



The VHPA Newsletter

Vietnam Helicopter Pilots Association ®

April/May 1996 Vol. 14, No. 2



Photo courtesy of Drew Boudrieau

A "Minuteman" slick from the 176th Assault Helicopter Company inserts ARVN troops into an LZ in 1969 as a UH-1C "Musket" gunship flies cover and "Smokey 500" lays a smokescreen.

MO0286

From the President

The '96 reunion is really shaping up, the transition to the new VHPA HQ is progressing pretty smoothly and the clock is unwinding toward the "Big Bash By The Bay" in Santa Clara.

As always, the Executive Council has tried to do the best job possible. They have been great to work with and because there are six of them and only one of me, they get the credit for the good things and I'll take the blame for the screw-ups (can't blame the group, just the figurehead leader, right?). The membership has been supportive and understanding. Thanks!

Recently I received a copy of the newsletter put out by the Fort Wolters Chapter of the VHPA. I laughed so hard my eyes teared up! I don't know when I'll get to one of the chapter meetings, but those guys did such a good job I sent in my dues and joined up just to read their newsletter.

Reading their newsletter and the fantastic February/March VHPA Newsletter reminded me that we have plenty of guys who haven't made a VHPA reunion, but they still get a kick out of the newsletter. That's why they pay the dues — to stay in touch with their friends and to make new friends. And they invite other Vietnam Helicopter Pilots to join, too. That's how we all find more of our old friends. We are a pretty small group and a pretty special one, too. Thanks!

Jack Swickard and the rest of the guys who work on so many VHPA projects all get together at the annual reunion to renew friendships and make new friends. When at the reunion you recognize a name from the newsletter, please say hello. And if you feel like it, express your thanks. There's a huge job being done to get the newsletter out and to keep the Vietnam Helicopter Pilots Association

going. Pat your friends on the back and tell 'em thanks for joining you at the reunion, too. Thanks!

We can enjoy sharing a very strong common bond from afar, renew old friendships, make new friends, admire the thoughts and share the feelings of our comrades through our newsletters, membership directories, and the Find-A-Stick-Buddy program.

The luckiest of us also go to the reunion and immerse ourselves in no BS (well, maybe some BS) conversations that are without fear of judgment or misunderstanding. I am always amazed when I rediscover how refreshing it is to just shoot the bull and recall the good times.

Imagine a group to whom you can tell a joke and not have to explain the punchline.

Nobody thinks you're a little weird because you have to wave your arms around in an oddly bent fashion while you talk in a strange language: "Yeah, that 20-minute light only stayed on for 10 minutes and then it got real quiet!" (A civilian would wonder how a light could NOT be quiet in the first place). "There I was at 5,000 feet — pocket full of change and not a Coke machine in sight! War is hell!" (Say what?!)

We don't think anything about it when we see a bar full of guys waving/stirring their drinks in circles with their right hands between their legs while the talking and rubbing up and down on their left thighs. Most of the world would wonder what's going on, call for the guys in white coats and worry about the carpet getting stained, but we KNOW you won't spill a drop! YOU all know what I am talking about. WE understand.

Why not come and really relax with more of your real friends than you ever knew you ever had? See ya' in Santa Clara where you're always surrounded by the friends!

Keep the rotor in the green! And thanks again!

— Ken Fritz, President

Mini-reunions

Tomahawks, Gunslingers, Witch Doctors and Medicine Men are urged to attend the 128th Mini-Reunion at the the VHPA Reunion in Santa Clara.

Contact Doc Daugherty [redacted] or Jay Riseden [redacted] for additional information.

Attention all Lobos! (1968-69 Vietnam):

Delta Company, 227th Aviation Battalion, 1st Air Cavalry Division, will be "rollin' hot" at the VHPA reunion in Santa Clara in July.

Contact Joe Arton at [redacted] for details.

Members of the 176th Assault Helicopter Company will have a mini-reunion at 2 p.m. on July 4 in the Portland Room at the VHPA Reunion in Santa Clara.

Ken Fritz has 176th polo shirts at \$27 each, with Minuteman logo.

Order by May 15, with size, color and a check for delivery at mini-reunion.

For details, contact Fritz at [redacted]

Patch Project report

Copies of unit patches and related items continue to be added to the VHPA Unit Patch Project archive at a good pace. We have in excess of 300 items in the collection now.

The collection will be available for viewing at the VHPA Reunion in Santa Clara. Look for the Unit Patch Project sign near the Database Committee table.

Bring color copies of your unit patches to the reunion to add to the collection. If you can't make the reunion, send high-quality color copies of your patches to:

Jay Riseden
[redacted]

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VHPA databases have considerable value

The VHPA databases are proving to be very valuable.

Over the past several weeks, we have assisted the Joint Task Force searching for MIA remains in Cambodia, the Discovery Channel working on a Huey special, the Kentucky State Police and the Erie, PA, Sheriff's Department in research on OH-6As they are putting into service, a couple of authors writing books about the Vietnam War, several veterans organizations, and many individuals.

In the past, we have provided information to the Department of the Army, congressional committees, the Smithsonian Air and Space Museum, the Australian Air and Space Museum, the Army Aviation Museum, the 2nd Armor Division Museum, and even the TV program "Unsolved Mysteries."

We also have provided KIA information for the new memorial at Fort

It's a young woman meeting people who knew her father who was killed when she was a baby . . .

Rucker, AL, and numerous other memorials around the country.

The most rewarding are those that help one of our own or relatives of one of our own to resolve questions or concerns they have held inside for more than 25 years.

It's a young woman meeting people who knew her father who was killed when she was a baby, it's a crew chief learning he was not the cause of his helicopter crashing and

killing everyone on board, it's a pilot learning the other crew members medevaced at the same time he was are still alive, it's a pilot learning the name of an observer killed beside him then talking with the observer's brother, it's learning that someone cares.

All of this is possible because people take the time to record what they remember from their experiences in Vietnam and then make it available through the VHPA databases and publications.

So, if you have been putting off recording your experiences in Vietnam, now is the time to do it.

Write, e-mail or call any member of the database or directory committees to get your part of history recorded.

Gary Roush
Chairman, Database Committee
[REDACTED]

Army personnel file says little about man

I am holding the military life story of my friend and contemporary in my hands.

The entirety of his military existence is contained on two 4-by-6 microfiche sheets, "U.S. Army Official Military Personnel File." We all are supposed to have them.

But what do they really say about any of us? Is this what we would want left to posterity?

Entered active service from Emerson, NJ, on July 9, 1969; attended Basic Training at Fort Polk, LA; completed WORWAC 70-23 on Aug. 11, 1970; assigned 162nd Assault Helicopter Company, 13th Combat Aviation Battalion; served as pilot, pilot-in-command and command and control mission pilot through 12 months in the Republic of Vietnam; released from active duty at Oakland, CA, on Sept. 1, 1971.

Doesn't say much about the man.

I met Paul Anderson during the second week of December 1991. We were both on active duty at Hunter Army Airfield, Savannah, GA, in support of the 24th Infantry Division (Rear).

Paul's Army Reserve unit, the 347th Medical Detachment (Air Ambulance), had been mobilized and was deploying to Southwest Asia in support of "Operation Desert Shield."

The flight surgeons had discovered a previous medical condition which had gone undetected for years and was going to prevent Paul from accompanying his unit. The "medical types" offered him an immediate release, but, as was his nature, Paul wouldn't leave the area while his fellow pilots and crew members were still on a mission. He found a position and volunteered.

We got to know each other over the next four months, sharing cramped quarters; suffering each others injuries; (Paul broke his collar bone tripping over a typically "military" misplaced "landscape" wire during a thunderstorm at night; I sprained an ankle trying to act 25 at 45 in a volleyball game); discussing our mutual military and civilian experiences, and generally developing an aviator's admiration for another aviator who had "been there."

He was a good, honest and caring man. Everyone mattered to him. My family got to know and liked him. My son considered him a role model, someone to be admired and emulated. I called him friend.

Paul graduated from the Newark College of Engineering in 1968 and worked for the Boeing Vertol Group for a year.

He volunteered for active duty in July 1969, and joined WORWAC 70-23, graduating on Aug. 11, 1969. He spent a year with the 162nd Assault Helicopter Company in IV Corps.

He was awarded the Silver Star Medal, Army Commendation Medal, 32 Air Medals (including two for valor), the Cross of Gallantry with Bronze Star, and two Purple Hearts.

He was discharged on Sept. 1, 1971, in Oakland. Just as many of you did, he had to find his own way home. He was no longer needed in the Army.

Paul joined the Delaware Army National Guard in Janu-

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ary 1972 and served with the 198th Aviation Company until March 1977 when he moved to Coral Springs, FL.

After several tours of duty as an IRR officer, he joined the 347th Medical Detachment (AA) in July 1987 and was mobilized with the unit on Dec. 7, 1990. After the unit returned from Saudi Arabia, Paul went home with them on March 31, 1991.

He left a lot of friends at Hunter AAF, a great reputation and a void. His last commander, Lt. Col. Charles Hoskinson, aviation officer for the 24th Infantry Division's Aviation Division, in Paul's Officer Efficiency Report, said, "An activated Reserve Component Officer, he has set and maintained a high standard of professionalism for those of us in both components to follow. He exemplifies the strength of our Reserve Component and is the quality of officer that the Active Component promotes to MW4. It is my pleasure to serve with this outstanding officer — this fine soldier."

Paul quietly returned to Florida and his civilian life.

I look across the cockpit when I fly now, still expecting to see him. Somehow, even knowing he is gone, I feel just a little better, I sense an additional presence in the cabin, I feel the security of a long and trusted hand on the controls during those few precious moments in the UH-1H/V. The sense of confidence and the knowledge everything will be all right returns, just as it did so many years ago.

Paul died on Dec. 19, 1994, after an extended illness. He was with his mother and his sister, back home with those who cared for him.

Goodbye, stickmate. Fair weather, safe journey and soft landings. You are missed.

