seating. This is a sold-out event and the room will be packed.

Bilitzke also discussed the DVD video that will be available of this reunion.

He explained the reason the California Chapter North's Mobile Officers Club could not set up in D.C., which related to the hotel food and beverage union and the need for a D.C. liquor license.

Mike Sheuerman discussed the scholarship fund, the \$10,000 gift that was made to the fund, and the matching funds we received.

The president of the Army Aviation Association of America (AAAA), Tom Konitzer discussed the history of

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Reunion 2006

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the organization, the scholarship committee and the mechanics of how the money is allocated.

Jack Salm announced the results of the voting on the 2 proposals presented to the general membership. Both proposals were voted down by a large majority of the members present.

Roush, editor of the *Membership Directory*, discussed the *Directory* and the availability of receiving it on a CD. This year, members will need to choose the CD or the printed *Directory* before Aug. 15.

Roush discussed the Historical Forum and the Historical Presentations scheduled for this afternoon.

Charles Holley, former VHPA president, gave a report on the Technology Committee, and the new software that will allow members to do a variety of tasks on-line. Product purchases, information changes etc. will be available online.

The results of the runoff election for junior member at



large between Buzen and McFarlin were announced. McFarlin was elected.

Gil Ferry, Fourth of July Parade coordinator, discussed the parade and some of the details for getting there and back, some emergency preparations and the role of the National Park Service police in an emergency.

Ferry gave phone numbers to call in case of an emergency before, during or after the parade.

He also reviewed details regarding who will march in the parade, the order of events and the "uniform" participants should wear.

There was a discussion regarding the fees charged for guests who do not attend the entire reunion.

Jim Messenger asked the membership and the EC to consider the following:

- Inclusion of the (2) individuals whose membership was revoked in 2001 in the *Membership Directory*.
- Since all legal issues had been resolved, allowing the (2) members to reapply for membership in the VHPA.

A motion was made and seconded to adjourn the meeting. It was approved by voice vote at 12:42 p.m.

— Richard Buzen, Secretary/Treasurer

Marriott smoking policy change

JOE BILITZKE
NATIONAL REUNION COMMITTEE

Recently, your VHPA National Reunion Committee (NRC) received news from Marriott hotels. The press release follows:

In order to accommodate the preferences of the vast majority of our guests, all Marriott® hotels in the United States and Canada will become 100% smoke-free by October 15, 2006.

This is the industry's largest move to a smoke-free environment and includes over 2,300 hotels and corporate apartments under the Marriott, JW Marriott®, Renaissance®, Courtyard®, Fairfield Inn®, SpringHill Suites®, Residence Inn®, TownePlace Suites® and Marriott ExecuStay® brands.

The new policy includes all guest rooms, restaurants, lounges, meeting rooms, public spaces, and employee work areas.

Currently more than 90 percent of Marriott guest rooms are already non-smoking, and smoking is prohibited in many public spaces due to local laws.

Designated smoking areas will be made available out-

side of the hotel for our guests who smoke.

This policy will enhance the level of service and care we can offer our guests. We hope to see you soon in our new smoke-free hotel environment.

Note that while the policy restricts smoking within the hotel, there will still be areas outside which will be available to smokers.

The NRC will work with each Marriott property to ensure these areas are well marked and of sufficient size to accommodate all members who wish to use them.

With four years left on the contract with Marriott as our reunion hotel, we currently are working with Marriott Desert Ridge (our 2007 annual reunion site) to find ways to minimize the impact on those who choose to smoke. We'll continue the process with our remaining, contracted hotels.

On the plus side, the no smoking policy will be well received by the majority who prefer this environment.

If you currently smoke and have decided to quit, the 2007 reunion at the Marriott Desert Ridge will be an excellent time and place to make the switch.

We hope to see all, smokers and non-smokers alike in attendance.

