



The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association ~ Issue 28-03 May/June 2010



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Gary Roush

Happy Spring!

As I write this, 70 percent of our hotel room block for the San Diego reunion has been sold and most likely a lot more rooms have been sold by the time you read this. So if you have not yet made reservations for the reunion, please do so right away. If you have a problem getting the rooms you need, please call the reunion chairman, Mike Law and he will help you if he can. You can find his phone number and e-mail address in the online membership directory at <http://www.vhpaservices.com>.

Mike Law along with the Southern California Chapter have put together a great reunion. There is a lot of variety this year so everyone including grandkids should be more than satisfied. The problem is that there is so much to select from that it is hard to decide. Don't worry - if you can not make up your mind just plan to hang out in the hospitality room and meet some wonderful, interesting people who have a lot in common with you. You will not find a better bunch anywhere.

We continue to look for donations to help offset reunion expenses so if you would like to help or know of a company who is looking to honor Vietnam veterans, we can provide a good tax write off. Please contact Bill "Moon" Mullen and tell him you will pay for a keg of beer for the hospitality room. See page 17. Where else can you get a tax deduction for buying your friends a beer?

I have been responsible for databases for many years so have gained some insight into what we did and who we are. Once in awhile something comes along that goes against what I understand about our service in the Vietnam War. Recently there have been claims on the Internet that 60 to 70 percent of Vietnam veterans have already died and that we are dying at such an alarming rate that we will all be dead in five years. The claims imply

this is because we are victims of agent orange, agent purple and suicides.

The facts are very different. First we were not and are not victims. Using Vietnam helicopter pilots as a measure, our average age is 66. The overall average age for Vietnam veterans is most likely lower. Approximately 30 percent of us have died including KIAs, not 60 to 70 percent. We are not dying from exotic diseases and suicides any faster than our non-veteran peer group. We should expect on average to live another 10 to 15 years. Claiming that we will all be dead by 2015 is preposterous.

When you see claims about Vietnam veterans that don't seem to ring true, they probably are not true. The myths from our war continue.

The Request For Proposal packages for the HQ Administration Services and Reunion Registration Services were sent out to 11 potential bidders. So far six have indicated that they do not plan to bid so that leaves five qualified companies that we expect to receive bids from by the end of April. The EC will then evaluate these bids and announce winner(s) by mid June.

Have you noticed the increase in chapters on page 30? Thanks to the hard work of Jack Salm and others we are now up to 20 active chapters so watch that section for more chapter news.

We have mentioned several times that the paper membership directory is no longer routinely available and that the online membership directory is now primary and is free with your dues. One of the reasons we made this shift was to protect your contact information from being used to generate mailing lists. Since we have printed between 7,000 and 8,000 directories every year for many years, it is inevitable that some of them get into the wrong hands. As example, several have popped up on E-bay, but I think we have headed off most if not all of those sales and we think that problem has been solved, but with E-bay you never know for sure.

It was a surprise this week to discover that several membership directories are listed for sale on Amazon.com. We have reported this to Amazon so hopefully by the time you read

this, they will have been removed. In case you run across a directory for sale, please report to the seller that membership lists are proprietary to the VHPA and its members and it is illegal to sell them to non-members. To report abuse to Amazon, the reporting point is <http://aws.amazon.com/contact-us/report-abuse/>

If you are finished with your old directories, please have them shredded. Most of the directories that have shown up on E-bay were purchased at yard sales or estate sales. Please do not let that happen.

The VHPA relies very heavily on volunteers. Fortunately we have a very dedicated core group of volunteers who provide you with products and services for your enjoyment. We are fortunate this year to have six exceptional Executive Council (EC) members who are also involved with other VHPA activities. Past President, Jack Salm coordinates and recruits new chapters; Vice President, Woody McFarlin is the vendor coordinator at reunions and is helping with the RFP process; Senior Member at Large, Mike Law edits the calendar, is the National Reunion Committee Chairman, HQ liaison and updates the HQ software that he wrote; Mid-term Member at Large, Jim Fulbrook coordinates the War Story and Historical Presentation Forums at reunions and is organizing a member recognition program; and Junior Member at Large, Bill "Moon" Mullen is responsible for magazine advertising, public relations, reunion voting and soliciting donations for reunions. The EC is assisted by Secretary/Treasurer, Tom Payne who is also the scholarship committee chairman, and Legal Advisor, Wally Magathan who spends a lot of time reviewing reunion and organizational management contracts while trying to keep us out of trouble. This is a great team of men and it is my honor to be part of them. There are more volunteers who will be recognized in a future column. If you are interested in helping out, please contact one of the above men.

Hope to see you in San Diego.
Gary Roush
President

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

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Modern Day Father and Son Army Aviators BACK IN ACTION



CW3 Tim Kelly and CW2 Ben Kelly in Iraq

On 25 September 2007, Quad A members CW3 Tim Kelly and CW2 Ben Kelly completed their first mission together in the Iraq. As members of B Company, 2-147 Assault Helicopter Battalion stationed in Balad with the 12th CAB, they flew over 200 combat hours together.

CW2 Ben Kelly is a member of the Hawaii Army National Guard and a 2005 graduate of the Aviation Warrant Officer program. CW3 Tim Kelly is a two-tour Vietnam veteran helicopter pilot. He graduated from the Aviation Warrant Officer program in 1968. Until recently he was serving full-time as a Colonel in the Oregon National Guard and chose to revert to Warrant Officer for the opportunity to fly with his son. The Kelly's join a very short list of Army Aviators who have had the opportunity to fly with each other in combat, among them are

Medal of Honor recipient CW5 Michael Novosel and his son during the Vietnam War.



CW2 Tim Kelly in Vietnam

AVIATOR PRIVACY STATEMENT

The VHPA Aviator contains member privacy information the VHPA considers proprietary and confidential.

This information, including but not limited to the VHPA Chapter list, shall not be used for commercial solicitation purposes or for any correspondence related thereto without prior written authorization from the VHPA president. Correspondence relating to commercial purposes or solicitations shall only be sent to those officers, committee chairmen, and staff listed above, in the VHPA Officers, Committee Chairmen and Staff 2008-09.

Flying Huey 217



Vietnam – 1971

I arrived in Vietnam in 1971 and was assigned to Lighthorse, C/3/17 air cavalry. Yes, we were the cocky guys with the white Cav hats. My very first mission was a Mekong river convoy escort. I flew Army Huey 69-15217, or Huey 217, as we called our aircraft. My flight time for that day was 6:35 hours. I flew Huey 217 six more times, including a night IFR medivac and several troop insertion missions for a total of 23 hours. Since 217 was my first “in-country ride” and she carried me through several significant missions, a special bond was created between Huey 217 and me.

Post Vietnam

After my tour in Viet Nam I was stationed at Fort Leonard Wood, Missouri, in a non-aviation assignment and continued flying whenever possible. My last flight in a Huey was my training and qualification for the FAA Instrument rating in 1973.

Like many other Vietnam era helicopter pilots, I left the Army after completion of my four-year commitment. I worked in the private sector for several large corporations. Many times, I caught myself daydreaming about my previous life in aviation. I remembered those magnificent times flying the Huey and yearning to be back in the pilot's seat again. Other times, I would hear the familiar “whop whop” of a Huey in the distance and my mind would race back to those wonderful days of flying.

Over the years, I was fortunate to have a couple of opportunities to fly in a helicopter. While on assignment for an oil company, I was sent to Africa and got a little offshore “stick time” in a Eurocopter Dauphin. On another occasion, I got some “stick time” a Eurocopter AStar at the conclusion of the 1998 VHPA reunion barbeque in Mineral Wells, Texas. Both instances left me yearning for more. In the back of my mind, I often wondered, “can I still do it all, lift to a hover, fly the traffic pattern, maneuver into tight places; all those things we learned in flight school?” I never dreamed I would have the opportunity to do it again, much less in a Huey.

A new life for Huey 217 - 2008

Now, flash forward to 2008. Huey 217 is one of three UH-1H's remanufactured by Bell Helicopter to the commercial Model 210 that was Bell's entry for the Army LUH (Light Utility Helicopter) contract. Bell planned to sell the model 210 commercially as well as remanufacture the more than 300 UH-1H airframes still in the Army system to the model 210 standard, leaving the Bell production line as zero time, new helicopters. Of the three 210's sold before Bell canceled the program and withdrew from the LUH competition, Huey 217



Rick Dominy of Worldwind Helicopters and our author, Rex Gooch.

has the distinction of being the only aircraft with Vietnam combat experience, about 1500 hours.

Bell 210 Huey's have been referred to as a Huey on steroids. In its new configuration, Huey 217 has a new Bell 212 tail boom, tail rotor, main rotor and transmission system. The engine is upgraded from the “H model” Lycoming T53-13B, 1400 shp to a Honeywell T5317BCV 1800 shp engine and, lastly, a Bell 212 pointed nose is installed. The remainder of the cockpit and airframe remain original to Huey 217. After completion of the remanufacturing process, Huey 217 left the Bell plant certified per FAR Part 27 and 29 in the Standard Category, with a new Data Plate and zero time.

WorldWind Helicopters, Inc., based in Renton, Washington, purchased two of the remanufactured Huey's and one is Huey 217. She now displays a brilliant maroon, grey and white paint scheme and a new tail number, N610WW. Huey 217 and her sister ship N510WW fly Exclusive Use, US Forest Service wildfire contracts throughout the western U.S. during the summer fire season. The primary mission is IA (initial attack) whereby Huey 217 transports 6 rappellers and a spotter to the scene of newly reported fires. After deploying the firefighters, the helicopter continues flying in direct support of the ground troops with a water bucket dropping an average of 300 gallons per drop.

A Dream Come True - 2009

VHPA member, Rick Dominy, aka Boxcar 25, is General Manager of WorldWind Helicopters. When Rick learned I had flown Huey 217 in Vietnam, he invited me to a reunion with my old friend. I was delighted to have the opportunity and anxiously agreed. On September 25, 2009, my wife, Karen, and I arrive at the WorldWind Helicopters hanger at Renton Municipal Airport in Renton, Washington. It is a beautiful autumn day, with clear blue skies and a slight breeze from the north.