Skip Davis

Vietnam, Alabama book now 80 percent complete

I thought a little status report was in order after all the VHPA has done to help me with my book "Rice and Cotton, South Vietnam and South Alabama."

I'm 80 percent through writing the book. In February, the Covington Courier published a book review and I am very pleased with that.

It has been a real labor of love, but what a wonderful experience!

Not only have I talked and corresponded with lots of old friends from the 120th Aviation, but made new ones.

I had the experience of a lifetime last month. Neil Sheehan, author of "A Bright Shining Lie," quail hunted with me on my ranch.

He was my guest for the weekend. What an experience; what an extraordinary man!

We talked on and on: H-21s, the '61-'63 era, his respect for H-21 pilots, etc.

A few months ago, Gean Rummage, who was a pfc. cook in the 120th mess hall, somehow heard about me writing this book.

He called and then drove down from Hartford, KY, and spent a weekend with me.

We talked about the old times and reminisced a few war stories, some good, some bad. It was a wonderful

KIA filling a willing seat in gunship when killed

I have enjoyed the '95 Directory and browse it quite often, thanks to you and all involved.

I would like to update the information on 1st Lt. Jerry Martin, KIA. The database listed him as being assigned to the 1st Aviation Brigade.

He was assigned the job of checking the Nav-Aids and decided he wanted to see more action. He requested and received a transfer to the 116th AHC.

He was filling a willing seat on a gunship the day he died in the accident.

Jerry was in my flight class and later assigned to my unit.

While this is a minor item, I'm sure Jerry would much rather be identified with the unit.

Thanks.

Leonard C. Rutledge

visit/reunion.

Max Hall of Springdale, AK, continues to "create" his H-21. Another labor of love! He has run up the engine. Looking good!

The VHPA 1996 Calendar with the 120th formation is really special to me. That picture really came out clear. Seeing old Gehler sitting there in the cockpit is just perfect!

He and I were in the same flight school class and then in the 120th in Vietnam. What a great guy!

John B. Givhan
"Lt. Peg Leg"

EDITOR'S NOTE: For those that may not be aware of John's efforts; his book is about the "big picture" surrounding the events of April 12, 1964. He and Bo Thompson (KIA in 1967) were flying a 120th Aviation Company CH-21C and were part of a multi-ship lift of some ARVNs into a battle north of Camau in the bottom of IV Corps. John's left leg was hit by a heavy machine gun round. Eventually, he would lose the leg, but he credits Bo with saving his life by flying him to get medical help before he bled to death. History later would note this was the first time the VC had planned and executed a battle with the regimental-sized force since they had at least three battalions fighting in a coordinated manner.

Fixed wing in newsletter a Beaver — not a Birddog

Regarding the February/March newsletter photo on Page 8, with accompanying text.

That's no Birddog in the background. It's a Beaver. Oh well, the "H" in VHPA says it all. On the other hand, we should at least know the difference between a six-passenger bird and a tandem seater.

I'm sure you'll get this from others. Don't sweat it, but correct it next issue. Great job. Keep it up.

Dave Canfield
Carlisle, PA

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Huey, Beaver and H-21 favorite flying machines

Sure did like the picture on Page 8 of the February/March 1996 Newsletter.

My three favorite flying machines: Huey, Beaver, and H-21. What memories . . .

The Beaver (a/k/a L-20 and U-6) was misidentified as an L-19.

Tom Garcia

Aircraft in photo an L-20, not L-19 (O-1A) Birddog

George Reese's letter accompanying the photo on Page 8 of your February/March newsletter identifies one of the flying machines in the background as an L-19 (O-1A). Not so! It is an L-20 (U-6A) "Beaver."

In the early days of the Southeast Asia War Games, most aviation units had a Beaver assigned to carry parts and people. With only limited maintenance support available in Vung Tau and Nha Trang, they were essential for parts runs.

They also did yeoman service in hauling people to Saigon, Vung Tau, and Nha Trang for a bit of R&R.

In May 1963, the first Army Birddogs arrived in Vietnam. They belonged to the 73rd Aviation Company (Airplane Surveillance) (Light), and became operational in June 1963.

James McKimney

Sisters thank VHPA for response to letter

My sister, Linda Moreau and I, Sandra Zito, want to express our heartfelt appreciation for your response to Linda's letter in the December 1995 VHPA Newsletter regarding our brother, Warrant Officer Mickey Allen Wilson.

You are a very special group of people! Words cannot express the feelings in our hearts to know that you all care and have taken the time to reach out to us.

Mickey was commander of a UH-1 when shot down on Jan. 8, 1973, in Quang Tri. He was with the 62nd Aviation Company, 11th Combat Aviation Group, 1st Aviation Brigade.

Thanks to your response, we have learned new things to add to our memories of Mickey. We thank you for that! We have also learned of new things we are trying to find answers to. If there is anyone who was in the 62nd Aviation Company with Mickey or if any of you know anyone who may be able to shed some light on those last days in January 1973, hopefully someone who knew Mickey well, we would be forever grateful.

It has been mentioned to me that Matt Dillon from Tennessee knew Mickey. If anyone knows how to contact him, I would love the opportunity to talk to him.

VHPA History Book well done, interesting

Thank you for helping get the VHPA History Book out to us, finally (from Turner Publishing Co.). I have scanned it and find it well done and interesting.

Thanks for all you do to keep old friends in touch and to help us all remember the best of a tough period in our history. I am proud of my service and of my association with you.

The VHPA is a great organization, and I hope to be fully active in more of its projects once I retire (a second time) and move back to the U.S.A. It is hard to do much, being as remote as I am here in Korea.

Don Martin

Crocodile 6 (RVN, 1967-68, 119 AHC guns)

Linda and I are planning on attending the Santa Clara VHPA meeting in July, we hope to meet you all there!!!

Sandra Zito

Pilot's sister plans Vietnam visit to mark site of crash

I just read my February/March issue of The VHPA Newsletter.

I would like to respond to the article regarding CW3 Richard A. Knutson.

My brother, Warrant Officer Mickey Allen Wilson, was the commander of the helicopter that Richard was in when they were shot down Jan. 8, 1973. Other men on board were S.Sgt. Elbert W. Bush, Maj. William L. Deane, Spec. 5 Manual A. Lauterio and Spec. 5 William S. Stinson.

To the best of my knowledge, all of the men other than CW3 Richard A. Knutson are still listed as MIA.

I will be leaving for Vietnam April 6, 1996, for two weeks. I am in the process of having a memorial marker made for Mickey and placed at the approximate crash site. I will be thinking of all of the men who made the ultimate sacrifice for us and say a prayer for them.

I have a picture of CW3 Richard A. Knutson, it was in the Parade Magazine a few years ago. I keep it with all the other memories of Mickey that I have.

I first wrote to the VHPA in October. It was a turning point in my life. I received many, many calls from men all over the country who knew Mickey before he went to Vietnam and also while he was stationed in Danang.

From the calls, I learned that my brother and his Vietnamese wife had a daughter! It breaks my heart to know that she did not have the life that Mickey would have wanted for her.

I am trying to find her and I will not give up. If anyone has any more information about Mickey, Mary or the baby,

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or how I can locate them, please let me know.

All of you have done so much for me already. I only wish that I could do something for you. I am planning on attending the reunion in Santa Clara this July. Many of you have told me that you will be there. I am so anxious to meet all of you. My husband Nick, sister Sandy and her husband Carl also plan on attending.

Being in contact with members of the VHPA makes me feel close to Mickey. I want to thank you again from the bottom of my heart for everything you have done.

I have been informed that there is a Vietnamese temple in Tacoma, WA, and also a Vietnamese community of 25,000-30,000. I am going up there this weekend to pass out fliers that I made; maybe someone will recognize the pictures of Mickey and Mary.

All of this would not be possible if it were not for VHPA. You should be proud of the wonderful organization and of all the dedicated members.

Linda G. Moreau

Membership Directory brings back memories after 24 years

After 24 years of wondering and unanswered queries, I received the October 1995 VHPA Membership Directory. There they were, all the names that conjured up the faces, memories and, most importantly, the friendships that I had gained during the most intense years of my life.

I immediately set out to contact the BEST friends I ever had. Within hours I was back in touch with a time in my life that nothing since has compared to. It was as if we had never missed a day apart. They say, "You can never go back." Maybe so, but I found that we never left one another in mind and soul.

Two days after talking with Joe Kane, he's in my home having dinner with my family and me. We talked, laughed and remembered the good, bad and the ugly of 1969 through 1971 RVN. We called some of our fellow Chargers, promised to get together and to keep in touch.

I have had a lot of ups and downs since Vietnam. Life has not been as challenging or rewarding as it was at 22 years of age! I have a wonderful family and a successful career, but I have always missed the adventure and camaraderie.

VHPA has given me the means to resurrect old friendships and polish up the pride of what we, as a group, accomplished in spite of all the political bull we were restricted by.

I want to thank the entire staff of VHPA for a great job and a first-rate publication. I encourage those out there to contact their fellow RVN and flight school classmates; you will be surprised to find how well remembered you are.

Carlos Quintero

Class 68-11/Class 70-3 LOH IP
RVN 1969-70 174th AHC
RVN 1970-71 196th LIB

Pilot 'finds' his Huey on newsletter cover

The VHPA Newsletter is always an eagerly awaited item for me each month. When I looked at the cover of the December issue I was shocked to see MY SHIP! Dolphin No. 543 was a brand new H-model (not a UH-1D as stated in the outline) that was assigned to Spec. 5 Frank Daley as crewchief and me as aircraft commander in late 1968.

The week just prior to the newsletter showing up with No. 543 on the cover, I had sent pictures of the Dolphin nose art on No. 543 to artist Joe Kline so he could customize one of his "Riders on the Storm" prints with the tail number, tailboom stripes and other 174th AHC markings.