VIETNAM HELICOPTER PILOTS ASSOCIATION
STATEMENTS OF CASH RECEIPTS AND DISBURSEMENTS – CASH BASIS
YEARS ENDED DECEMBER 31, 2005 AND 2004

	<u>2005</u>	<u>2004</u>
CASH RECEIPTS:		
Reunion	\$ 396,209	\$ 307,501
Reunion - 2005 prepayments		85,569
Membership dues:		
Annual renewals	142,301	128,321
Life memberships	103,764	63,469
Three-year prepay incentive	91,980	51,030
Subscriber	1,548	360
Interest	34,615	25,312
Newsletter advertising	5,658	2,435
Publications	4,713	5,709
Scholarship contributions	4,632	3,748
Product order postage and handling	1,441	1,240
Unrealized gain (loss) on investments	(8,694)	2,608
Miscellaneous	362	569
Total cash receipts	<u>778,529</u>	<u>677,871</u>
CASH DISBURSEMENTS:		
Reunion	474,106	263,904
Management fee	141,680	137,860
Directory	64,097	67,308
Service charges	19,091	12,458
Newsletter postage	14,933	14,386
Insurance	14,570	15,558
Promotion - membership	11,475	5,777
General postage	8,729	7,523
Publications	8,585	8,387
Legal and professional fees	5,725	14,263
Scholarships	4,307	121
Telephone	4,178	3,819
Copying and printing	3,884	2,548
Office supplies	3,718	7,317
Life member gift shirts	3,396	1,041
Software reservation system	1,928	361
Storage	547	2,020
Miscellaneous	1,248	813
Total cash disbursements	<u>786,197</u>	<u>565,464</u>
NET INCREASE (DECREASE) IN CASH AND INVESTMENTS	(7,668)	112,407
CASH AND INVESTMENTS, JANUARY 1	<u>906,422</u>	<u>794,015</u>
CASH AND INVESTMENTS, DECEMBER 31	<u>\$ 898,754</u>	<u>\$ 906,422</u>

VIETNAM HELICOPTER PILOTS ASSOCIATION

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2005 AND 2004

1. ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES

The Vietnam Helicopter Pilots Association (the Association) is a nonprofit corporation organized to promote the bonds of brotherhood, esprit de corps, and traditions of rotary wing aircrews that flew in Southeast Asia during the Vietnam War era.

Basis of accounting – The Association uses the cash basis of accounting and presents its activities in a statement of cash receipts and disbursements. The Association does not present transactions that would be included in its financial statements if presented on the accrual basis of accounting, as contemplated by accounting principles generally accepted in the United States of America.

Investments are stated at market value.

Income taxes – The Association is exempt from income taxes under Internal Revenue Code Section 501(c)(19).

Use of estimates – The preparation of financial statements in conformity with the cash receipts and disbursements basis of accounting, which is a comprehensive basis of accounting other than accounting principles accepted in the United States of America, requires management to make estimates and assumptions that affect certain disclosures. Accordingly, actual results could differ from those estimates.

2. CASH AND INVESTMENTS

Cash and investments consisted of the following balances at December 31, 2005 and 2004:

	<u>2005</u>	<u>2004</u>
Checking accounts	\$ 60,389	\$ 88,157
Money market accounts	2,233	4,319
Petty cash	222	220
Subtotal, cash and equivalents	62,844	92,696
United States government securities	314,493	320,399
Certificates of deposit	284,453	193,168
Corporate bonds and notes	76,923	151,014
Mutual funds	136,119	125,805
Municipal bonds and notes	23,922	23,340
 Total	 <u>\$ 898,754</u>	 <u>\$ 906,422</u>

The Association maintains its cash in bank deposit accounts which, at times, may exceed federally insured limits. The Association has not experienced any losses in such accounts. Management believes the Association is not exposed to any significant credit risk related to cash.

VIETNAM HELICOPTER PILOTS ASSOCIATION

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2005 AND 2004

The Association has a continuing obligation to provide services for those who choose life memberships. Those members pay a one-time membership fee in exchange for lifetime membership benefits. The Association has estimated its obligation at \$871,787 and \$795,966 as of December 31, 2005 and 2004 and has designated a portion of its cash and investments for this purpose.

3. SERVICE AGREEMENT

Marcia Fritz & Company, Certified Public Accountants, (Management Company) provides management services for the Association and prints newsletters for its current and life members. The Association pays the Management Company a fee, which is calculated monthly based upon the number of Association members, plus expenses. The Association's contract with the Management Company expired December 31, 2004, but Marcia Fritz & Company continues to operate under the expired agreement as an extension is being negotiated. The Association paid the Management Company \$141,680 in 2005, and \$137,860 in 2004.