As we approach Huey 217, I am struck by the beauty of my old friend. She is spectacular, gleaming in the sunlight. She has all the

appearances of a brand new Huey.

Rick greets us and gives us a thorough walk around and explanation of the new features of this Bell 210. I keep looking for signs of the Huey I remember, patched bullet holes or traces of OD green paint. None are to be found. Everything looks new until I realize that underneath the new paint, my old friend still exists in the airframe and cockpit.

In the months before this event, I had often thought about today's ride and what it would be like. I had a mental vision of Rick cranking Huey 217 and taking her to altitude. At some point, Rick would hand me the controls and let me fly some circles in the sky, reviving memories from so long ago. At best, I was hoping he would allow me to bring her to a hover once we returned to the airport. Little did I know that Rick had much more in mind.

After our walk around, we climb aboard Huey 217. I'm in the right pilot's seat, Rick is in the left seat and Karen is in the left side back seat, ready to take photos as we fly. With our headsets operational, Rick starts the preflight run-up.

I watch Rick run through the checklist: breakers, switches, battery, hydraulics, and everything seems very familiar to me even after all those years. Then, there is that familiar whine of the starter engine and the blades slowly turn, until the turbine ignites and the engine surges to life. The starter trigger is released at 45% N1 and Rick slowly advanced the throttle past the idle stop to the engine flight idle position at 72-74% N1. After completing the engine run up and systems checks Rick asks me to increase the throttle to the full open position. It all sounds and looks so familiar and it feels really good to be sitting in 217's pilot seat again.



It's been a long time since Rex sat here.

A Time to Hover Again

Rick takes the controls, calls the tower for clearance, and lifts Huey 217 smoothly to a hover. We move across the runway to a long, grassy area between the main runway and the taxiway. Rick turns Huey 217 north, into the wind, and while at a high hover, about

ten feet off the ground, looks at me and says, "You have the controls." I think to myself, What? So soon! Am I ready? I gingerly take the controls, hoping to hold everything Rick has established. To my delight, I am hovering this magnificent machine. A little unsteady, but a good hover. The first time I need to apply a little left pedal I am caught off guard by how quickly she turns left. I overcorrect back to the right, then left, then right. The pedals are very sensitive and to a casual observer, I must have been wagging the tail. Rick explains that the new 212 tail rotor is much larger and more efficient than the old "H model" tail rotor I was used to operating. It takes a few more moments for me to adjust to the pedal sensitivity.

Then Rick says, "I want you slide to the left, toward the runway." Using the cyclic, I hover sideways to the left about 50 feet. Then Rick says, "Now take it back to the right." So I slide back to the right. So far so good. Then Rick tells me to do a 360 degree turn to the left. Using those sensitive pedals, I carefully apply left pedal and slowly turn to the left, being careful not to turn too fast. Once completed, Rick says, "Now do the same thing to the right." OK, a little shaky, but I made it.

Then Rick takes the controls and talks me through landing from a hover. He emphasizes that there should be no dancing on the skids; just force it down to the ground and land with slight forward motion if necessary. Rick brings 217 back to a hover and says, "Now, you land it." I take the controls and slowly lower the collective while making constant adjustments with those tricky pedals. As 217 touches the ground, I apply downward collective and she settles to the ground. Then Rick says, "That was good, now lift to a hover." I slowly increase the collective until 217 is light on the skids. Then I pull a little more collective and she rises to a hover. Fantastic! That is so cool!

Flying the Traffic Pattern



Clear Right - turning to base.

As I am proudly hovering my old friend, Rick announces, "Now I want you to take off and fly around the traffic pattern." Are you kidding? I just got comfortable with my hovering, but OK, whatever you say, Rick. I immediately feel like I am back in flight school again and Rick is my instructor. Rick tells me to make a



Downtown Seattle as seen through the windshield of Huey 217.

mental note of the 59% engine torque setting at a hover (about the same as 28-30 psi torque in the H model) because maintaining this will give us a good rate of climb during takeoff. Rick calls the tower for clearance and then tells me to slowly nose her over for takeoff, leaving the engine power constant. I nudge the cyclic forward and soon feel that familiar "oomph" as we accelerate through translational lift and start to climb. As we pass the end of the runway, we immediately go over Lake Washington and I can see two seaplanes moored in the water below us. At 80 knots, we are climbing at 500 fpm. As I am climbing, I bank right for my turn to crosswind. Rick asks Karen for the camera and then tells me to look his direction for a photo. Rick, I am a little busy here, making my climb and banking right. Oh well, I cannot get this smile off my face so a photo seems appropriate. After the photo op, I level off at 1,000 feet and make my turn downwind, following close to I-405 and keeping an eye on the main runway out my right window. Following Rick's prompts, I turn to base. As I watch the runway, I make my turn to final and line up on the runway. This looks pretty good. I can't recall lining up this well in flight school. Could it possibly be poor memory? Rick instructs me to fly a normal approach angle to a hover at the far end of the runway. I continue my descent and come to a hover over the runway markers at the far end. Wow! This is awesome!

Landing in a Confined Area

In the midst of my elation and mental patting myself on the back, Rick says, "Now we'll go have some fun. We will fly out to a practice area in the Cascade foothills east of here and fly some approaches." OK, Rick, anything you say because I am lovin' this. Rick calls for departure clearance and, once again, I nose 217 over, taking off over Lake Washington. This time I make a straight out departure and Rick advises me to maintain my takeoff power setting and fly pitch attitude with the cyclic to maintain our cruise altitude at 1000 feet. I'm amazed to see the speed increase to 110-115 knots at cruise. Huey pilots will remember the H model cruising at 90 - 100 knots, the difference here, as Rick explains, is mainly

the 212 pointed nose.

Rick tells me to take a heading of 45 degrees so I roll to the right, trying to do a better job of keeping the trim ball centered. I seem to recall having the same problem many years ago. As we continue flying east, Rick tells me about this practice area and I envision something the size of a football field where we can make approaches, hover and maneuver.

The ground elevation gradually comes up from below us and I increase our altitude to 1500 feet. When we approach the mountains of the Snoqualmie National Forest, Rick directs me to take a course up a valley with a small river. As I fly up the valley the walls of the mountains start to close in on both sides. Rick then says, "Look at your 3 o'clock low, 200 meters, there's the practice area, aka LZ Alpha." I look down at a small clearing in the tall trees. Rick, you must be kidding. That looks the size of a postage stamp. Rick takes the controls explaining he'll fly a "show me," approach. He continues past the clearing, explaining the best approach is downstream because the trees are lower on the final approach route of the practice area. He hugs the left side near the canyon wall and then banks hard right flying back over the stream and points 217 toward the clearing directly ahead. Rick descends over the trees at the near end of the LZ and gently sets 217 down from a hover. On takeoff, Rick pulls collective to fly a near vertical, max performance confined area departure. Upon clearing the tree-tops he maintains power and applies forward cyclic, accelerating to climb speed and following the river downstream.

Once at altitude Rick hands the controls back to me and says, "Now it's your turn." As I fly up the valley past the clearing, my mind is racing. Can I do this? It has been too many years since I flew into anything that tight. Like Rick, I hug the left side of the canyon and fly up the valley a little farther than Rick, wanting more room to maneuver. Then I bank hard right passing over tall fir trees and my old friend springs to life making a tight turn, slicing through the air and leveling out over the stream. It was as if Huey 217 re-appeared and was saying to me, "I'm back and this is

(continued on pg. 44)

Can anyone out there help my husband reconnect with this man?

We are looking for a pilot from the 1st Cav that flew my husband from Phoc Vhin to Vung Tau sometime in 1968-1969. The pilot in question was wearing a green helmet with a large Hibiscus flower painted on it to make it look like a flag (see photo).

We would love to reconnect with the pilot, we have a movie from the flight we would love to share.

Thanks you very much!

Kristie

E-mail: [REDACTED]



Do It For Dusty...

Invite a potential member into the VHPA under this special program.

For only \$5.00 the VHPA will mail your friend an "Introduction to the VHPA Packet" that includes a personalized letter from our President inviting them to become a member of our Association and an invitation for them to join us at the 2010 Reunion in San Diego. Your friend will also receive details on a no-cost, 30-day full membership access to our website and a copy of our latest VHPA Aviator.

Over 30 of your fellow members have already taken advantage of this easy and low cost (remember, David Adams picks up all the expenses over your original \$5.00) program. Not sure of your old buddy's current address? Try contacting Gary Roush for help (Webmaster@vhpa.org), he has access to several search engines that might be able to help.

Call (1-800-505-VHPA) or

E-mail Tannith (HQ@VHPA.org) to get started.



LZ LAMBEAU A PROPER WELCOME HOME PROJECT FOR ALL WISCONSIN VIETNAM VETERANS

To be greeted with respect and hospitality. A reasonable expectation when returning from war, but not the reception most veterans experienced after a duty tour in Vietnam. For that reason, on Saturday, May 22, 2010, Wisconsin will host what may be the largest single outreach event in public broadcasting history at LZ Lambeau to welcome home and honor Vietnam vets for their service and sacrifice.

The main event, dubbed LZ Lambeau for "landing zone," military slang for a helicopter clearing where supplies or troops are landed, will feature special speakers, recognition, music, and premiere segments from the Wisconsin

Vietnam War Stories documentary. All veterans, family members and friends are invited to attend. Self-identified Vietnam and Vietnam-era veterans may receive a complimentary ticket for the Saturday evening Welcome Home Ceremony upon request. Tickets for all others are \$10.