Since the nose art is not distinct in the photo, I'll describe it: A flight-helmeted Dolphin (with bloodshot eyes behind the visor) has his fingered-fins wrapped around a cyclic and collective and a belt of M60 ammo wrapped around him. Above the Dolphin it reads: "When you're out of Schlitz, you're out of beer." Just above the 543 it reads: "This fish swims in booze." Ah, yes. We were a classy bunch.

Is that me in the left seat? Who knows? Can't tell from the photo but you can bet I'm going to claim it is! Keep up the great work on the newsletter and thanks for the memories.

J.C. Pennington
Shark 4

Law's newsletter article on HMM-364 enjoyable

First, I want to say how much I enjoyed Mike Law's article on HMM-364. I joined the squadron in March 1969. The only comment I had — you didn't mention their notorious name of Purple Foxes and "I give a s**t" that was on the tail of their aircraft.

Over the years when I would mention I was in HMM-364, not many lights would come on in people's mind, but say I was a Purple Fox and everybody would remember our tail sign and motto.

I ended up being a lifer in the Marine Corps and I can say the best squadron, the best CO and the best men I ever served with was in HMM-364.

Keep the good work up.

Maj. David L. Bjork, USMC (Retired)
HMM-364, March 1969-February 1970

Active duty Army regiment seeks help from the VHPA

The VHPA and several VHPA members have been such a big help to us that I just had to write this for their Newsletter.

We are in the process of completing a 17th Cavalry Reg-

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imental Room to honor the entire regiment.

There are three squadrons of the 17th Cavalry Regiment on active duty: The 1st, 2nd and 3rd. As the lowest-numbered CONUS resident squadron of the 17th Cav, we have the regimental colors.

I am the XO of the 1/17th Cav at Fort Bragg and am working with several very good people to complete the Regimental Room in our squadron headquarters.

We decided the centerpiece of the Room will be a piece of art that honors the regiment.

After doing some research, we discovered members of the various 17th Cav units in Vietnam were awarded five Medals of Honor.

After considerable discussion and more research, we selected the events surrounding Pfc. Garfield Langhorn's Medal of Honor as the theme for the piece of art.

Pfc. Langhorn served as an RTO in C/7/17th Cav's Blues and died on Jan. 15, 1969, north of Plei Djereng, in Pleiku Province, II Corps.

We knew C Troop had inserted its Blues to retrieve the bodies of two AH-1G pilots, Lt. Sterling E. Cox and WO1 James B. Petteys.

With this scant information, we started calling for more details that could help us build a piece of art that will make the whole regiment proud.

The trail soon led to the VHPA and to the Directory Committee. I was shocked that even during my first phone call, I was talking to someone who not only knew about these events in considerable detail, but also knew how I could contact eyewitnesses! Incredible, absolutely incredible!

My next phone call was to active duty Col. Bob Mitchell at Fort Rucker who as a warrant officer, OH-6A pilot, actually watched Cox's Cobra crash!

Pictures of 7/17th Cav 1969 period helicopters? Sure, no

Air Force CH-3 crew sought by researcher

I am an associate member of the Vietnam Helicopter Pilots Association. I am enclosing a notice which I would appreciate being printed in your newsletter.

I wear an MIA bracelet bearing the name of M.Sgt. George R. Brown. Any assistance you can provide in helping me locate the pilot/crew of the U.S.A.F. 20th SOS chopper involved in this incident would be appreciated. Here is the notice:

Researcher seeking to locate anyone with knowledge of the U.S.A.F. 20th Special Operations Squadron CH-3 helicopter involved in unsuccessful extraction of of MACSOG spike team on March 28, 1968, near Tchep-one, Laos.

The mission originated from NKP and the pilot may have been Maj. Carl Crews (sp?). The American MIAs were Army Special Forces Sgts. George R. Brown, Alan Boyer and Charles Huston.

Jack Kull

problem — the 1995 VHPA Calendar has an LOH and a Snake!

Printed documents? Sure, no problem — the 1992 VHPA Membership Directory contained a wonderful history of the 7/17th Cav in Vietnam with almost a full page devoted to the events we are interested in!

Details about this AH-1G? Sure, no problem — the Database Committee provided the tail number, history of the aircraft, hours flown, date of purchase, and grid coordinates of the crash site!

Incredible! The VHPA is absolutely incredible!

We have commissioned an artist, Jim Dietz, to prepare this piece of art and have been researching everything we can about the crash site.

We are starting to draw pencil sketches of the terrain and the events as we imagine them.

We want this painting to be as realistic as possible. Our problem, of course, is that none of us have seen an AH-1G crash site and certainly not in II Corps.

The last thing we want is for Vietnam veterans to point out errors in the painting. Our job is to honor the regiment, not have people disappointed.

With everything the VHPA already has done for us, I hate to ask for more, but I think we could use help in three specific areas:

First, if anyone has photos of AH-1G crash sites, especially in the mountains of Southeast Asia, please share them with us.

For example, we don't know how a Cobra folds up when it crashes into trees.

We have a good map of the terrain and we think we know what the river and rolling hills "look like."

We know the Montagnards had cleared an area not far from the crash site and that it still contained tree stumps, but we don't have any details about how this should look.

Second, we would really like to talk to anyone who served in C Troop's Blues during that period.

We believe the platoon leader's name was Lt. Steven L. Campbell from the witness statements for the Medal of Honor. Any help in locating him would be wonderful.

We believe the Blues should be wearing steel pots vs. boonie hats — correct? We don't think the Blues had rucks, only their web gear with ammo, canteens, and towels — correct?

Third, we need experts to critique the pencil sketches for errors. Clearly, Cav guys familiar with the Plei Djereng area would be good, but so would Dustoff and any of the Huey crews who supported the 4th Infantry Division or even the 1st Air Cav Division — they both worked that area.

In closing, I'd like to mention the obvious — there is a lot of respect for what you guys did many years ago in the ranks of active duty units today!

We know you had a tough job to do, for a long time, and a long way from home without enough support from our country!

We have grown up and almost take for granted the machines, tactics and procedures you all developed. But we know who did them first and it was not us; it was you.

Maj. David M. Blackburn

Continued on Page 9

Continued from Page 8

Wings producer seeks photos, home movies of Hueys, Cobras

Our company is producing a one-hour Wings episode on the Huey for the Discovery Channel. We also are doing another episode on the Huey Cobra. The research phase is under way now and we will begin shooting within a few months.

As a way to illustrate the different roles of the UH-1 in Vietnam, I hope to collect "home movies" and personal photos that some of the men in the VHPA might have in their collections. If you are able to put an item in the VHPA newsletter, that would be an enormous help to our research efforts. I am looking for anything that will help the audience understand what it was like to fly a Huey in Vietnam, be it a slick, a gunship or a medevac.

If anyone has material that conveys the durability of the Huey, that would be helpful.

The producer of the Cobra episode will be joining the staff next month, so I don't really know what will be on her list of priorities. I do feel that any footage or photos that help the audience to understand what the Cobra was like would be a great help.

All original materials will be treated properly and returned at the earliest opportunity.

I am the contact for the Huey episode and Paulette Moore is the contact for the Cobra episode.

If pilots would like to write me, our address is S.E.H. Productions Ltd., 207 Ramsay Alley, Alexandria, VA 22314. We are reachable on the Internet at WINGSTDC@aol.com.

Ted Duvall
S.E.H. Productions Ltd.
Alexandria, VA

License plate a memory of campaign

I have been a member of the VHPA for a number of years and this will be my first letter to the organization.

I served with "B" Troop 1/9th Cav., 1st Cav Div from 1965 to 1966. I flew gunships with the call sign "Fixer Red," based at An Khe under the command of Col. John B. Stockton.

Enclosed are a few items that may be of interest to the membership.

First of all is the Graduation Class Roster 63-Wt. I noticed in the 1995 Directory it was not listed. This was the Tiger program. Twenty-two of us went to Fort Sill, OK, for advanced training in the Bell 47, while the rest of the class went to Fort Rucker.

In the August 1995 Newsletter, Art Jacobs' license plates photo caught my attention, so I decided to send mine in — a kind of before and after photo. I still fly, with just short of 18,000 hours of flying hours. All in



IA DRANG follows Barrie H. Turner on the license plate of his truck.

helicopters, 0 in airplanes.

I fly agriculture here in Ventura and Santa Barbara counties in Southern California. A year-round job.

We use the Bell 206 Jet Ranger, so I have "pilot Ag" on my Honda Accord. Then, on my Toyota pickup truck, is my "Ia Drang" plate where I spent a lot of time flying support in Nam, and close to being killed more than once. And, most important, the

VHPA sticker and license plate frame I had made up.

The last item is a picture of myself in front of the nose art Yosemite Sam on three or four of B Troop's gunships. They were drawn with permission from Warner Bros. by one of our Spec. 4 doorgunners. He was not seeing enough action as a doorgunner, so he transferred to the Blue platoon. Shortly after, he was killed in action.

To this day, I can't remember his name. Maybe someone in the membership can help.

I hope to make my first reunion this year. July is one of our busy months for ag flying and it's hard to get away. But being near San Jose this year, I hope to see some of you guys. I have only a five-hour drive from here and I have a sister living there.

Barrie H. Turner "Fixer Red"
B Troop 1/9th
1st Cavalry Division



CW2 Barrie H. Turner with Yosemite Sam nose art in Vietnam in 1966.

Taps

Paul L. Allen

Retired Marine Col. Paul L. Allen, 74, of Dothan, AL, died March 23 at Flowers Hospital after a short illness.

Burial was at Arlington National Cemetery.

Allen was born Nov. 27, 1921, in Fulton, NY. He entered the U.S. Marine Corp. in 1938 and attended Officers Candidate School in 1942.

He served 26 years on active duty before retiring in 1967. He served in World War II, the Korean War and the Vietnam War.

Allen was awarded many decorations and commendations, including the Distinguished Flying Cross, the Air Medal with six Oak Leaf clusters, Presidential Unit Citation, Good Conduct Medal, Navy Unit Citation, American Defense Service Medal, two Silver Stars and one Bronze Star.