4. FUNCTIONAL ALLOCATION OF CASH DISBURSEMENTS

The Association allocates cash disbursements to member services and management and general based on estimates of time incurred by the Management Company. The Association's cash disbursements are summarized on a functional basis as follows:

	<u>2005</u>	<u>2004</u>
Member services	\$ 692,035	\$ 443,679
Management and general	<u>94,162</u>	<u>121,785</u>
Total	<u>\$ 786,197</u>	<u>\$ 565,464</u>

5. RELATED PARTY

In the routine course of business, the Association sometimes purchases goods and services from companies of the Association's members, officers, or members of the Board of Directors. During 2005, a member served on the Investment Committee who was also an employee of UBS Investments and the investment portfolio manager for the Association's account. In 2005, the Association had a balance of \$838,143 in the UBS investment account balance and paid \$2,887 in account management fees.

VIETNAM HELICOPTER PILOTS ASSOCIATION

NOTES TO FINANCIAL STATEMENTS DECEMBER 31, 2005 AND 2004

6. REUNION CASH DISBURSEMENTS

Cash disbursements for the Reunion for 2005 and 2004 consist of the following:

	<u>2005</u>	<u>2004</u>
Banquet	\$160,398	\$90,553
Harbor cruise	133,150	
Welcome reception	35,530	5,432
Registration	35,445	24,199
Early bird reception	22,928	
T-shirts	14,001	12,613
Reunion meeting planner	16,560	12,614
Golf tournament	13,728	8,495
Alcatraz tour	12,800	
Spouse/guest entertainment	9,758	447
Miscellaneous	6,630	6,592
Prepaid 2006 reunion expense	5,881	
Business meeting	3,606	3,411
Site selection	1,703	358
Vendor room	1,274	276
President's reception	714	996
Prepaid 2005 reunion expense	29,166	
Fort Wolters tour	26,653	
Show and dance	19,780	
Mesquite rodeo buffet	18,946	
Reunion committee	1,801	
Mini-reunions	795	
Reunion pre-planning	547	
New attendee reception	230	
Total	<u>\$474,106</u>	<u>\$263,904</u>

Pleiku 6

Return to unit looks like trouble for aviators

MIKE SHEUERMAN

John Debay, Lynn Carlson, Mike Pascoe and Jim Siegfried flew back to Vietnam on the R&R aircraft. Mike Kieren and I went back on Air Vietnam.

This time we wore our party suits, just in case we made another surprise stop in Phnom Penh. This time it was straight back to Tan Son Nhut International.

The six of us had agreed to rendezvous at the Presidential Hotel in Saigon. No reason to rush back to Pleiku today. We weren't expected until tomorrow at the earliest, anyway.

John did call the unit to let the commanding officer know we were back in Vietnam and would be back at Pleiku the next day. He did mention he sensed a little stress in Capt. Barfield's voice.

We decided to eat at the hotel and make it an early night. We went to the bar, had a couple of drinks, made new friends and headed to our rooms.

Pilots catch C-123 to Pleiku

After breakfast the next morning, we headed to the airfield and caught a C-123 direct to Pleiku Air Force Base.

We arrived around noon and I called Company Headquarters. The executive officer, Capt. Bob Hutchison answered the phone.

I said: "Hi, Capt. Hutchison, we're back. How about sending a truck to pick us up? We're at Operations over at Pleiku Air Force Base."

After a pause, he replied, "Lt. Sheuerman, the six of you have been gone this long, I believe you can get yourselves back on your own. Report to me as soon as you get back in the unit area."

Now that didn't sound good. I told the rest of my cohorts what Hutch had said and how he said it. We were all puzzled at this.

We got Pleiku Tower to contact a passing slick about picking us up and taking us back to Holloway. A Gladiator aircraft came in, picked us up, flew us over to Holloway and dropped us at Panther Operations.

Returning pilots in 'deep trouble'

We eased inside and found Art Childers, Panther 3. He told us we are in "deep trouble."

Some upper level command (1st Aviation Brigade) had noticed six experienced pilots from the 361st had been on R&R a little longer than the time allotted. That command contacted the next lower command (17th Aviation Group), which contacted the next lower command (52nd Combat Aviation Battalion), which contacted the

unit. All hell was about to break loose now.

John told him of the repeated phone calls to the unit. Art told us that didn't matter and to expect the worst.

We dropped our stuff in our hooches and headed down the hill to the company orderly room. Capt. Barfield was out flying. Hutch told us we had been marked AWOL since March 14 and should consider ourselves under arrest.