Other events planned for the weekend begin with a dedication at the Vietnam Moving Wall on Thursday, May 20, 4 p.m. LZ Lambeau will generate opportunities for veterans to reunite with their fellow service men and women, feature a new original exhibit featuring artifacts, photographs, and other items from the vast Vietnam War collection of the Wisconsin Veterans Museum and educational exhibits from the Wisconsin Department of Veterans Affairs, a book signing of the Wisconsin Historical Society Press Wisconsin Vietnam War Stories book with co-authors Sarah A. Larsen and Jennifer M. Miller, Vietnam-era military vehicle, aircraft, and helicopter displays, tailgating and fellowship opportunities and more. Plans also include a cross-state motorcycle ride from La Crosse to Green Bay prior to the weekend events.

LZ Lambeau events on the grounds around Lambeau Field on Thursday through Sunday, May 20, 21, 22, and 23, are free and open to the public. To learn more about the weekend, to sign up for regular updates and for information about LZ Lambeau, visit LZLambeau.org.

Sent to the VHPA by member Ron Payne (e-mail: [REDACTED]) or [REDACTED]

LZ LAMBEAU™ – MAY 21-23, 2010 WELCOMING HOME WISCONSIN'S VIETNAM VETERANS

A wide-reaching statewide effort to honor Wisconsin Vietnam War Veterans culminates in a weekend of recognition and celebration of their service and sacrifice for veterans and their families at Lambeau Field in Green Bay.

All veterans, family members, friends and other Wisconsin residents are invited to attend.

Find event details, local information and details on the statewide kick-off

motorcycle rally from La Crosse to Green Bay and more online at LZLambeau.org.

LZ Lambeau is a partnership of the Wisconsin Department of Veterans Affairs, the Wisconsin Historical Society and Wisconsin Public Television, along with an extensive group of veterans organizations statewide.



WISCONSIN DEPARTMENT
OF VETERANS AFFAIRS



Wisconsin Public Television



WISCONSIN
HISTORICAL
SOCIETY

Two Vietnam Vets Go for a Joyride of a Lifetime....

By Jim Dixon



The three lucky guys of this story, Jim Dixon CEO of Bellwether Research in Washington D.C., Tom Haupman, owner of Pacific Helicopters of Maui, Hawaii and Alan Ellison, Jim's classmate from flight class 64-2W.

Haleakala, Maui's massive volcanic peak, rises 10,023 feet above sea level. Like an island in the sky, Haleakala is encircled by clouds that spread out below the summit like a second layer of ocean. Last year, my wife Carol and I drove to the summit with our friends Alan and Caroline Ellison. From a distance, we saw the vast crater filled with cinder cones and rare plants. This year, Alan, my flight-school classmate (64-2W) and a Vietnam helicopter pilot, and I saw it up close and personal. We had the rare privilege of flying into the crater and landing in a vintage (1966) UH-1D "Huey" owned by Tom Haupman (68-515) of Pacific Helicopters, also a Vietnam helicopter pilot.

Tom's company is building an eight-mile fence on Haleakala, so he has permission to land in the crater to deliver supplies. On January 30, 2010, he was positioning jet fuel for his other helicopters, so he invited Alan and me to go with him. He said, "We'll see if you guys can still fly a Huey."

I was excited and a little nervous when Alan offered me the opportunity to fly first. I wanted him to go first, so I could watch and re-learn how to fly the old bird. But I agreed. We did a quick preflight inspection, and I climbed into the right seat. After Tom helped me start the aircraft, I rolled the throttle to

6,700 RPM. Tom put his hands on his knees and said, "Back up about sixty feet and hover over to the helipad." There were helicopters parked on our left and right and a hanger in front of us. My stomach filled with butterflies as I pulled the collective pitch and brought the Huey to a wobbly hover. As I backed out, Tom told me to relax, but I did not relax at all until I reached the helipad. I set the Huey down on the "H," caught my breath and brought it to hover again. In those few seconds, I had an amazing transformation. I was flying that old bird like I had flown it the day before. We bonded like old friends. I took off to the east, turned short of the control tower, and headed straight to Haleakala.

I picked my way through puffy cumulus clouds, crossed over a ridge below the summit and found a hole in the clouds. I descended inside the hole in a tight circle and landed in tall grass inside the crater.

Tom got out, unloaded the jet fuel, and Alan and I switched seats. He buckled into the right seat and I watched from the jump seat, relishing every moment of the experience. He brought the Huey to a nice six-foot hover, did a pedal turn and took off.

Alan wrote this about our adventure: "Jim Dixon is a great guy but easily deceived. He let me trick him into being the first pilot to fly, not realizing that he would be carrying 650 pounds of additional load up to the thin air of 9,000 feet and making a weather penetration into a volcano to deliver the fuel. I, on the other hand, was smart enough to choose to fly with a relatively light helicopter from altitude down to sea level, where the air is much thicker, making it easier to fly. On our depar-



ture out of the volcano, we were required to stay very low in order to remain clear of clouds, and the low-level flying over the vegetation of Maui brought back memories of combat flying in Vietnam. I think both Jim and I lost a night's sleep before our morning flight, as we tried to recall power settings, air speeds and procedures for flying a helicopter we hadn't been near since 1969; but we were as excited as two children on Christmas Eve. Tom

Hauptman has nerves of steel; he never touched the controls, giving us only verbal guidance during the entire flight. We both owe a debt of gratitude to Tom and Pacific Helicopters for giving us a great opportunity to relive memories from

so many years ago."

Alan made a nice approach to the helipad, hovered back to the parking ramp and landed. Tom tied down the rotor blades, smiled and said, "You can still do it."

The author of this story is Jim Dixon, now the CEO of Bellwether Research, Inc. in Washington D.C. Jim retired from the Army in 1983, after serving at the U.S. Military Academy, West Point, NY and the National War College, Washington, D.C. Alan Ellison, Jim's classmate from flight class 64-2W got out of service after a second flying tour in Korea. Tom Haupman graduated with flight class class 68-515 and got out of the Army after his Vietnam tour, he now runs Pacific Helicopters in Maui.



There is one new bylaw change proposal that will be presented for vote by the Membership at the at the San Diego reunion. It is sponsored by Ken Fritz and can be reviewed on the VHPA web site by clicking on the link at <http://www.vhpa.org>

Just who are these "S.T.M.P." guys and how did they get into our Aviator?

The Save The Montagnard People, Inc., is a group of friends of the Montagnard people who have banded together to help them assimilate into life in America, preserve their tribal heritage and to advocate for the survival of the Montagnard culture in Indochina.

In 1976 the Vietnamese Minister of Culture proclaimed that it was necessary to eradicate all "outmoded" customs in the new Vietnam while gradually bringing the new "proper" culture to each ethnic minority. All Bibles and reading materials written in the Montagnard language were burned, their schools were closed, their ancestral homelands were seized and their religion was prohibited. Traditional Montagnard villages as we knew them simply don't exist any longer.

The first Montagnard who finally made it to the security of America had fought their way through Cambodia and Laos to refugee camps in Thailand; the STMP was formed to support these first 250 survivors when they finally arrived in America back in 1986. Since then, the STMP has been quietly working to get more groups of people to safely in this country and now there are now almost 8,000 people of Montagnard heritage in North Carolina alone.

The STMP has also been helping

all these people to acclimate to the US when they finally arrive. They have also been able to purchase almost 100 acres in North Carolina to help with that effort. With the help of the STMP, the Montagnard have built a 100'x35' "long house" cultural center on the land and plans are in place for a school, a historical center and many other attractions.

But more than that, the STMP is a lot like the VHPA. They have an active Scholarship program for the children of the Montagnard plus they also have health care assistance programs. The STMP is a 100% volunteer association and have no paid employees on staff, 100% of their donations go to help the Montagnard people. The STMP raises funds thru donations and through sales from their gift shop. Full details about Membership in their Association and the mission of STMP are available on their web site: www.montagnards.org

Everyone of us knows that without the help of these brave people, there would be a lot more names on that black granite wall in Washington, D.C. The Montagnard people paid a terrible price when we pulled out of Vietnam; this is our chance to show them our appreciation for the sacrifices they made.

STMP

"Save The Montagnard People, Inc."

**We welcome all inquiries,
new members and contributions.**

Contact Secretary George Hadeler
VA 22835.

STMP is the oldest, largest and most active Montagnard assistance organization working to assist refugees in the U.S. and helping to preserve the Montagnard culture. We also strive to secure human rights for Montagnards in S.E. Asia.

STMP, Inc. is recognized by the Montagnard Dega Association, The American Legion, Special Forces Association, Special Operations Association, Air Commando Association and the Navy Seals.

STMP, Inc. is a 501-C3 non-profit organization. We are a 100% unpaid volunteer group of individuals from all walks of life who have joined together with the intent of preserving the culture of these persecuted people.

**NEW
Book!**

A Far Justice

Gus Tyler is a man under a microscope and the world is watching. He may be a hero. He may be a scapegoat. He stands before the International Criminal Court in The Hague accused of war crimes committed on the infamous Highway of Death during the Gulf War of 1991.

The U.S. is focused on the crisis in Asia as China moves aggressively on Taiwan and desperately needs European help. France seizes the chance to challenge the U.S. and forge an alliance with China. Gus Tyler is trapped in a geopolitical storm.

Tyler faces a powerful prosecutor as the press trumpets his guilt. He is a man going down. A determined lawyer and Tyler's son, a tough Air Force sergeant, have a different plan. For Gus Tyler, the search for justice will lead from a pampered Western Europe to a far and distant place – the slaughterhouse of the Southern Sudan.

NOW AVAILABLE in hard back, paper back and Kindle versions.

Complete ordering information available at both Amazon.com and BarnesandNoble.com

Praises of other works by Richard Herman....

"One of the best adventure writers around"

~ Clive Cussler

"A skilled storyteller... Richard Herman knows how to describe the pressure and unpredictability of a battle...He has a sure command of what it takes to hold the reader"

~ The Sacramento Bee



Performers at annual Dega Day Celebration



Montagnard Funeral on our land in Asheboro, NC

REUNION 2010

This is the Reunion you've been waiting for!