Allen had resided in the Dothan area for the past 28 years.

Survivors include his wife, Reginal S. Allen.

Lt. Col. Howard E. Haney

Retired Lt. Col. Howard E. Haney, 66, of the Arguta, AL, community, died March 20 at his home from an apparent heart attack.

Haney was a native of Kentucky, living in various locations during his 23 years in the Army, serving with the 101st Airborne Division on two tours of duty in Vietnam.

After retiring as an Army aviator, he made his home in Ozark, where he owned and operated Haney's Antiques for 15 years prior to retiring and moving to the Arguta community.

He was a member of the Colt Gun Collectors Association, the Retired Officers Association, the VFW, a lifetime member of AUSA and a member of Bridlewood Chapel.

Haney was preceded in death by his children's mother, Lois Haney in 1988 and a grandson, Jason Haney in 1973.

Survivors include his wife, Debbie Lynn Haney, Ozark; a daughter and son-in-law, Gwendolyn Haney and Lew West, Dothan; two stepdaughters, Mikki Adams, Skipperville, and Christina Adams, Ozark; two sons and a daughter-in-law, Vance and Nancy Haney, Echo, Tom Haney, Saudi Arabia; a stepson, Lonnie Adams Jr., Dothan.

Charles J. Lepore

Dr. Charles J. Lepore, 59, of Enterprise, AL, died at home.

He was born in West Pittston, PA. He earned a bachelor's of general studies from the University of Nebraska at Omaha, a master's of business administration from Troy State University and a doctorate in education from Nova University.

Lepore enlisted in the Army in 1956 and was commissioned a second lieutenant after graduating from officer candidate school in 1961.

He graduated from flight school in 1963 and was rated in fixed wing and rotary aircraft. His aviation assignments included service in the Vietnam.

While serving in the Army, Lepore earned the Distinguished Flying Cross, the Soldiers Medal, two Bronze Star Medals, 37 Air Medals, two Army Commendation Medals, the Good Conduct Medal and the Vietnam Honor Medal, 1st Class.

Lepore retired from the Army in 1976 and pursued a career in education. At the time of his death, he was director of the southeast region of Embry Riddle Aeronautical University.

He was a member of the Association of the United States Army, the Retired Officers Association, the Vietnam Helicopter Pilots Association and the OV-1 Mohawk Association.

Lepore was preceded in death by his parents, Anthony and Margaret Lepore of West Pittston, PA.

Survivors include his wife, Marie Lepore, Enterprise; two daughters, and sons-in-law, Diane and Steve Speigner, New Brockton, and Debra and David Martin, Pensacola, FL; two sons and a daughter-in-law, Charles Lepore, Naperville, IL, and Anthony and Sarah Lepore, Orlando, Fla.; and six grandchildren.

Bob Lee Lovell

Bob Lee Lovell, 62, of Daleville, AL, died March 22 in Lyster Army Hospital at Fort Rucker after an extended illness.

Lovell was a native of Kentucky and served in the U.S. Army for 24 years, with two tours in Vietnam, before retiring in 1976 as an E-7.

He then worked with civil service at Fort Rucker as a flight instructor until his retirement.

Survivors include his wife, Flora Judah Lovell; two daughters, all of Daleville.

William G. Montgomery

Retired CW4 William "Monty" Montgomery of Lawton, OK, died Dec. 7, 1995, of liver cancer.

He was a life member of the VHPA and a graduate of Flight Class 66-9.

Montgomery served with the 176th AHC and 281st AHC during his first tour in RVN 1966-67.

During his second tour in 1969-70, he was an instructor pilot with the 273rd Aviation Co. (Skycranes) at Long Binh.

Montgomery retired from the Army in May 1978 and was employed as an instructor at the flight simulator at Fort Sill from 1982 until his illness.

He was a member of Special Forces Association, American Legion and TROA.

He is survived by his wife Judy.

Submitting obituaries

Obituaries for Vietnam helicopter pilots may be submitted by regular mail, fax or electronic mail.

When submitting writeups by mail or fax, it is helpful to send an accompanying newspaper article.

Important information includes date of death, cause of death, flight school class, and years and units served in while in Vietnam.

Mail or fax obituaries to VHPA Headquarters. Submit e-mail obituaries to: [REDACTED]

Response great on Lam Son 719

In 1993-94, I assisted Mike Law in the writing of the history of Lam Son 719.

In the introductory remarks, he said I would keep the history of Lam Son 719 and for VHPA members to send me updates, etc.

The response over the past year has been good, with a new audio tape from Harold Smith, A/158th Ghostriders, many pictures of Marine Corps AH-1Gs and one picture of an AH-1J at Khe Sahn, some great data from phone calls or letters, two 8-by-10 grainy pictures taken by the NVA of two 174th AHC "Shark" UH-1C gunships that made emergency landings at Aloui in Laos, and a 57-page document written by VHPA member Butch Elliot about his two days in Laos after a March 5, 1971, shoot-down.

The grainy NVA pictures show the Sharks teeth and "Diamond head" design at the top of the tail rotor are clearly visibly in each picture. They were shot down on March 5, 1971, and are 66-15094, that was hog-configured with 40mm in the nose and 66-15169.

Note the .51-caliber holes in the engine area. Pictures were sent to me by Shark CE Steve Ratliffe, who found them at Vietnam Veterans rally in Ohio.

The 174th left five Sharks in Laos to battle damage. The other three



North Vietnam Army soldiers approach a "Shark" UH-1C gunship left in Laos after being shot down on March 5, 1971. Another gunship is visible in the background.

were 66-15161 "The Surfer" shot down near Hwy. 9 on Feb. 21, 1971, on the back page of the 1994 VHPA Directory and two lost going to Lolo on March 3, 64-14170 "Ace of Spades," and 66-15092.

Three Dolphin slicks were left in Laos also, 68-15639 March 3, 1971 and on March 5, 1971, 68-15215 and Witch Doctor 5's 66-16394.

Witch Doctor 5, the 174th assistant

aircraft maintenance officer, VHPA member Butch Elliot, has written an excellent probing account of his shootdown and rescue two days later that was put together by U.S.A.F. FACs, call sign Hammer, and VHPA member Frank Esposito from A/2-17 Cav in a UH-1H.

His paper has comments from the FACs and the 174th company commander, VHPA member Dale Spratt, all written in 1994-95. Through Butch, I have been able to personally talk to one of the FACs, now Col. Roger Carter, and have a vivid first-hand account of how Butch almost became a POW or worse, an MIA, along with his crew.

Surprisingly, in all the eight aircraft shot down and left in Laos, the only KIA was the gunner on 68-15639, Spec. 4 Gary Padilla.

From 1966 to 1971, the 174th with two UH-1D/H platoons of 10 aircraft each and one UH-1B/C/M platoon of eight aircraft, used up 40 UH-1B/C/Ms and 123 UH-1D/Hs.

This effort has been very rewarding and indicative of the vast history the VHPA has been able to accurately document

Mike Sloniker

174th AHC, 1971

A/229 AHB, 1971-72



Several NVA soldiers move toward the second "Shark" gunship, in the background.

Those guys he flew with into hell

TOM PAYNE
VHPA MEMBER

"Firebirds," written by Chuck Carlock, is the story of the 71st Assault Helicopter Company in I Corps from October 1967 to October 1968.

During this period, U.S. forces were swelling to 500,000-plus and the NVA hard-core regulars were swarming into South Vietnam. The hodge-podge Americal Division was beginning to jell and grow into the massive command it would eventually become.

Chuck Carlock and the Firebirds were at the epicenter of much of the activity and fighting, day in and day out.

"Firebirds" is one of the most interesting and gripping Vietnam helicopter books I have read so far, and I have read many.

Chuck successfully manages to express the emotions, or lack of them, and the boredom we all experienced.

Artfully recalling day-to-day missions might seem overdone, but Chuck Carlock manages to insert important, yet ironic happenings back in the "World" to provide continuity and interest for the reader. Only after returning to the "World" did it come crashing in on many that life back home did go on with small regard for what Chuck and his buddies were doing for freedom.

Contrary to procedures many of us experienced, Chuck Carlock flew guns in the 71st AHC for the first nine months and then flew slicks for the remainder of his tour.

As a farm boy from Texas, he entertained serious doubts about surviving his tour. However, he and his fellow Firebirds charged ahead and never said "NO" to anything they were asked to do for the grunts on the ground.

As a result, all but one of the Firebirds pilots received Purple Hearts and one was captured and spent five years in captivity. I Corps and northern II Corps were very dangerous places for helicopter pilots, as many found out.

So, if you have read them all or if you have never read any of the Vietnam books, don't miss this one.

Once you begin to read "Firebirds," you won't be able to put the book down. Therefore, plan to take it on a trip or send everyone away for a weekend. Then, to make for more realism, don't shave, bathe or change clothes while you read Chuck Carlock's very interesting recollections of the 71st AHC.

All royalties from the sale of "Firebirds" will be donated to the 71st AHC Association.

Thanks for a great book, Chuck.

EDITOR'S NOTE: Tom Payne was "Bandit 32" with the gunship platoon of the 118th Assault Helicopter Company at Bien Hoa in 1966-67.

Home page draws interest

The Vietnam Helicopter Flight Crew Network (vhfcn) home page on the World Wide Web is getting worldwide interest.

Here is a list of the primary accesses from around the world for the first three weeks of March 1996. (<http://www.vhfcn.org/>)

Number of requests	Percent of bytes	Accessors' domain
3,263	40.09	.com (Commercial, mainly U.S.A.)
1,740	21.01	(Unresolved numerical addresses)
1,447	19.26	.net (Network)
796	9.01	.edu (U.S. educational)
159	2.59	.us (United States)
127	2.38	.mil (U.S. military)
131	1.23	.org (Nonprofit organizations)
80	0.72	.se (Sweden)
79	0.67	.ca (Canada)
64	0.64	.au (Australia)
50	0.45	.gov (U.S. government)
49	0.43	.uk (United Kingdom)
28	0.36	.fi (Finland)
31	0.34	.de (Germany)
30	0.27	.no (Norway)
20	0.18	.my (Malaysia)
10	0.09	.be (Belgium)
10	0.09	.hk (Hong Kong)
10	0.09	.il (Israel)
10	0.09	.it (Italy)
3	0.04	.kr (South Korea)
1		(unknown)

We may be more popular than we think.