XO told he'd lost his mind

John told Hutch he'd lost his mind. He told him we had permission. Hutch told John that's between us and Capt. Barfield.

We went to the Officers Club, had a soda and discussed the situation. We agreed we had nothing to worry about since, in our minds, we had permission to stay in Bangkok. That night we were told the situation will be investigated and charges ranging from insubordination to absent without leave may be forthcoming. We are told not to leave Holloway except on official business — like flying.

Now I was severely overdrawn in the AMEX account to the tune of \$3,500 plus and broke. Yes, I was out of checks. I contacted Finance and had \$3,500 plus in my Soldier's Savings Account transferred to the AMEX account. I was so glad I had the account to fall back on, but the stash of tax-free cash was pretty much gone. I would go home with less than \$500 to show for all my savings while in Vietnam.

Action picking up in Central Highlands

We all were scheduled to fly the next three or four days. Things were getting more active in the Central Highlands.

Little did we know the first battle of the Easter Offensive was about to happen and we would all play a role, which would turn out to be a very good thing for the now Infamous Pleiku Six.

I was now officially "the Old Guy" of the 361st and was the next to go home. I was starting to feel "short." I had flown every day since we returned to Holloway. Enemy activity was picking up. The recon teams we were putting in didn't stay in very long, and they were being forced out by enemy contact rather than coming out on their own.

I decided to take April 2 off and ship my stuff home. There was talk of drops and I didn't want to get caught having to rush.

Our unit flew escort and gun cover for the SOG mission out of Kontum. We provided two fire teams in sup-

Continued on Page 26

Pleiku 6

Return to unit looks like trouble for aviators

Continued from Page 25

port of the northern mission into Laos launching out of Dak To and a third fire team in support of the southern mission in to Cambodia launching out of Plei Djereng.

While I was there we covered the 57th AHC "Gladiators" and the VNAF "King Bees." Both were outstanding units with some of the bravest crews you ever saw.

We flew a rotation: 1st platoon: Low guns on the northern mission; 2nd platoon: High guns on the northern mission; and 3rd platoon: Southern mission. The next day the 1st platoon would handle the southern mission, the 2nd platoon would drop down to the low guns on the northern mission and the 3rd platoon would handle high guns on the northern mission, and so on and so on. You get the picture.

Now back to April 2.

Carlson did the unthinkable

As I said, I was getting short and had taken the day down.

Lynn Carlson had been AMC on the northern mission that day and had done the unthinkable: He had volunteered our platoon, the 2nd platoon, to fly low guns for the second day in a row. We never changed the rotation. That was a rule that never was to be broken.

A Chinook had been shot down on approach to Firebase Delta. The AC, Walt Zutter, was OK, but his copilot had a broken leg. Attempts to get them off the firebase had been, to say the least, unsuccessful. Every aircraft going in had received tremendous fire and had to abort. The bad guys had numerous .50- and .51-caliber "toys" ringing the firebase and were very good at using them.

To get Walt and his crew off would require a surprise extraction. Lynn, a really great guy who we now call "the Pimp" volunteered to lead the mission and us to come along for the fun.

The plan was to have eight Cobras and four Panthers from the 361st and four Cougars from the 57th and two Gladiator slicks from the 57th arrive on station at 6 a.m., set up two low-level, racetrack gun patterns on either side of the firebase, send the slicks in low and fast, kick off supplies, pick up the downed crew and haul butt straight ahead. It was a great plan except for two things. I'll cover

one now and the other later.

The first thing: I was scheduled to fly, I was short and it wasn't our turn to fly low guns. In fact, I was going to do some training with Ronnie Lewis. He was getting close to his AC orders and I was going to fly front seat so he could get some back seat time. This development changed all that.

After complaining, pilot flew mission

I bitched and complained for a while but, in the end, was more than willing to go.

We preflighted that night. We were up at 4 a.m. and headed north to Kontum by 4:45. We arrived on station around 5:30 with three of our four Snakes from both units. There was a lot of activity going on.

Somehow, John Paul Vann, the II Corps civilian adviser, had gotten involved and was interjecting himself in to the situation.

Lynn was talking with the adviser on the ground at the firebase. He was getting everything set up. We're just about ready to pull off this well-planned extraction when two reinforced battalions of bad guys decide they want to get Walt, also.

The adviser started yelling, "they're in the wire, they're in the wire!"