Latest Updates:

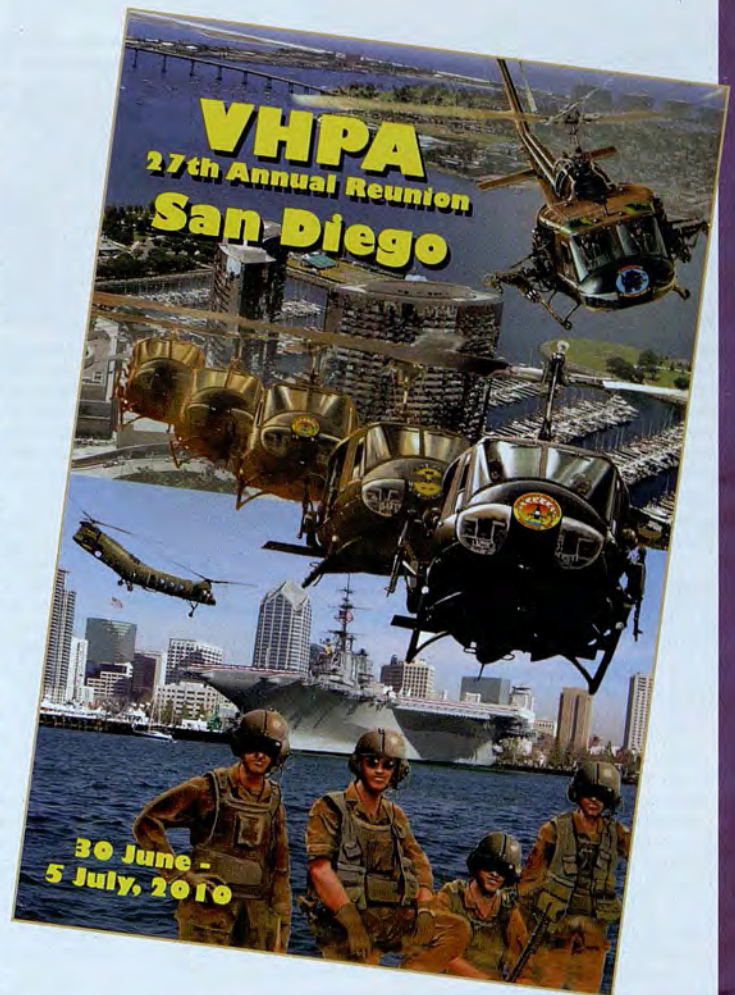
* **Early Bird and Welcome Receptions:** Thanks to Dan Ferguson and the "unit table" concept these events should be the best we had in years in terms of getting people together who might not otherwise know each other yet they were in the same unit. This will be an "early version" of the mini-reunion concept.

* **Honor Keg Beer:** Remember the old expression, "I'll buy you a beer the next time we get together!" Thanks to Kenny Bunn and some recent sponsors "recruited" by Moon Mullen buying a beer for your friends could be easier than at any previous reunion.

* **Mini-Reunions:** For some reason or other many VHPAers have the impression that scheduling a Mini is some sort of mystical process known only to the gods and certain artillery types. Thanks to Charles Holley this is dirt simple! Go to www.vhpareunion.org. See "Mini-reunions" on the second line (immediately under the blue Message Board). Click on the word "Mini-reunions" because it is a link that takes you to the screen for both seeing what Mini have already been scheduled and for helping you schedule one yourself. So please schedule away!

* **Spouse/Guest Event:** Friday, July 2nd San Diego 'B' from 10 a.m. until about 1 p.m. This traditional "ladies function" is always scheduled at the same time as the Annual Business Meeting. In addition to the lunch buffet a professional pastry chef provides a hands-on session for baking and decorating cupcakes including the recipe for Fondant Icing. She writes: "Cupcakes are the best because they let you have that moment of cake, but on a personal level. You never feel like you ate too much with a cupcake. Cupcakes don't care if you're into vanilla, chocolate or any possible combination of the two. Cupcakes are good both ways. If you have to feed a group, cupcakes make everyone feel like they got their fair share. Depending on how you decorate them, cupcakes can go from casual to formal, from simple to elaborate. During this event you will learn how to make fondant icing from scratch and then try your hand at decorating your own cupcake. Recipe for Fondant Icing will be provided, so when you go home you can make your own fondant and decorate cupcakes for your friends and family. Of course you will take with you the cupcakes you decorate during the event." Please contact Dianna Law at [REDACTED] or [REDACTED] for more details.

* **BBQ Dinner on USS Midway:** Friday, July 2nd 6:30 p.m. Almost all the pieces for what promises to be a once in a life time event are coming together nicely. Since a 'head count' is critical for the VHPA to be able to settle with our various contractors, you will surrender your ticket for a special wrist band either prior to boarding the buses or prior to waking onto the ship; so please be prepared for that. The Wings & Rotors UH-1B is still scheduled to land during our program and may have some friends as well. Our program will feature at least three different groups of US Navy helicopter pilots from the Vietnam War – the HA(L)-3 Seawolves, the HC-7 SAR missions off North Vietnam, plus HC-3 VERTREP. We



are also trying to have a reunion of Operation Iron Barnacle where two Navy H-2s are attached to the 1st Cav Div and one rescues the crew of a C/19th Cav LOH near the Cambodian border. This will be special!

* **Coronado Parade:** Saturday, July 3rd. Thanks to Mike O'Neil from the SoCal Chapter your \$25 ride ticket just got a whole lot better! You will have an Old Town Trolley Tours ticket in addition to the ride to and from the hotel. So once you're finished with the parade, you can use your ticket to enjoy the full Old Town Trolley Tours for the rest of the day. This is one fine deal for sure!

* **Quilt Show & Tell:** Sunday, July 4th 2 p.m. We have secured the services of a professional longarm quilter for this event. She has made several T-shirt quilts. We hope people will seriously consider bringing quilts to show. While this is the last event prior to the Closing Banquet, it promises to be very special indeed for those interested in quilting.

Just Who Are Those Guys Wearing the Yellow Hats at our Reunion?



GARY ROUSH

Gary is the current President of the VHPA, the Editor of our Membership Directories, the Database Chairman and the Webmaster of vhp.org

Gary is familiar with all aspects of the VHPA and should be able to answer just about any question that you have. He was been an active volunteer for 25 years and on the Executive Council for the past five years.

Gary flew Chinooks for the 242nd Assault Support Helicopter Company out of Cu Chi from May 1968 to May 1969. After his tour in Vietnam, he worked as a special project officer for the commanding general of Fort Rucker to organize the civilian organization that raised the money to build the current Army Aviation Museum. He is retired from Corning Incorporated after 31 years service and spends most of his time working as a volunteer on VHPA business and projects. He is in his sixth, four-year term as a township councilman and was just elected to a four-year term as a county legislator in his home city of Painted Post, NY.



WOODY MCFARLIN

Woody is the Vice-President/President Elect of the VHPA for the 2010-2011 term. He actively participates in the management of the organization; i.e. e-mails, conference calls; individual calls, and projects. He also serves as the Vendor Room Coordinator. Woody is literally willing to talk about anything you think will benefit our organization.

Woody flew Huey's and Cobras for B Troop 7/17th Cav in 1968-69. Served as a flight commander in the Aviation Armament Division and as Division Operations Officer at Ft. Rucker between tours. Was Operations Officer for F/8th Cav in 1972-73, then served as Flight Commander for the Joint Military Commission Aviation out of Saigon for a couple of months after the stand down. Served as a division Accounting Manager and as Director of Petroleum Operations for a major convenience store chain for the next 24 years; was a partner in a construction company for several years; and ended his working career as a city Public Works Director. Now retired, still married to Original Wife, have two sons and one grand daughter.



JACK SALM

Jack is the immediate Past President of the VHPA and was our President for the 2008-2009 term. He is also our Chapter Liaison Officer and is responsible for establishing new chapters and maintaining current contact and chapter activities

information for the AVIATOR magazine.

Jack retired from the Army in 1972 as a Lieutenant Colonel after 22 years of service. He has over 6,000 hours of flight time split about evenly between fixed and rotary wing aircraft. He is also a member of the AAAA, VFW, American Legion, MOSAA and CHPA.

Both "First Timer's" and "Veterans" alike to our Reunions often wonder "What's with those guys in the Yellow Hats?" at our Reunions. The concept was originally conceived to draw some special recognition for those men and women who volunteer their time to serve the VHPA "above and beyond" what is normally required of a member. Now the concept has evolved into a way for every-

one to help identify not only the members of our Executive Council, but others who have stepped forward to help with the organization of our Annual Reunions.

You are welcome to scan through the following motley collection of "mug shots" in the hopes that it will help answer some of your questions on just "Who Are Those Guys Wearing the Yellow Hats at our Reunion?"

After retirement from the military Jack spent 20 years as a high school teacher finally fully retiring in 1995. Jack should be able to answer just about all your questions about both the Reunion and the VHPA in general.



MIKE & DIANNA LAW

Mike Law is one of the 66 Founding Members of the VHPA and he is currently serving on

the Executive Council as our Senior Member-At-Large. He is also our Reunion Committee Chairman for this year's Reunion plus he also serves as the Editor for the yearly VHPA Calendar project.

He and Dianna have attended every VHPA Reunion save two when they were on a mission for their church in West Africa. He is a charter member of the Rocky Mountain Chapter of the VHPA who fully supported him when he served as our Reunion Chairman for the 2001 VHPA Reunion in Denver, Colorado.

Mike graduated from the ROTC program at Colorado State University in 1965, served in Vietnam with the 7/17th Cav in 1968 and 1969, and left the Army in 1970. After receiving a Masters in Computer Science degree from Texas A&M, he worked in United Airlines' computer division for 29 years and fully retired in 2000.