Gary Roush
242nd ASHC Muleskinners
vhfcn.org Webmaster

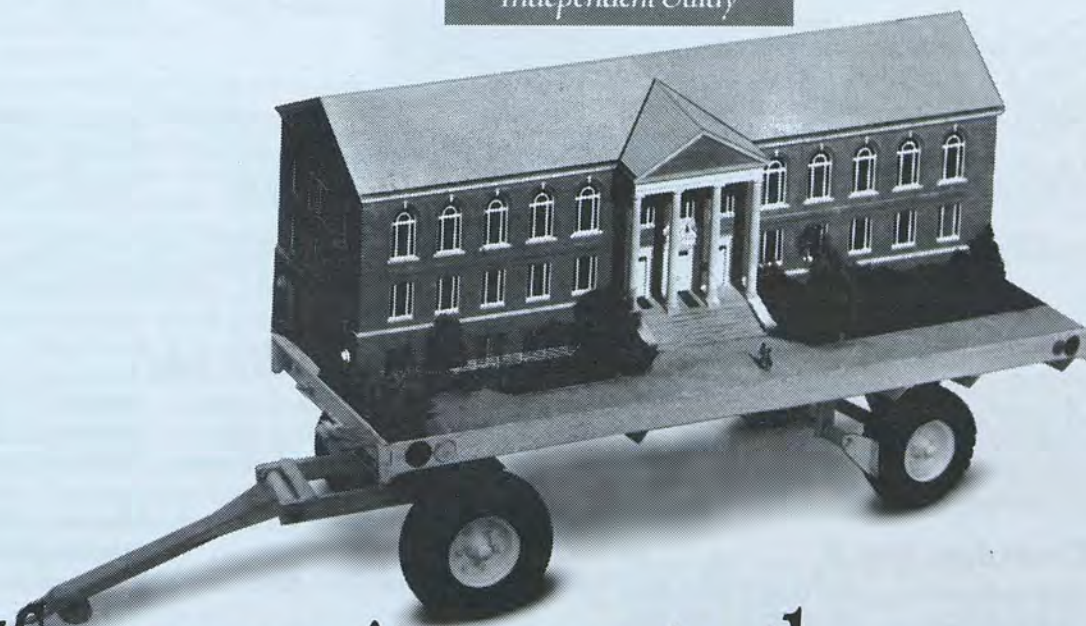
Classified advertising

BLACKHAWK PILOTS: I am a VHPA member and an attorney who represents pilots in products liability claims arising from aircraft accidents. I need an expert consultant/witness who is knowledgeable about (1) the reported tendency of Blackhawk helicopters to roll excessively as a result of an aerodynamic slip anomaly in a shallow right turning approach to hover, (2) lateral CG problems associated with asymmetrical fuel flow from the external tanks, or (3) any history of hydraulic failures or hard overs. If you have any information concerning any of the above or know where I may obtain same, please contact Jeremiah A. Denton III (Gun Runner 1) at [REDACTED].

FOR SALE: Comprehensive helicopter model collection. More than 800 models collected by the late Warren Bahlke, VHPA member, WORWAC 68-25. Collected more than 20 years, his mom offers these for sale as a collection. A complete list is \$2.50 from Mrs. Bahlke, [REDACTED]. Or call [REDACTED].

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VHPA2 4/96

Accredited by the Commission on Colleges of the Southern Association of Colleges and Schools.

Reunion events

The following events are planned at this year's VHPA Reunion in Santa Clara, CA.

Reunion headquarters is the Santa Clara Marriott Hotel. The overflow hotel is the Westin Santa Clara.

For reservations at the Marriott, call (408) 988-1500 or (800) 228-9290. To make reservations at the Westin, call (408) 986-0700.

Santa Clara is located at the southern end of San Francisco Bay.

Wednesday, July 3

Registration	8 a.m.-6 p.m.	Marriott VHPA Hqs
Vendor Area	8 a.m.-6 p.m.	Marriott VHPA Hqs
Information Desk	8 a.m.-6 p.m.	Marriott VHPA Hqs
Mini-Reunions	12-4 p.m.	Marriott VHPA Hqs
Early Bird Party	8-10:30 p.m.	Marriott Pool Area

Thursday, July 4

Registration	8 a.m.-6 p.m.	Marriott VHPA Hqs
Vendor Area	8 a.m.-6 p.m.	Marriott VHPA Hqs
Golf Tee Off	10 a.m.	Golf Center
Mini-Reunions	10 a.m.-4 p.m.	Marriott VHPA Hqs
Barbecue	5:30-9 p.m.	Parking Roof
Dance	9 p.m.-12:30 a.m.	Marriott Ballroom

Friday, July 5

Registration	8 a.m.-5 p.m.	Marriott VHPA Hqs
Vendor Area	8 a.m.-6 p.m.	Marriott VHPA Hqs
Information Desk	8 a.m.-6 p.m.	Marriott VHPA Hqs
Bus Trips:		
• Don't tell me,		
• Day tour,		
• Lights, camera	9 a.m.-4:30 p.m.	Marriott VHPA Hqs
Mini-Reunions	10 a.m.-4 p.m.	Marriott VHPA Hqs
Wine-tasting	5:30-7 p.m.	Marriott VHPA Hqs

Pub Crawl! Open evening. Do your own thing.
See the information area for suggestions, VHPA discounts, etc.

Saturday, July 6

Registration	8 a.m.-5 p.m.	Marriott VHPA Hqs
Vendor Area	8 a.m.-5 p.m.	Marriott VHPA Hqs
Business Meeting	8:30-11:30 a.m.	Marriott Ballroom
Bus Trip:		
• Shop 'til . . .	9 a.m.-4:30 p.m.	Marriott VHPA Hqs
Mini-Reunions	12-4 p.m.	Marriott VHPA Hqs
Banquet & Dance	6-11 p.m.	Convention Center

Sunday, July 7

Depart Santa Clara for home.
No VHPA events planned.
See you next year!

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To use **RAPID FAX RESERVATIONS**,

complete form and fax to (407) 575-3744. Our experienced travel planners will fax back a detailed itinerary & rate information, utilizing our special VHPA discounts.

Name: _____ Day Telephone: _____ Fax: _____
 Address: _____ City/State: _____ Zip: _____
 Number In Party: _____ Names: _____ / _____ / _____
 Departure Date: _____ Departure Time: _____ Return Date: _____ Return Departure Time: _____
 Preferred Airline (Circle): _____ United _____ America West _____ Other: _____
 Seat Preference: _____ Frequent Flyer# _____ Special Meal?: _____
 Car Rental Size (Circle): _____ Economy _____ Compact _____ Midsize _____ Fullsize _____ Luxury _____ Van _____
 Form Of Payment (Circle One) Check _____ Credit Card _____ Money Order _____
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Circle your choice for method of delivery of tickets or documents:

U.S. Mail (No Charge) Airborne (\$7.00) Your FedEx # _____

UNITED AIRLINES

America West

Alamo

VHPA fund-raiser features truck

Op Area: Santa Clara

LZ: Marriott

Mission: Pick up keys to a new 1996 Dodge Ram, 2500 (three-quarter-ton) Club Cab, Laramie SLT pickup truck with A/C, power windows, doors and locks, airbag, cruise control, six-way power seat, trailer tow group, sliding rear window, tilt wheel, chrome wheels, premium AM/FM stereo with CD player, custom wood grain dash, compass and tach. The only thing missing is an altimeter!

Retail value, approximately \$31,000.00. Pickup Courtesy of Stevens Creek Dodge, San Jose, CA (408) 248-1800.

Details: Sponsored by the VHPA, a nonprofit organization. Help yourself and the VHPA. Net proceeds go into the VHPA general fund.

Tickets are a donation of \$100. Only 500 tickets to be sold.

First come, first serve. No limit to how many you can buy, but only one name per ticket.

Yes, your spouses, girlfriends, and children over 18 of VHPA members also may purchase tickets.

The grand prize winner, second place and 13th place winners will be announced at the banquet, July 6.

Sponsored by the VHPA, a nonprofit organization. Help yourself and the VHPA. Net proceeds go into the VHPA general fund.

You need not be present to win, but you are responsible for picking up and transporting the vehicle. If you win and you choose the cash, a check will be sent to you.

FOB Santa Clara, California. Taxes, fees and title not included. Void where prohibited by law.

Prizes:

- **First ticket:** Grand Prize or \$21,000 cash.

- **Second ticket:** \$500.

- **Third-12th tickets drawn:** \$100 each.

- **Thirteenth ticket:** Life membership if eligible and \$50 gift certificate or \$450 cash and \$50 gift certificate.

- **Fourteenth-50th ticket drawn:** \$100 each.

How do you get a ticket?

Call: 1 (800) 505-8472 (VHPA) with Visa, MasterCard or Discover card or mail requests with cash, check or money order to:

VHPA

**949 University Ave, Suite 210
Sacramento, CA 95825**

Remember, no money, no ticket and first come, first served. Don't wait, DO IT NOW! Good luck!

"The best helicopter war stories I've read..."

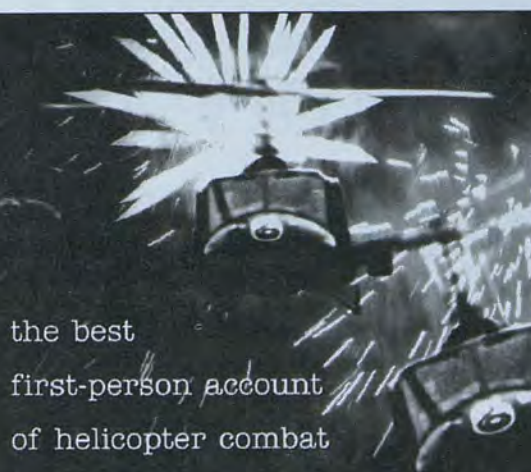
Firebirds captures it all. It's riveting and real. The reader's in the front seat, pumping adrenaline, putting iron on the target, taking hits, and feeling very naked."