Lynn set up the Panthers on the west side with right breaks and the Cougars on the east side with left breaks so we won't run into each other, and in we go. Lynn's in first, followed by me and then Dan Jones. It was still pitch black except for the bazillion tracers coming up at us. They don't scare me as much as the 4 bazillion bullets that aren't tracers that I can't see.

Enemy inside the compound

"They're in the compound, shoot the compound."

I'm in for my second pass with a little surprise for Mr. Bad Guy, two seven-shot pods with nails.

I asked the adviser if the good guys are in the bunkers. He replied, "yes, they are. They're in the compound, shoot the compound." I went to four pair and started punching them off.

Beep, Beep, Beep! Master Caution Light!

TO BE CONTINUED

Plan now to attend Reunion 2007

DVDs

Recordings of reunion presentations available

GARY ROUSH

MIDTERM MEMBER AT LARGE

At many previous reunions, we have offered occasional presentations from invited speakers on topics relevant to VHPA interests.

More members now are voicing an interest in our formally organizing a schedule of historic presentations to be given during our annual VHPA reunions.

The following is what was presented at the 2006 Reunion in Washington, D.C. All of these are available on a six-hour DVD.

War Stories:

- Rescue and Bolivians Plateau by Ben Van Etten
- Base Jump from Helicopter by John Shafer
- My Flight into the Twilight Zone by Jim Eskildsen (presented by Claudia Gary-Annis, senior editor of *Vietnam Magazine*)
- Dog Rescue by Chris Warren
- Khe Sanh to Vandy by David Green

- Night Hunter Killer by Richard Waldo
- Lam Son 719 by Doug Womack
- Career-Ending Party by William (Bill) Luther
- Ho Chi Minh's Birthday by John Deperro

Historic Presentations:

- The POW Network by Chuck and Mary Schantag
- The Battle of Kontum by Jack Heslin
- Joint POW/MEA Accounting Command Update by Dickie Hites
- Vietnam War documentaries by Pat and Cheryl Fries
- Flashing Sabers by Bert Chole

The DVD contains pictures and video clips as well as the full presentations. DVDs are \$25 each, plus \$5 shipping and handling. DVDs for resale will be available to veteran organizations and museums for \$15 each, plus handling and shipping.

Order yours now by calling VHPA HQ on (800) 505-8472 or by using the form at:

www.vhpa.org/products_form.html

Official 2006 Reunion T-Shirts

Because of the great design and the resulting popularity of this shirt, for the first time ever, you can order a shirt after the reunion but only until September 25, 2006

The vendor will make them up and send them to you. If you already have told VHPA Headquarters about your desire for a shirt, your information has been given to Honor and Pride, which will contact you about it.

Sizes S-XL are \$15, XXL is \$17, XXXL is \$19, all plus shipping.

Email Denny Crouch at Honor and Pride to order your shirt:
honorandpride@cox.net

NOTICE OF INTENT TO ACCEPT BIDS

The contract to provide management services for the VHPA is up for renewal.

A statement of requirements has been prepared and is available for consideration by those interested in bidding on the contract to provide HQ services and support for the VHPA.

Request that members interested in bidding or knowing of someone who might be interested in bidding on the contract, notify me as soon as possible.

Dana M. Young
Chairman, RFP Committee
dmyoung@vhpa.org

VIETNAM HELICOPTER PILOTS ASSOCIATION

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

(800) 505-VHPA (voice) • (916) 966-8743 (fax) • HQ@vhpa.org (e-mail) • www.vhpa.org (website)

Membership application/change of address

New application

Address change

Directory correction

Membership dues:

Annual: \$36 Three years: \$99 Life: \$540*

Aviator subscription only:

Annual: \$36 Three years: \$99

Add \$ _____ as my contribution to: Membership Fund Scholarship Fund

NAME

DATE OF BIRTH:

ADDRESS:

CITY:

STATE:

ZIP:

HOME PHONE: ()

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E-MAIL ADDRESS:

OCCUPATION:

Please charge my MasterCard/Visa credit card.

Add \$20 for current Membership Directory,

Enclosed is a check/money order payable to VHPA.

includes postage and handling.

Credit card No.:

Expiration date:

SIGNATURE:

FLIGHT SCHOOL CLASS:

SERVICE BRANCH:

COMBAT FLIGHT HOURS:

SOCIAL SECURITY NO.:

Information about each Vietnam unit:

Dates in units		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? Referred by? Was membership a gift? From whom?