Dianna is one of the "VHPA Ladies" honored for her support of the 2001 and 2002 VHPA Reunions with several others ladies from the Rocky Mountain Chapter of the VHPA. She and Mike were high school sweet-hearts. She retired in 2000 with 30 years of service with the Colorado State Department of Revenue. Honestly, Dianna is just about as familiar with the operations of our 2010 Reunion and the VHPA in general as Mike, and when she is wearing her Yellow Hat feel free to ask her about just anything. If she doesn't know your answer, she'll know where to go to find one.



BILL "MOON" MULLEN

"Moon" is currently serving on the Executive Council as our Junior Member-At-Large.

Moon flew H-37s with the 611th TC in 1963 and 1964. Their mission was to recover any and all aircraft that were shot down or had mechanical failure back to a secure area. Before his unit arrived in-country, it was the Air Force's policy to simply napalm everything in place. "We practiced with every type of A/C in simulated conditions, including the weather before we got to Vietnam. The only thing the Government did NOT simulate was the "live ammo" we encountered after we arrived..... Oops - big mistake there!"

Moon would like to remind us that the purpose of the yellow hats is to ask the person under the hat any questions they might have about the reunion. Just please remember that he is the Junior Mem-

ber of this bunch and that he would like to be the LAST to be asked to solve your problems!



Kenny Bunn

Kenny is a member of the National Reunion Committee and was Chairman of the '92 Reunion in Atlanta. He is former Chairman of the Site Selection Committee (precursor of the NRC), and a Past President. Please feel free to stop

him to express any concerns or comments related to the Reunion. They will all be forwarded to the Chairman of the NRC.

Kenny graduated WORWAC 69-25 at Ft. Wolters and Class 69-27 at Ft. Rucker, having taken two weeks leave to marry his wife, Elaine (DammitLane), who has been a mainstay at many past reunions. Kenny flew with the 92nd AHC, Stallions and Sidekicks, in II Corps 1970-71. After the Army, Kenny flew with Air Logistics (Now Bristow Group) of Lafayette, LA for 21 years but left in 1994 and became a Registered Nurse. He works as a post anesthesia recovery room nurse in Montgomery, AL and makes his home in Columbiana, AL.



David Adams

Shown here with my wife Linda, I want to let everyone know that I will not be wearing a yellow hat at this year's Reunion, but I wanted to include this photo just in case

someone would like to buy me a beer while we are in San Diego! I am the Editor of the VHPA Aviator Newsletter and you are invited to stop me anytime during the Reunion if you have any questions, or comments about our Newsletter, or if you would like to discuss a future submission to the Aviator.

I flew with D Troop, 1/1 Cav, The Sabres, in I Corps of Vietnam from 1970 till 1971. I retired from the Army after 24 years of service and then started a second, 15-year career of publishing a Real Estate magazine. I joined the VHPA in 1988 and although debatable, have hopefully put this past publishing experience to good use while serving for these last two years as the Editor of our VHPA Aviator.

Unfortunately this line up of Yellow Hat's isn't 100% complete. Personal commitments and other things kept some from appearing in this story. Others that you might see in Yellow Hats are Jim Fulbrook, our Midterm Member at Large; Tom Payne, our Secretary-Treasurer; Dan Ferguson, the other member of our Reunion Committee and the three lovely ladies of the Admin Support Staff from our Headquarters, Colleen Mitchell, Tannith Mitchell-Hughes and Beth Martin who are often found around the Reunion Registration desk.



Bottom Line, anyone wearing a Yellow Hat at our 2010 Reunion in San Diego stands by to help you to either enjoy the Reunion to its fullest, or to help you understand the working of the VHPA in a better manner. But please remember that we're not running this page to ONLY make it easier figure out who to bitch about when things don't go the way you would like them to; we're also running it in the hopes that you might take the opportunity to thank these mostly unpaid volunteers for the countless hours of work they do to make the VHPA the fantastic organization we all enjoy.

WARNING ORDER

TO: All members of the VHPA attending the 2010 Reunion in San Diego

SUBJ: THE INFAMOUS PLEIKU SIX REUNION

Be advised that all the Parties Involved (AKA The Pleiku Six) in the infamous story about a 7-day R&R in Bangkok, Thailand described in Mike Sheuerman's 4-part story that ran in 2006 Mar/April through Sep/Oct issues of the Aviator, have committed to attending the 2010 VHPA Reunion in San Diego.

Mike Sheuerman adds these details to this Warning Order: My 4-part article in the 2006 Aviator told the story of a 7-day R&R to Bangkok that turned in to a 17 day adventure of a lifetime. We were in Bangkok to celebrate the wedding of one of our buddies, Lash Wisener, and numerous problems kept popping up. All the Aviators mentioned in the previous story are dues current members of VHPA and have all attended VHPA Reunions in the past but never have been able to get all the guys together at the same Reunion.

But 2010 is the year! ALL THE PLAYERS HAVE COMMITTED TO BE IN SAN DIEGO with the exception of our Commander, Jim Barfield who unfortunately has passed away.

Mike adds: "I'm looking forward to this Reunion more than any other I've attended. To all be together again will be very special; it's only taken 39 years and 3 months. It's going to be a true "blast from the past" as they say."

Mike Sheuerman
Panther 15

Member of the Infamous Pleiku Six



Photo of the infamous Pleiku Six taken outside the Opera Hotel on the morning they left Bangkok.
Front: Lash Wisener (the Groom), Mike Kieren, John Debay.
Back: Jim "Ziggy" Siegfried, Mike "the Gofer" Pascoe, Mike Sheuerman, Lynn Carlson

FOR MORE INFORMATION ON THE SAN DIEGO REUNION

- **VHPAREUNION.ORG**
for details and online registration
- **VHPA.ORG**
for details, the Morning Report, printable form, maps, etc.
- **VHPASOCAL.ORG**
for local events.

Unit Insignia or Logos on:

Coins, Caps, Shirts, Knives, Awards,
Mugs, Badges & Much More!
Some Minimums Apply.

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Registering for a Free Account.

Richard Yood, MAS
Vietnam
67 - 68 & 70 - 71
Master Army Aviator, Ret

Gold Star Family Breakfast to take place during reunion

Have you been communicating with a family member of a buddy who didn't come back from Vietnam? Consider what it would mean to them if you invited them to attend the VHPA reunion and experience, firsthand, the camaraderie that their loved one was a part of. Family members of the fallen (KIA's, MIAs and those who Died After Tour) are warmly welcomed into the large extended brotherhood of Vietnam helicopter veterans.

Once again, a Gold Star Family Breakfast will be held during the VHPA Reunion. The breakfast is a chance for veterans and Gold Star Family members to come together to celebrate the lives of those we lost. The history of the breakfasts is at: <http://vhfcn.org/goldstargirls.htm>

This year's Gold Star Family Breakfast will be: 8-9:30 a.m. Friday, July 2, 2010 at the San Diego Marriott, Coronado Room (South Tower Level 4). THE BREAKFAST IS FOR VETERANS AS WELL AS FAMILIES OF THE FALLEN. You walked in our loved ones' shoes. We are privileged to be able to share this time with you.

The most important part of the breakfast is when we go around the room and explain our reasons for being there - and hear from other veterans and other family members about their loved one. Each of us comes in search of memories and leaves with the feeling that we aren't alone in our loss.

If you've been communicating with a Gold Star Family member, consider inviting them to the reunion and bringing them to the breakfast, and the Sunday Memorial Service. For me, the impact of



Members of the Gold Star Family Network at the 2009 VHPA Reunion in Philadelphia, PA.

(from left to right) Susan Jimison, sister of WO Mark Clotfelter; Bruce Hill, brother of CWO Robert Hill Jr.; Linda Clance, sister of Sp5 Everett Wilsher; Cindy Kelly, sister of CWO Robert Hill Jr.; Rae Cheney, mother of 1Lt Daniel Cheney; Jerilyn Brusseau, sister of 1Lt Daniel Cheney; Donna Pinckney, cousin of 1Lt Daniel Cheney; and Julie Kink, sister of WO David Kink.

meeting those who served with my brother was unforgettable. Help us spread the word to Gold Star Families you know, especially those who may live in the San Diego area.

Little sister,
Julie Kink

sister of WO David Kink

C Troop 1/9th Cav KIA 8-3-1969

Honorary VHPA Member #3

Member of the Vietnam Helicopter Flight Crew Network
Family Contacts Committee

Looking for Military Memorabilia from the Vietnam War



I am interested in acquiring any and all Memorabilia that pertains to Helicopter Operations in Southeast Asia. Items of interest include unit patches, insignia, calling cards, scarves, headgear, personalized helmets, propaganda, flight gear, badges, pins, wings, plaques, paper items, souvenirs, unofficial/novelty items, flags and guidons, artwork and even uniforms and "Party Suits" of the era!

These items will be used in Patriotic displays throughout the country and as source material for an upcoming book. I will also place photos and descriptions of anything contributed by a VHPA member on the VHPA's on-line museum website ([www.vhpamuseum.org](http://vhpamuseum.org)). Please note that anything contributed will not be re-sold but will remain in this collection for all to enjoy!

Last, I'm happy to purchase your items at a very fair price if they help me complete or expand portions of the collection. You don't have to donate your things to me!

For full details contact John Conway at.....

Evenings

Toll Free Worldwide (888) 870-5408

E-Mail:

Honor the lives of the fallen by
coming together with the loved
ones they left behind

GOLD STAR FAMILY BREAKFAST



For Veterans and KIA/MIA Families

They will never be forgotten.

If you've been communicating with family or friends of a buddy who didn't come back, invite them to attend a reunion to experience, firsthand, the camaraderie that their loved one was a part of. We all loved - and lost - the same people. Let's remember them together.

The Gold Star Family Breakfast will take place during the VHPA Reunion

Where: San Diego Marriott, Coronado Room (South Tower Level 4)

Times: 8-9:30 am Friday, July 2, 2010

2 ways to register:

- Register for the breakfast when you register for the VHPA Reunion, ~or~
- Sign up at the Family Contacts Committee table in the vendor area

Questions: Julie Kink, VHFCN Family Contacts Committee Member

Pre-Reunion: ~or~ During Reunion: call her room @ Marriott



VHPA Establishes Lifetime Achievement Recognition Program for Members

The VHPA Executive Council (EC) of 2009 has established a Lifetime Achievement Recognition (LAR) Program where we will honor our Members, both current and deceased, by recognizing them for their achievements in both their military and personal lives.