COL. DAVID HACKWORTH
frequent contributor to *Newsweek*
and author, *About Face*

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first-person account
of helicopter combat
in vietnam
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chuck carlock

In *Firebirds*, Chuck Carlock recounts his tour as a helicopter pilot in Vietnam with brutal frankness and graphic clarity. Hop into the copilot's seat and let Carlock put you in the middle of the action.

"The best helicopter war stories I've read..."—Col. David Hackworth

Registration removes the danger

JOE BILITZKE
BANQUET CHAIRMAN

Where is the most dangerous place on Earth during Fourth of July weekend?

For those of you who have attended past reunions, you know the answer is the entrance to the VHPA banquet.

When the doors were initially opened, a stampede of VHPAers would trample anything in their path to get to that chosen table!

This year, we hope to address that and other past challenges associated with the final banquet.

Our numbers continue to grow and we're expecting banquet attendance to do the same.

Outgrowing convention hotel ballrooms, the Santa Clara Convention Center is the site this year for the final banquet and dance.

It adjoins our overflow hotel, the Westin Hotel and a short shuttle from our headquarters property, the Marriott Hotel. Shuttle buses will run

continuously between the banquet/dance site and the main hotel.

Part of registration this year will allow you to choose in advance, the banquet table you wish to reserve. A large floor plan with numbered tables will be available during registration.

After you choose a vacant table and seat, you'll present your banquet ticket that is in your registration packet.

The ticket will be marked with your choice. The ticket will be collected at the banquet to confirm your reserved table.

Obviously, the sooner you register at the reunion, the more table choices are available.

The price of the banquet ticket covers more than just the meal. It also includes the cost of the room, lights, sound, labor, etc.

It does not include wine with your meal. If you'd like wine during the banquet, it will be available for purchase.

Meals include three options this

year. You'll have the choice of beef filet and halibut, chicken breast and halibut, or vegetarian. We did a taste test of the menu and it's a lot better than C rations.

Besides a sumptuous meal, a clearly defined banquet agenda is also planned this year. We'll ask Ken Fritz to keep his presidential departure speech to under two hours.

California "cool and casual" will be the uniform of the day during the entire reunion.

However, for the banquet, we will maintain the tradition of coats and ties, with ladies wearing the female equivalent.

Some members who have kept their boyish figures are still able to wear their dress blues. We encourage any of you who wish, to do so.

After the banquet, we will move to an adjoining room for the dance (with no more waiting for the meal tables to be cleared and moved.)

A local band, The Fundamentals, will play after the banquet. It is a

See THE, Page 17

Reunion bus tours

Don't tell me what to do tour

Hop aboard a guided tour bus after breakfast on July 5 and ride up to San Francisco via Interstate 880.

This will take you through what's known as the East Bay and will take you across Oakland's Bay Bridge.

A stop at Treasure Island for pictures of the San Francisco skyline and then on to Pier 39. Here you are on your own until 3 p.m.

Choose from a ferry ride around Alcatraz, a cable car ride up to Nob Hill/Union Square or a pedicab ride around the busy Embarcadero, Fisherman's Wharf and Ghirardelli Square are right next door.

There's plenty of fast food and sit-down restaurants available. Return to the hotel by 5 p.m.

Cost: \$20 prepaid.

Lights! Camera! Action! Tour

"Dirty Harry," "Mrs. Doubtfire," "Towering Inferno," "Pal Joey," "Bullit" and "Presidio" are a few of the more than 300 films, TV series and specials that have San Francisco and the Bay Area as their soundstage.

You'll visit many of the actual location sites on July 5 and hear anecdotal stories of what went on behind the

scenes. Lunch is atop the city's tallest building, for a Cinemascope view!

Cost: \$40 prepaid. (Limited to 200-person maximum.)

Beautiful Bay tour

Highlights of this special July 5 tour include the historic Presidio, Fort Point, Treasure Island and other military sites in the Bay Area.

Also see the infamous Barbary Coast, classy Nob Hill, spectacular Golden Gate Park and Twin Peaks.

Lunch is included at a waterfront bistro with a 180-degree view of the Bay.

Cost: \$40 prepaid. (Limited to 200-person maximum.)

Shop till you drop tour

Discount to designer-wear stores are on the agenda of this ladies tour during the VHPA business meeting on the morning of July 6.

Stopping at the outlets south of Market Street, posh Union Square and various fun shops in between, you'll be treated to the sights and sounds of the city's best!

You'll stop for high tea to get your second wind before ending up at everyone's favorite souvenir stand, Fisherman's Wharf.

Cost: \$40 prepaid. (Limited to 88-person maximum.)

NOTE: The cost of alcoholic beverages is not included on tour prices.

The Fundamentals to play after dinner

Continued from Page 16

nine-piece group that will keep you swinging all night.

Of course, "refueling points" will be placed strategically around the room. The drink prices you enjoyed during the week also are in force for the dance.

The band's sound system will be monitored for the non-dancers. Those of you who aren't dancing will still have an opportunity to sit in the same room and converse without being blown over by the decibel level.

The shuttle service will continue to run between the Convention Center and the Marriott Hotel until the last body is cleared.

Our banquet and dance are traditionally the final reunion events before heading back to the world.

We hope to make the experience as enjoyable and memorable as climbing on the "freedom bird" so many years ago.

See you at the reunion.

Paramount's Great America theme park near reunion site

Paramount's Great America theme park is just across the street from our reunion site.

There are some pretty hairy thrill rides here — some of them feel like you've just had a student pilot SLAM the collective to the floor when you just wanted to enter a nice smooth autorotation!

A classic carousel is available, too.

Great America has group rates for us:

General admission (7 and up)

Regular	VHPA price
\$27.95	\$17.95

Children (3 to 6)

\$13.95	\$13.25
---------	---------

Children (2 and under)

FREE	FREE
------	------

Discounts to the Raging Waters park:

General admission (4 and up)

Regular	VHPA price
\$18.95	\$13.95

Join the kids (of all ages) and have fun!

Theme selected for '96 reunion

"Big Bash By The Bay" is the theme of this year's VHPA reunion in Santa Clara, CA.

The logo with this theme will be printed on special reunion T-shirts that can be ordered in advance. (See T-shirt section on the Reunion Registration Form published on Page 18 of this newsletter.)



Bro Vau Watch Co.

1301-F Corporate Drive East
Arlington, TX 76006
(817) 695-1553/(817) 261-0898 FAX

The VHPA watch

Bro Vau Watch Co. is offering special watches to members of the VHPA.

Each watch, which sells for \$36, has the VHPA logo imprinted on the face. Each carries a LIFETIME warranty, except for battery, strap and strap pins.

To order a watch, complete this form and then mail or fax it to Bro Vau Watch Co., along with a credit card number, a check or money order.

Ship to:

Name:

Phone:

Address:

City:

State:

ZIP:

Quantity:	Type	Unit	Total
	Man's	\$36.00	
	Woman's	\$36.00	
	Sales tax		\$2.78
	S&H (\$3.50 each)		
	TOTAL		

(Check, money order, VISA, M/C)

They're a lot more than just pretty pictures . . .

The VHPA is running a special on 1995 and 1996 calendars ordered as a package deal.

For \$15 — plus \$5 P&H — you can buy a 1995 and a 1996 VHPA calendar.

This is an \$3 savings.

Better yet, you will be getting the best photos ever taken of helicopters in action in Vietnam — while supporting the VHPA, YOUR association.

Call VHPA headquarters at (513) 721-5315 and order your calendar package today.

VIETNAM HELICOPTER PILOTS ASSOCIATION

13th Annual Reunion Santa Clara, CA July 3-6, 1996

REUNION REGISTRATION FORM

Mail to: VHPA, 949 University Ave., Suite 210, Sacramento, CA 95825

FAX signed credit card registrations to: (916) 648-1072

Name:	Member No.:	Arrival date:	Departure date:
Wife/Guest name:	No. of children*:	Is this your first reunion?	
Names of additional guests:	How many reunions have you attended?		
Address:	Check here if notifying VHPA of an address change []		
City:	State:	ZIP:	Phone: ()

REGISTRATION FEES

	No. of people	Price	Total
Registration before 6/1/96*		@ \$ 25.00	
Registration after 6/1/96*		@ \$ 35.00	
Total from sidebar			
Barbecue (July 4)		@ \$ 17.00	
Wine tasting (July 5)		@ \$ 7.00	
Banquet (July 6)		@ \$ 35.00	
Bus trips:			
Don't tell me (July 5)		@ \$ 20.00	
Bay Tour (July 5)		@ \$ 40.00	
Lights, Camera (July 5)		@ \$ 40.00	
Shop 'til . . . (July 6)		@ \$ 40.00	
Dues (if included)	1 year	@ \$ 30.00	
You can make 3 payments over 6-month installment period if you wish	Life installment No. 1	@ \$150.00	
Complete Life Membership		@ \$450.00	
	GRAND TOTAL		

Indicate if you want to participate in these

Golf Tournament: (July 4, 8 a.m. Includes prizes.) Cost: \$50. Limit: 72 players.			
5k Run: (July 6. Prior to Business mtg.) No charge. No limit.			
Early Bird Party: (July 3.) No host. Number attending?			
T-shirts: (Order now!) List total at left.			
Qty.	Size	Price	
	S	@ \$12	
	M	@ \$12	
	L	@ \$12	
	XL	@ \$12	
	XXL	@ \$15	
	XXXL	@ \$15	
	Sidebar total		

* Each adult 18 and older must pay the registration fee.