Anyone who feels they, or another member of our Association deserve such recognition may be nominated by voluntarily submitting a standardized, electronic nomination document to the LAR committee. To be eligible for the LAR, the person must be: 1) a VHPA member at the time of submission, 2) they must have an Honorable Discharge, and 3) they must provide the name of another VHPA member who can attest to the general information provided on the nomination form. Once the LAR committee reviews and validates the information, the LAR will be awarded, the member/submitter will be informed, and the information on the member will be posted to an LAR link on the VHPA website.

A person may nominate himself for the LAR but a person can be nominated by another member, or a non-member may nominate a deceased person who was a VHPA member at the time they passed away.

Only one approved submission is necessary to be permanently listed after award. Each year, ten LAR awardees will be randomly selected to be further recognized in articles in the Aviator (approx. two members per issue) and at our yearly reunion. The random selection process will not be biased or skewed and there will be no preference given for military rank or magnitude of achievements.

For this year submissions may be recognized if received before 1 June 2010, from then on, the deadline will be April 1st of each year. Each year, a new group of ten will be randomly selected from all LAR members who have not been previously selected for special recognition.

All candidates will be asked to electronically complete a pretty simple, 2-page standardized nomination form, complete with a photo. If you are not proficient with electronic documents, please ask a family member to assist you. It is critical that we have electronic versions of everything so the information can be readily shared and posted on the VHPA website in a usable format. One last point: We will edit typos, grammar problems, etc. to improve readability without altering basic content and you will be able to view and submit corrections once a submission is approved and posted.

The LAR oversight committee will be composed of at least three members, at least one of which will be a member of that year's current EC. For this initial year, Dr. Jim Fulbrook, [REDACTED] will serve as the POC for the program. You are invited to contact him for full details and a copy of the submission form, feel free to either e-mail or call [REDACTED] him for more info.

We have over 8,000 members in the VHPA and in our opinion; all of our members should hold this award and recognition. We hope many of you will participate because we want all of our members to get to know other members by these profiles. Our LAR profiles will also become part of the VHPA archive with Texas Tech University.

"EVERYONE LOVES A PARADE"

BY MOON MULLEN, THE EC'S JUNIOR MEMBER AT LARGE

I love a Parade and I hope you love one as well. On Saturday, July 3rd, during our Reunion in San Diego, we have been invited to march (or to walk and/or stumble if you will) in the City of Coronado's 62nd Annual 4th of July Parade. San Diego is a military town and the City of Coronado are thrilled that we've chosen to spend the 4th of July holiday at their Parade. They expect over 120,000 people to watch and march in the Parade, there are over 125 marching units and bands scheduled to participate and the Parade runs for over two hours long. This will be one happening that you do not want to miss!

They want us to march with our families but if you don't want to march in the parade, they are also providing us bleacher seats to view the parade for anyone in our group. We have arranged for bus transportation to and from the parade and we need to get a solid head count. If you have already registered for the reunion, simply call HQ (1-800-505-VHPA) and add this event to your registration.

Now being a VHPA guy, I know we don't like to be told what to do or what to wear, but

we do have a suggested dress code for this event. If you can still fit into your military uniform, then that is what we would like to see you wear. For the rest of us, please wear a black VHPA ball cap and either a reunion t-shirt or VHPA polo shirt. Khaki pants (not mandatory), comfortable footwear (should be mandatory) and your Reunion Lanyard and name tag (mandatory) complete your and your family's ensemble.

If you still are not sure you want to attend, then just sign up for the event for the bus service itself. It's a great way to get into the city without having to worry about parking or all the crowds. Coronado is full of pubs and restaurants and the VFW on 8th street has the cheapest drinks in town.

Let's show San Diego that we are proud of what we did for our country and give them a chance to say "Welcome Home" to us.



Reunion Poker Tournament

You are cordially invited to participate in one or both of the poker sessions scheduled for this year's Reunion. One session is on Friday, July 2 from 1 to 5 PM and the other session is Saturday, July, 3 from 3 to 7 PM. The entry fee for each session is \$25 and all proceeds will go to the VHPA Scholarship Fund. Pat Ewing will again be the MIC (Man in Charge) and he is always good for a few laughs. As always the poker pot will be split evenly between the Scholarship Fund and the prizes to the players. If you like poker you couldn't play for a better cause!

Jack Salm



Event Itinerary VHPA 27th Annual Reunion in San Diego

WEDNESDAY, JUNE 30TH, 2010

- 7:00am – 1:00pm....Vendor Room Set-Up
- 1:00pm – 5:00pm....Vendor Room
- 1:00pm – 8:00pm....Registration
- 7:00pm – 10:00pm....Early Bird Reception

THURSDAY, JULY 1ST 2010

- 9:00am – 5:00pm....Vendor Room
- 9:00am – 8:00pm....Registration
- 9:00am – Midnight....Unit TOC's
- 10:30am – 2:30pm....San Diego & Old Town Tour
- 11:00am – 11:00pm....Honor Keg Beer Room
- 12:30pm – 5:00pm....USS Midway Audio Tour I
- 1:00pm – 5:00pm....Mini Reunions
- 11:00am – 7:00pm....Golf – Sea & Air Golf Course
- 3:45pm – 6:45pm....Harbor Sightseeing Cruise
- 7:00pm – 8:00pm....1st Time Attendee Reception
- 8:00pm – 10:00pm....Welcome Reception

FRIDAY, JULY 2ND 2010

- 8:00am – 9:30am....KIA/MIA Gold Star Function
- 9:00am – 5:00pm....Vendor Room
- 9:00am – 8:00pm....Registration
- 10:00am – 12:00am....Annual Business Meeting
- 10:00am – 1:00pm....Spouse/Guest Event
- Noon – 2:00pm....Luncheon w/Speaker
- Noon – 11:00pm....Honor Keg Beer Room
- Noon – Midnight....Unit TOC's
- 1:00pm – 5:00pm....Mini Reunions
- 1:00pm – 5:00pm....Poker Tournament I
- 2:30pm – 5:00pm....War Story Contest/HP Forum I
- 6:30pm – 10:30pm....BBQ Dinner on USS Midway

SATURDAY JULY 3RD 2010

- 7:00am – 8:00pm....Registration
- 7:30am – 3:00pm....Coronado Parade
- 9:00am – 2:00pm....Helicopter Tour
- 9:00am – 5:00pm....Vendor Room
- 9:00am – Midnight Unit TOC's
- 9:00am – 11:00pm....Honor Keg Beer Room
- 9:30am – 3:30pm....Balboa Park 4 Museum Tour I
- 9:30am – 3:30pm....San Diego Zoo I
- 10:00am – 2:30pm....USS Midway Audio Tour II
- 1:00pm – 4:00pm....Luncheon Cruise
- 3:00pm – 7:00pm....Poker Tournament II
- 3:00pm – 6:30pm....War Story Contest/HP Forum II
- Dinner & Evening on your own
- 7:00pm – 9:00pm....Movie Night

SUNDAY JULY 4TH 2010

- 8:00am – 9:00am....Memorial Service
- 9:00am – 11:00am....Sunday Brunch
- 9:00am – 3:00pm....Temecula Winery & Lunch Tour
- 9:00am – 5:00pm....Registration
- 9:00am – 5:00pm....Vendor Room
- 9:00am – 5:00pm....Unit TOC's
- 9:00am – 11:00pm....Honor Keg Beer Room
- 9:30am – 3:30pm....Balboa Park 4 Museum Tour II
- 9:30am – 3:30pm....San Diego Zoo II
- 1:00pm – 5:00pm....Mini Reunions
- 2:00pm – 4:00pm....Quilt Show & Tell
- 6:00pm – 8:00pm....Closing Banquet
- 8:00pm – 10:00pm....Independence Day Fireworks

Reunion Hotel Update!

Rooms are (again) available for the nights of June 29th and 30th. Due to a HUGE convention in downtown San Diego, rooms are just not available prior to June 29th, sorry about that.

As Gary said in his President's column, over 70% of our room block for 6/30 thru 7/6 are already reserved. But, rest easy my friends - the Marriott has promised us more rooms if we need them. But please remember, if we ask for them, but you don't cover them, then the VHPA pays a penalty. So, please come to Reunion and please make your reservations as soon as possible!



Official Airlines



Receive a 5% discount off the lowest applicable eligible published air fare for travel to & from San Diego. Effective June 26 – July 11, 2010, The Promotion Code is 6460AR. See www.VHPAReunion.com for full details, all restrictions and ticketing details.



Receive a 5% discount off the lowest applicable eligible published airfare or a 7% to 10% discount for over 30 days advanced ticketing for certain booking codes. Effective June 27 – July 8, 2010 for travel to and from San Diego, CA, the Promotion Code is 586QG. See www.VHPAReunion.com for full details, all restrictions and ticketing details.

Official Rental Car



Avis has special rates available from seven days before to seven days after the Reunion. The Avis Worldwide Discount (AWD) number is G028272. See www.VHPAReunion.com for full details and car rental reservation procedures.



Hertz has granted us special rates from June 23 through July 12. Cars can be picked up from any corporate Southern California location (including the Marriott's lobby) and returned to any other Southern California location! The discount code number is: CV# 022L2989. See www.VHPAReunion.com for full details and car rental reservation procedures.

CHPA ~ Preserving your Legacy!

A popular definition of the word legacy is; "what someone is remembered for or what they have left behind that is remembered, revered, and has impacted current events and the present day."

The legacy of the combat helicopter pilot, while initiated during World War II and the Korean War by a small number of extremely brave, skilled, and pioneering individuals, became truly established during the Vietnam War. It was during this harrowing conflict, named by some military historians, as the "Helicopter War," that the words, "helicopter pilot" become synonymous with the word "warrior." All of you who flew helicopters in Vietnam are owed a debt of gratitude by the rotary wing pilots who have followed in your "rotor wash," for your heroism, supreme flying skills, and sadly too often, making the ultimate sacrifice in defense of our beloved country. We salute you one and all!

We, the documented combat helicopter aviators and members of the Combat Helicopter Pilots Association, regard our organization to be a companion entity to VHPA, with the express purpose of preserving the "legacy" you have so competently established.

A small sampling of our membership includes UH-1, Apache, Black Hawk, Kiowa, "Little Bird," and Sea Cobra pilots and a quick glance at our website will reveal that we are a well organized and committed group engaged in multiple activities that are all dedicated to, again, "Preserving the Legacy." Our philanthropy ranges from sending hundreds of holiday packages to our fellow aviators currently flying in harm's way, to our scholarship program for the children of aviators who have paid the ultimate sacrifice over the deserts of Iraq or the mountains of Afghanistan.

We believe that CHPA may be of interest to many members of VHPA. We have found that the current generation of warriors have



If any members are interested in selling any item(s) through the vendor room at the San Diego reunion, or know of others who may be interested, they need to contact the vendor room coordinator

Woody McFarlin immediately at:

[REDACTED] or through his home number [REDACTED]

much to exchange with aviators such as yourselves. This rich gathering of diverse backgrounds makes for a fantastic and fascinating interchange.

We hope your upcoming reunion in San Diego is an unmitigated success and since many of our members are members of the VHPA as well, we certainly look forward to seeing all of you again and meeting many new friends as well!

**-Your Friends at CHPA.
www.chpa-us.org**

COMBAT HELICOPTER PILOTS ASSOCIATION



DUTY • HONOR • COURAGE • NEVER EVER FORGET

DUTY • HONOR • COURAGE • NEVER EVER FORGET

CHPA is an all-service, non-profit, military association of active duty, NG, Reserve, and former U.S. combat rotary wing pilots from all wars.

Our purpose is Unity, Legacy, and Remembrance of our fallen comrades.

For Information on Preserving Our Legacy, visit the web site or request a brochure from our HQ in Washington, DC.

www.CHPA-US.org

**Combat Helicopter Pilots Association
PO Box 15852
Washington, DC 20003-0852**

COMBAT HELICOPTER PILOTS ASSOCIATION

HISTORIC PRESENTATIONS & WAR STORY CONTESTS at San Diego Reunion

Hey Fellow Members! We have planned another great set of presentations lined up for our Historic Presentation Forum (HPF) and the War Story Contest (WSC) will be in full swing as usual at the San Diego Reunion. This year we have two sessions of HPF planned. These events occur on Friday and Saturday of the reunion, 2-3 July in the late afternoon for each – check schedule.

One of our historic presentations will be a series of videotapes of the UH-1 preflight and starting procedure film, followed by two videos of speeches provided by Gary Roush and Jim Fulbrook at ceremonies where the Vietnam helicopter pilots and the UH-1 were recognized on Veterans Day 2009 and in a special UH-1 retirement ceremony in October 2009. These films are all well done and a DVD of them along with electronic documents such as the -10, UH-1 checklist will be available to purchase.

Another HPF will be a presentation by Bill Reeder who will talk about his experiences in the Pink Panthers and as a POW after being captured in 1972 during the Easter Offensive.

Next we have a 50-minute documentary film titled, "Vietnam Firefight." This documentary provides a re-enactment of a rescue that VHPA members Jack Swickard, Larry Liss, Tom Baca and Kenneth Nolan conducted in Vietnam. These members will be there to introduce the film and answer questions.

Tom Marshall will be back to present again this year. Tom is the author of a very successful book on 'Nam called Price of Exit. Tom's HPF session will present some really incredible video footage gathered and edited from the DoD Media Archives. This year's film will focus on the Battle at Fire Support Base Ripcord (near the A Shau valley), which took place in July 1970 between the 101st Screaming Eagles and a large North Vietnamese Army force.

Our annual luncheon speakers will be Ron Bower and Jim McLaughlin (both VHPA members). Jim and Ron have developed an interactive digital map called "The Vietnam Memory Map." Think Google Earth and more on this, a sure crowd pleaser. Believe us, if you haven't seen what these guys are doing to digitize the battle field and depict helicopter and crew losses, you are really missing out – bring your appetite and your family members!

Note that when you register this year there is a one-time charge of \$20.00 for the VHPA member to attend one or all of the HPF and WSC events. In addition, for your \$20, each registered member will receive a free copy of the DVD of last year's HPF/WSC

Reunion 2010 - Don't Forget Your Bathing Suit!

The tropical pool area at the hotel for the Reunion in San Diego is 1st class. The have three pools, they are connected in a "U" shape. There is a waterfall, a grotto and lounge chairs available in both the shady and the sun-filled areas.

And what would a tropical pool be without a Tiki Bar? The hotel has one that serves

signature drinks: how about a Mango Mojito, an Ultimate Margarita, a SoCal Sunset, frozen Daiquiris or Pina Coladas! They also have appetizers, salads and sandwiches available poolside.

You mix all of this with family and friends and you end up with Fun, Fun, Fun!

events – 7 hours of really good stuff from Philly. The DVD is a \$30 value, so don't have a hissy fit over the \$20 because we need to cover AV costs on these events. Please notice that any guests registered for the reunion will be admitted free to any of these events, so bring them along. Did I say FREE – YES! Ok, we put these events together to entertain and inform you and your family/guests. This is our 5th year doing these and each year the attendance has gone up, so don't miss out (days and times do not conflict with other internal events).

This year we will have two sessions of the War Story Contest (WSC). Doug Womack will MC the first session again with such headliners as Mike Sheuerman and the usual suspects who will entertain us with their "This ain't no sh_t stories" about the 'Nam. Mike S. will then MC the second WSC for more fun and frivolity. The time is now to sign up to give your war story at one of the WSCs. Contact Jim Fulbrook at [REDACTED] or email at [REDACTED] to get on board or to ask questions. We will take guys from the audience for the WSC, but we really prefer a list to start, please (provide name, contact info and title of story). **OK, be there or be square dudes... We hope to see you.**

Need a lift?



SuperShuttle.

VHPA Discount

If you book a ride to/ from San Diego International you can receive \$5.00 off all Sedan and \$2.00 off Shared Rides, for yourself or Family & Friends!

To receive your discount:

- Make your roundtrip reservation by going to www.supershuttle.com and group code is **PXE6Z** or by calling in to our 800 number 800-258-3826.
- Provide the requested information, to include roundtrip service, your name, flight details (to and from the airport), and your local contact phone #.
- Select your pickup time based on airline departure time. We recommend at least one hour arrival prior to departure at the airport for domestic flights, two hours for international.
- Provide a credit card for payment.
- Print your confirmation page (or you can e-mail it to yourself).

Upon arrival to the Southern California airports:

- Get your luggage, and then follow signs to Ground Transportation, look for the 'Shuttles for Hire' sign and let the airport CSR, wearing a blue jacket or shirt with khaki pants that you need a Cloud 9 SuperShuttle. The agent will assist you in boarding the next available shuttle to your destination.

SuperShuttle Reservations:

www.SuperShuttle.com
800 BLUE VAN (258-3826)



*Fares subject to change without notice. Depending on the current price of fuel there may be a fuel surcharge in place. Go to www.SuperShuttle.com for the most current pricing.

Mini Reunion 2/4th Cavalry aka the Bavarian Bunch



Your VHPA is pleased to welcome those pilots and families of D Troop, 2/4th Armored Cavalry, 4th Armor Division (Ansbach, Germany) and their Bavarian buddies and spouses "friends of D Troop" from adjacent units to our San Diego Reunion.

Dick Beardsley, a former 2/4 Cav member and VHPA life member has spent the better part of a year tracking down his old stick buddies in an attempt to get them all in a pile at this reunion. He says it's part of his bucket list. He started in the beginning with current VHPA members (about 10 names) and has grown his list to about 80 names of which he has been able to locate and verify about sixty-five former members. He is confident that a minimum of 45 pilots from the "Bavarian Bunch" along with spouses will be attending the reunion. His efforts has had some side benefits for VHPA in that within the group there are many former VHPA members who have renewed their memberships along with 12-15 new members. Dick is attempting to put together a dinner on 3 July for his group but nothing is firm at this point. The group will have a mini-reunion room available per the reunion agenda. Dick is hopeful to get individual and group photos done during the mini-reunion get together. Dick can be contacted at [REDACTED] or email: [REDACTED] for additional information.

This all started about forty years when a group of Vietnam helicopter pilots who first met on German soil beginning in 1969 following at least one tour in the RVN if not more. Veteran and proven pilots all, they started this small unit almost from scratch and within 90 days had 100% fill of personnel and equipment. Sixty days later they were in the field taking their first Army Training Test. It was some thirty months following that the unit concluded what was to become the infamous "Ansbach Test." This was the first major and documented Helicopter versus Tank War Exercise conducted within the Army until that time. Much was written about the Sky Raiders of the 2/4 Cav, their lessons learned and ultimate outcomes which resulted in the development of Helicopter versus Tank tactics many of which remain in use today. This VHPA Reunion is the first attempt to reunite these men and their families since they went their separate ways beginning in 1971. Not unlike their RVN experiences, strong bonds and friendships were formed between unit members. These same friendships and bonds were extended with pilots within the adjacent aviation community. These "friends of D Troop" played an important role in the mission and success of that organization and in the positive results and outcomes of this most important Exercise. The same can be said for their family members as well.

Sponsors Sought For Reunion Events

by Moon Mullen

We're seeking Sponsors for either different Reunion events, or for underwriting of the VHPA's Reunion expenses as a whole for this year's gathering in San Diego.