- ☐ Enclosed is my check or money order payable to "VHPA Reunion '96"
- ☐ Please charge my: MasterCard VISA Discover (circle one)

**Questions? Call
(800) 505-VHPA**

Credit card No.:	Expiration date:
Signature:	

REUNION NAME TAG INFORMATION

Name you want on name tag:	Call sign:
Name of wife/guest:	Flight school class:
	(Number or year for Army; branch and year for other services.)
1st combat unit:	Year(s):
2nd combat unit:	Year(s):
3rd combat unit:	Year(s):
Hometown or current residence:	

Refund policy: No refunds will be granted prior to the reunion. All refund requests must be submitted to VHPA headquarters no later than Aug. 8, 1996, and must include all tickets received, plus proof of payment. Refunds will not be granted for fixed-price events that lose money unless the entire reunion has a positive cash balance. VHPA headquarters will process and pay all refund requests within 10 days of completing the reunion account balancing.

RETURN TO VIETNAM

- **YOUR trip is now available!**
- **You do what YOU want to do!**
- **Just FOUR people traveling together
= Group Prices!**
- **Fully-Escorted travel with driver and guide!**
- **Top Class Hotels In Saigon**
- **Meet Vietnamese Veterans of your battles!**
- **Travel with the world's oldest, most respected veterans'
tour operator with four decades of experience -
GALAXY TOURS!**

Helicopter
Tours
Now Available!



**Call for informative brochures and itineraries:
1-800-523-7287**



Galaxy tours: "The Veteran of Veterans Tours"

P.O. Box 234 - Wayne, PA 19087-0234

Phone: (610) 964-8010 - Fax: (610) 964-8220

E-mail: mail@galaxytours.com



Veterans Tour Operator Continues Support of American G.I.s

Wayne, PA - The "veteran of veterans tours" has announced their continued support of the American G.I. through the development of personalized tours for Vietnam. Galaxy Tours is world-reknown for its four decades of experience, helping veterans of World Wars I & II and Korea return to their former service and battle areas.

Working closely with the Vietnam Veterans Travel Service, Galaxy has developed individualized itineraries for many U.S. divisions, including the 101AB, 3MD and 4ID. At the same time, arrangements have been made for just four people traveling together to receive special group rates and personalized itineraries.

Galaxy's Vietnam programs are fully escorted, including hotel accommodations, air and land transportation and a local driver & guide while in Vietnam.

Galaxy's clientele return to former service areas for a myriad of reasons. Some return to honor fallen comrades...others to put old war wounds to rest. Some wish to see again the rain forests, mountains & lush plains...others want to see for themselves how their military service played a role in Vietnam's rebirth into a contemporary and prosperous nation. And some go to simply remember a most significant time in their lives.

For more information, call Galaxy Tours toll-free at 1-800-523-7287.

Choking cyclic was unforgettable

AL EASON

On April 18, 1968, I was the aircraft commander of a UH-1H helicopter that experienced a hydraulic servo failure — or, rather, an oversight by several technical inspectors.

I will try to relate the experience I am sure each member of the crew never will forget.

I was assigned to the aviation platoon, HHC 3rd Brigade, 1st Air Cavalry Division. We had 13 aircraft assigned to the unit; five utility Hueys and eight observation (OH-13s, later exchanged for Hughes OH-6As) aircraft.

The normal allocation was one Huey to the brigade commander, one Huey to each of the three infantry battalion commanders and one spare. These were used as Charlie Charlie (command and control) helicopters.

The eight observation helicopters were assigned courier missions but also had on-call scouting duties when an infantry unit needed some eyes to go ahead of it.

When I got to the unit, we had many high-time UH-1Ds and, during November and December 1967, we

exchanged them for new UH-1Hs. We were flying each Huey about 125 hours in a normal month.

VHPAers should have no trouble remembering their unit's maintenance team performed a special inspection every 100 hours.

A periodic inspection, called a PE, was done every 300 hours. The PE included an extensive inspection and was performed by a higher echelon maintenance team.

The lateral hydraulic servo is one of the components that is removed, inspected and reinstalled during a PE.

As a crew, we were comfortable taking this almost new aircraft on its first operational flight after it had completed its first PE. We were based at Camp Evans at the time.

Having heard "grape-vine" news our brigade would be going into the A Shau Valley soon, we decided a peek seemed in order. We climbed to about 10,000 feet and, in about 30 minutes, were getting an eyeful of the infamous A Shau.

After a few minutes over the A Shau, I noticed a slight feedback in the cyclic control. Being Cool, I said to the pilot, "You got it" and asked if

he could feel the feedback. I thought it might be just my nerves because even then the A Shau had a reputation.

Evidently it wasn't my nerves, because not only did he notice the feedback, it also was getting worse.

Whenever we made a control movement, we'd hear a loud banging sound from high in the transmission housing.

Needless to say, this had everyone's total attention! As both pilots tried to steady the cyclic, we discussed this situation with the crew chief and gunner. "What do you think it is?" "Have you ever experienced anything like this before?"

We finally decided it was something serious — like the "Jesus Nut" coming loose. We also decided we really wanted to be on the ground! Soon we were heading down like a home sick rock.

We had enough altitude to be able to alert our operations back at Evans of our problem and, then on guard, I called for help. We picked out a place to land and executed a forced landing with power.

See OPERATIONS, Page 23

'Trees' draw junior officers' salutes

DREW BOUDRIEAU

Our battalion flight surgeon was a captain and his name was Bill Martin.

Somewhere he had gotten several pairs of tiger stripe camouflage fatigues which he wore all the time. Because he was camouflaged all of the time, we called him "Captain Tree" or "Doc Tree."

His hootch was the last one before the officers' mess, so we passed it whenever we went to eat.

Many times he would be standing outside, but of course those of us with any brains would not talk to him or acknowledge him because we were not dumb enough to talk to trees.

A new battalion commander arrived one day.

His trailer was diagonally across from Doc's hootch. When walking to the mess, he noticed all of these warrant officers and lieutenants walking past the captain flight surgeon without saluting him.

The next day, the colonel was pleased to look out his window and see people executing perfect salutes as they passed by Doc's hootch.

You don't get to be a colonel without being trained this is contrary to good military courtesy, so he asked Doc why he wasn't reprimanding these fools for not saluting.

Doc told us later the colonel wasn't amused when he told him we were being intelligent in not saluting trees! After coming down off the wall, the colonel told Doc he didn't care if Doc was a tree, we were to salute his captain's bars as courtesy demanded.

The next day, the colonel was pleased to look out his window and see people executing perfect salutes as they passed by Doc's hootch.

From his angle, he couldn't see Doc, but was pleased with the effect of his little talk.

He was not quite so pleased when he came out and saw we were saluting and saying, "Good morning, Capt. Tree" to a clothes tree with Doc's hat on top.

EDITOR'S NOTE: Drew Boudrieau served as "Minuteman 14" in 1968-69.

Seeking VHPA office?

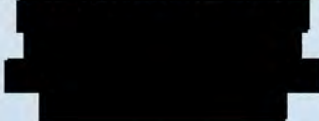
The names of VHPA members who wish to run for the VHPA offices of vice president and junior member at large of the Executive Council must be submitted to the Nominating Committee chairman (NCC) prior to the 1996 reunion.

Nominees must be interviewed by the NCC before the NCC submits the nomination to the Executive Council for inclusion on the ballot.

Nominations will be accepted by the NCC at the reunion prior to 6 p.m. Friday, July 5, 1996.

Nominations may be mailed or faxed to:

Robert J. Smith, Chairman



Advertising rates

Display advertising rates for the VHPA Newsletter are:

- Full page, \$500.
- One-half page, \$250.
- One-quarter page, \$125.

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

Advertising revenue is used to help produce the Newsletter.



*Available in mid-May from
Aviation Artist Priscilla Messner!*

*"Partners" is a tribute to a generation
of aviators whose survival depended
not only on their own skills, but also
on the skills of those who flew missions
with them.*

Edition size — 200

Image size — 13 by 24 inches

Retail price — \$95, plus \$5 shipping/insurance

For a full brochure, please send \$3 (refundable with first order) to:

Bearly Matters Studio

P.O. Box 3348

Kodiak, AK 99615

(907) 486-8447

VHPA briefs

Historical Reference Directory

The 350-page Volume 1 is available for purchase. It includes nine unit histories, Army flight class rosters up through 1966, the VHPA radio call sign database, and the helicopter incident database through 1965.

The 832-page Volume 2 also is available. It contains five unit histories, 12 short stories, the Army flight class rosters for 1967 and 1968, and the helicopter incident database for 1966 and 1967.

Information should be directed to Mike Law at () (evenings) or () (office).

1996 VHPA Calendar

The calendar was printed in September. VHPA Headquarters is able to fill orders while supplies last.

For \$10 a copy, plus \$3 P&H, you can have the calendar for your home or office or a gift for that friend who just won't join the VHPA because . . .

VHPA History Books available

The VHPA has available a limited number of the VHPA History Book by Turner Publishing Co.

The full-color cover and the no-nonsense helicopter history in Vietnam is something you will enjoy reading and sharing with others.

This hard-bound book was more than four years in the making (sorry about the delays!), but almost everyone who has seen it agrees it is worth the price.

Please order directly from VHPA HQs for \$52.50, plus \$5 S&H. All profit goes to the VHPA, not anywhere else.

Attention: Reunion vendors

Anyone interested in being a vendor at the annual VHPA Reunion — which will be held July 3-6 in Santa Clara, CA — should contact Jack Jordan for information and a vendor application.

Vendors who participated in the 1995 reunion at Kansas City automatically will receive vendor packets and are not required to notify Jordan.

Veteran choppers on display

In addition to other helicopters on static display at Santa Clara, we have two restored veterans: An LOH with mini-gun and an armed UH-1M.

We are going to move them into the banquet area for the bash Saturday night, too.

Jim Cunningham is the S-3 Air for Santa Clara and he has a good line on rides in a -23 and a -13! Can you believe it? CLEAR!!

VHFCN on the Internet

The Vietnam Helicopter Flight Crew Network (VHFCN) has an official domain presence on the Internet. The address is: <http://www.vhfcn.org>

For more information, contact Webmaster Gary Roush at ()

Cyberspace responses widespread

MEL CANON
MELCAN@AOL.COM

Wow . . . whoever had the idea to send out our February/March issue to everyone in the database sure had a good idea. I've had responses from people coming out of the all the nooks and crannies across the vast reaches of cyberspace.

We must have gotten inquiries from at least 50 people since the issue hit the streets.

Who would have thought the Russians would be foolish enough to allow more than one rotorhead into their country? Well, they did. We'll get in to those details in a minute . . . a couple of important things to discuss first.

I might have been a little misleading about our traffic volume in the last issue of the newsletter. Not intentionally, mind you, but more in the sense that I forgot to address the subject.

We do have a heavy volume of traffic. There are sometimes 100-plus messages being transmitted daily. That doesn't mean you have to read them all . . . but they are all there for you to read.

Just a warning to those who venture onto the net thinking rotorheads have moved out of the BS arena . . . NOT!

Anyone wanting to try out the net should know there is a heavy volume of messages on most days.

There are two ways of receiving the net traffic. The most popular is in the non-digest (interactive) mode. That is where you get each piece of mail as a separate message, usually within minutes of it being sent.

The other method is the digest mode. This is an archived file the list-server sends out sometime after midnight. It is a compilation of all the previous day's traffic. It comes in one file, usually a big one, and it has a table of contents at the very beginning. That is useful in that you can look at the table and key in on the messages you wish to read, skipping the rest.

The messages are numbered sequentially and the table refers to them by their number and the subject of the message. This allows you to

eliminate the heavy volume of traffic, but it takes away your ability to make instantaneous responses to messages of interest. You get all the traffic, just a day late.

When you sign up for the net, whether in digest or interactive mode, you are sent a welcome letter by the server.

On the InterCom

other information such as a list of the advisory committee members.

There are some basic protocols that are discussed in the letter and the main one deals with net conduct. We are a family-rated channel and try to make it a place where our families would not be adversely affected should they happen upon some of the traffic on dad's, or granddad's, computer.

We also have a rule that prohibits open flaming (severe social criticism) of other members.

Now, we know helicopter pilots, especially those of the "Officer and Gentlemen" category such as ourselves, would never stoop to the open criticism of a fellow rotorhead. We know that, right?

Well, just in case the urge to participate in such a dastardly activity is irresistible, we've included a little rule that prohibits it on the net.

We do not, however, restrict your rights to pursue any such endeavor on a more personal level, such as phone calls, direct e-mail, and such . . . but never on the net. Unfortunately, we've had to place this small rule into our protocol list.

Well, that's about the gist of how the net works . . . you send an e-mail to the net's address and it's redirected to everyone who's signed on to our list.

This is separate from our roster. The on-line roster is a list of everyone that has ever contacted us via e-mail . . . or those we have knowledge of their e-mail address. This roster is kept by me and updated periodically.

We do not publish this roster, but make it available to those who belong

to the net. While the net itself is only about 125-150 members strong on any given day, the on-line roster has well over 350 names on it. Most are members, or potential members, of VHPA with a smidgen of VHCMA members thrown in. We have very few crewmen with us, by comparison, but we do have some.

The net has plans for a mini-reunion at the Santa Clara reunion. I am currently in the planning stage with Ed Almazol, the designated mini-reunion coordinator.

We hope to have a TOC environment set up near the registration booth somewhere and try and act as a message center for the reunion.

We did that in Kansas City and hope to have some improvements in Santa Clara so we are a little more accessible. I am hoping we'll be able to provide a vehicle for those who can't attend, to send messages via computer to their classmates and buddies who do attend, and vice versa.

Now then . . . as you recall from last issue, we had one of our guys move to Moscow in conjunction with his job.

That would be Charlie Eliason, a product of class 68-510 and former Workhorse 16 of the 335th Aviation Company.

Now comes **TOM CARTER** (██████████), who also is in Moscow. I'll just let you read Tom's message to me . . .

"Mel, my name is Tom Carter. I'm a passive VHPA member, in the sense that all I do is pay my dues and avidly read the newsletter. I live in Moscow and my mail forwarding from Maryland is pretty slow, so I just got my last issue today.

"Two things of particular interest struck me. First, I'd like to be involved in anything you're doing online, so please add me to rosters and such.

"Second, your reference to Charlie Eliason moving to Moscow was interesting, given that I've now lived here a bit over two years — one year in 1992-93, and this time since January 1995.

"I haven't met Charlie, but I just sent him an e-mail and invited him to meet for a beer. Not many of us here .

See CHARLIE, Page 23

Charlie Eliason moves to Moscow

Continued from Page 22

... just two, far as I know.

"Thanks, and I look forward to hearing from you. Best regards, Tom."

So, we have two rotorheads in Moscow now ... I think the Russians are in trouble.

Here's a little more chatter from the net:

PAUL JENKINS [REDACTED]

[REDACTED]: I just spent three lunch hours last week looking at slides of my bosses' vacation to Vietnam. They have no military experience there and went just for the trip. They landed at Hanoi and went to Hue, Da Nang, Nha Trang, Saigon, Tay Ninh and Vung Tau.

The Vietnamese have a lot to learn about tourism. They took them to caves and religious sites. They did take them to the Vietnam War Memorial (Communist point of view) and the tunnels at Cu Chi.

Saigon looks bad. No cars just motorcycles and bikes. The streets have trash all over. It doesn't look like anybody cleans anything.

Vung Tau looked nice. They are

doing a lot of development there, new hotels on the beach. They said there were a lot of hookers in Vung Tau.

They are trying to restore what is left of the Citadel in Hue by using bricks from buildings that cannot be saved in the ones that can be restored. They didn't like the food and they never had any restrooms at these places they went to. The women's room was 40 yards off the road first bush on the right when they stopped.

They would take them to tourist sites and then would not allow them to take pictures.

LOU "ROCKET" ROCHAT

[REDACTED]: Thanks for your report on the Nam trip. The wife and I plan to go sometime in the next three years and hope stuff like this is improved.

Hookers, Eh! Ummm ... just kidding ... my redhead will collect my SGLI sooner than I want her to if the thought even crosses my mind ... oh the days of 1970.

MIKE SLONIKER (loadhacker@aol.com): My first tour was about 65 percent around Phuoc Vinh, Song Be, Loc Ninh, Bu Dop, Cu Chi, Dau Tieng, Trang Bang, Trung Lap, Tay Ninh, etc. My second tour was 75

percent in the same area.

It was totally different because the Americans had left. It was not the same, lots of memories came back in 1971-72, but there was no one from 1967-68 to share them with. Could get depressing for you, and you probably won't get to go back where you had been before. Friend of mine took a leak in the Song Be river for me on his return trip, but could not photograph any of the old places, because his "watcher" kept saying there was a military installation in the background.

Depends on what you do and where you go. Besides, who wants to be reminded of all that stuff that was going on underneath the 25th Division Headquarters at Cu Chi in those tunnels. Been there, done that.

Well, that's just a taste of what you might hear (read) on the net. We're continually updating the home page and invite you to check it out at (<http://www.vhfcn.org/>).

We also invite you to join us on line. For info, contact me at: [REDACTED]. I'll see you all next issue when we listen in, "On The InterCom."

Looking for a:

- Long-lost stick buddy?

- A classmate from flight school?

Look the easy way. Use VHPA's "Find-A-Friend"

Simply send a No. 10, self-addressed, stamped envelope — and the name of the person you're seeking to:

Phil Marshall

Operations alerted at Evans

Continued from Page 20

Miraculously, another 1st Cav helicopter responded to my call for help and virtually followed us to the ground.

The mystique of the A Shau had us convinced at least half the North Vietnamese Army would be waiting for us when we landed.

We were shocked when we did not draw fire! The crew jumped out of the aircraft and ran to the rescue ship.

Remember when we were in flight school at Fort Wolters and did solo landing in confined areas? After landing, they told us to lower the rpm friction down the cyclic, and unplug the commo cord before we got out of the aircraft. They always warned us to "Remember the Pig Tail."

That, my friends, is how we abandoned a perfectly good H model in the A Shau. We didn't take the

machine guns off it and it still contained the C&C radio console mounted in the cargo area.

With the events of the next few days (I think the 1st Cav lost about 15 helicopters and had several times that many damaged on their first day into the A Shau), retrieving our abandoned H model wasn't high on anyone's mind.

About three weeks later our maintenance people learned someone had retrieved the Huey.

The NVA had used it for target practice and bayonet training. I understand all the Plexiglas was broken. Every lever and switch was bent or broken off. There were ax and pick and bayonet holes all over the skin.

But when they looked inside the hell hole, the hydraulic servo was dangling from its upper mount.

VIETNAM HELICOPTER PILOTS ASSOCIATION

949 University Ave., Suite 210 Sacramento, CA 95825 (800) 505-VHPA

Membership application/change of address

- | | |
|---|---|
| ☐ Application | ☐ Annual dues: \$30 (Newsletters included) |
| ☐ Address change | ☐ Life membership: \$450* |
| ☐ Directory correction | ☐ Newsletter subscription only: \$32 |
| ☐ Information only | ☐ Researcher's Edition of Directory: \$14 |

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

HOME PHONE: () _____ WORK PHONE: () _____

OCCUPATION: _____

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

Credit card No.: _____ Expiration date: _____

SIGNATURE: _____

FLIGHT SCHOOL CLASS: _____ SERVICE BRANCH: _____

COMBAT FLIGHT HOURS: _____ SOCIAL SECURITY NO.: _____

Information about each Vietnam tour:

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

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

How did you learn about the Vietnam Helicopter Pilots Association?

**NOTE: Life memberships may be purchased with three \$150 payments.*