Anyone is eligible to participate in the Reunion Sponsorship program; yourself – your company – your long lost rich uncle or just someone you can talk into it. It's easy to do; simply call HQ, let them know the event that you wish to sponsor, give them your Credit Card number and away we will go. If you, or your new BFF that has agreed to sponsor an event, wish to send us a check, then make it out to the VHPA and send it to me, Moon Mullen at [REDACTED] PA, 18350. REMEMBER, all donations are tax deductible since we are a 501(c) non-profit war veterans group. Now you have a choice...part of your money spent by the Government or you can donate it to the VHPA!

You can join those who have already contributed over \$2,400.00 to our 2010 Reunion!

General Reunion Expense Donation Levels:

Purple Heart Level	Over \$2,500 in donations
Distinguished Flying Cross Level	\$1,000 to \$2,500 in donations
Air Medal Level	\$250 to \$1,000 in donations

Sponsorship Eligible Reunion Events:

Guest Speaker Luncheon	\$5,000.00
Bus Transportation to Coronado Parade	\$3,000.00
Closing Banquet Entertainment	\$3,000.00
Coffee at Annual Business Meeting	\$1,000.00
Reunion First-Timers Reception	\$ 750.00
Music for Reunion Welcome Reception	\$ 600.00
Music for USS Midway Dinner	\$ 600.00
Bagpipe and Drum Corps for Closing Banquet	\$ 500.00
Music and support for Memorial Service	\$ 500.00
Support for War Stories presentation	\$ 500.00
Snacks for Movie Night Event	\$ 300.00

Please contact me directly for full details on all of your Reunion Sponsorship questions to include the amount of recognition you can expect to receive for your donation.

*Hope to see many of you in San Diego.
It's going be like going on RGR all over!*



Unit TOCs:

If you have a big group that you know are coming (say approx. 20 registrants), then we invite you to schedule a TOC. TOCs will provide a room for all day several days for the group. So, this is like a super mini-reunion. There are limits on AV equipment due to cost, but the group can bring anything they desire (well almost anything) into the room (food beverages, AV stuff, displays, etc.). Contact Mike Law directly to schedule a TOC.

NON-VHPA

Member Attendees: This year we encourage VHPA members to invite other non-members to attend the reunion. Non-members may register on their own and will be given a number that will give them the same access members have except the Annual Business Meeting. Of course, anyone could add a non-member as a guest for registration as well. We encourage this so you can broaden your mini-reunion or TOC with other enlisted and officer members who were not pilots. Registration costs are the same for everyone. So, why not expand your group and make this the best reunion ever!

The VHPA NEEDS A FEW GOOD MEN...

By Moon Mullins, Junior Member at Large

Yes, we need a few good men to throw their hat in the ring and run for positions on the VHPA Executive Council.

The VHPA Executive Council (EC) consists of six members: past President, presiding President, VP, and three members-at-large (senior, midterm and junior). Every year an election is held to fill two positions: VP and Junior Member-at-Large. This notice fulfills VHPA policy to notify members and to seek nominees for the VP and Junior Member at Large positions.

If you read this request each year and you use the following excuses not to run:

- 1) *not many people know me*
- 2) *I don't have a history of other VHPA activity*
- 3) *I wouldn't have a chance of getting elected*

then you can no longer use those excuses! I, Moon Mullen got elected last year and these are same excuses I have always used!

You just need to be an active VHPA member and be willing to serve.

A member can volunteer as a nominee or someone can nominate another member, although we suggest you check with the person you intend to nominate to ensure they are willing to serve.

This year I, Moon Mullen, our current Junior Member at Large, is the election coordinator. A person

must contact me in writing no later than midnight, June 15, 2010 to be nominated. Contact may be done by email [REDACTED] or USPS mail [REDACTED] Pa

18350). A phone call will not serve as a nomination application, but you may call me for additional information [REDACTED]

When a nomination is received, I will provide an application packet

and form which must be completed and returned by the nominee. The one-page form asks basic information and can be briefly answered. Then the names of nominees for either office will be posted to the VHPA website by June 20, 2010.

The election will take place at the Annual Business Meeting (ABM) during the 2010 reunion in San Diego. Rules for conducting the election will be provided in the application packet and any VHPA member may contact me for this information. Note: a member may attend the ABM without being registered for the reunion.

What does the EC do? We fly the organization thru VFR and IFR, thru hot LZ's and safe LZ's. We have a telephone conference call once a month to discuss and make decisions over issues concerning VHPA.

We also use email between monthly conference calls to steer us to timely decisions. I am happy to be serving as the Junior Member at Large, still surprised that you elected me and doing my best to represent you. Now, need YOU to get involved and run for office!

When elected, you will be expected to attend the reunions. Face time with other EC members, attend the ABM, and help to make sure all the reunion plans go according to plan. Since you are expected to attend the reunions, the hotel contract while you are in office, will provide you a complimentary room.

The Junior Member at Large is a three year position where each year you move up the ladder to become the midterm and then the senior member at Large. The senior member may then competitively run for VP. The VP moves up to become the President of our Association the next year and the past president the year after that.

VHPA depends and need a quality EC, this election is important.....new guys, new ideas, new energy..... the VHPA needs YOU!!!!

Seeking Stories and Writers For Chapters on Lam Son 719

Calling all Lam Son 719 participants: In the last issue of the Aviator, we had a short article where Doug Womack and I were seeking photos and other media from Vietnam, especially from the Khe Sanh area and during Lam Son 719 (LS719). We received a very good response and after speaking with several contributors, we came up with an expanded idea. We are seeking contributors who have or are interested in writing stories about their LS719 adventures. We now plan to do a book dedicated to LS719 and include specific chapters written by other contributors who will be given author attribution. In other words, Doug and I will write portions, but then will serve as editors of chapters/stories by other authors.

Specifically, we wish to include chapters that focus on a given unit and mission area. For instance, we have a CH-54 pilot who will write on CH-54 missions and his unit during LS719. So, if you ever aspired to write a book, but found that to be too daunting, but you think you could do up a good story or chapter on your unit or missions, then please contact us. Don't worry about your writing ability. If you can get the basics down, we will edit your text and interview you to fill in gaps, etc. In that regard, we would like a chapter author on topics such as ARA, CAV missions, CCN, CH-53 rescue, Medevac, CH-47, artillery scout, Witch

Doctor, specific battles: Lolo (yes we are aware of the coverage there already thanks to Mike Sloniker), LZ Brown or Hotel, Tchepone (LZ Hope), etc.). We are open to any ideas for topics. If you already wrote and published something, you could rewrite it or seek permission to reuse the material and of course any photos and documents that back up the chapter material would be great. So, this is a chance to update and improve what you might have documented before.

OK, we are not getting any younger, this might be your last chance to tell your story or assist someone in contributing to a history of one of the most important battles of the war. Our goal is to produce a book that provides more detail and documentation than any previous. We will also recognize each of the soldiers who were KIA or MIA during LS719, so if you can contribute info on any of these or on anyone badly injured from an incident, then please contact us.

Thanks. Jim Fulbrook, PhD (Snakebite Charlie, a.k.a., Rattler 20) and Doug Womack (Rattler 28). Please use email to make contact: [REDACTED] or [REDACTED]

Phone numbers and addresses are in the VHPA electronic directory. We discourage phone messages because they quickly became too difficult to manage on our last request, but if you are not into email, then call if you must, we understand.

VIETNAM HELICOPTER PILOTS ASSOCIATION

27th Annual Reunion • San Diego, California • June 30-July 5, 2010

NATIONAL REUNION REGISTRATION FORM

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

VHPA Headquarters, 5530 Birdcage St., Suite 105, Citrus Heights, CA 95610-7698

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

Member name:	Member No.:	Wheelchair? ☐ Yes
Address:		Address change? ☐ Yes
City:	State:	Zip:
Email address:	Telephone: ()	
Wife/guest name:	Hometown:	21 or older? ☐ Yes/Wheelchair? ☐ Yes
Guest name:	Hometown:	21 or older? ☐ Yes/Wheelchair? ☐ Yes
Guest name:	Hometown:	21 or older? ☐ Yes/Wheelchair? ☐ Yes
Guest name:	Hometown:	21 or older? ☐ Yes/Wheelchair? ☐ Yes
Guest name:	Hometown:	21 or older? ☐ Yes/Wheelchair? ☐ Yes

EVENT	No. of people	Price	Total
Registration through 4/30/10*		@\$50	
Registration 5/1/10 and after*		@\$65	
Registration for under age 21		@\$15	
Early Bird Reception (June 30)		No Cost	
San Diego & Old Town Tour (July 1)		@\$35	
USS Midway Audio Tour I (July 1)		@\$35	
Harbor Sightseeing Cruise (July 1)		@\$45	
Golf - Sea N Air Course (July 1)		@\$90	
1st Time Attendee Reception (July 1)		No Cost	
Welcome Reception (July 1)		No Cost	
KIA/MIA Gold Star Function (July 2)		No Cost	
Annual Business Meeting (July 2)		No Cost	
Spouse/Guest Event w/lu (July 2)		@\$35	
Luncheon w/speaker (July 2)		@\$26	
Poker Tournament I (July 2)		@\$25	
War Story Cont./Historical Pres. I (July 2)		@\$20**	
BBQ Dinner on USS Midway (July 2)		@\$84	
Coronado Parade (July 3)		@\$25	
Helicopter Tour & Rides (July 3)		Use Side Bar	
Balboa Park 4 Museum Tour I (July 3)		@\$59	
San Diego Zoo I (July 3)		@\$65	
USS Midway Audio Tour II (July 3)		@\$35	
Luncheon Cruise (July 3)		@\$79	
Poker Tournament II (July 3)		@\$25	
War Story Cont./Historical Pres. II (July 3)		@\$20**	
Movie Night (July 3)		@\$5	
Memorial Service (July 4)		No Cost	
Sunday Brunch (July 4)		@\$33	
Temecula Winery & Lunch Tour (July 4)		@\$59	
Balboa Park 4 Museum Tour II (July 4)		@\$59	
San Diego Zoo II (July 4)		@\$65	
Quilt Show & Tell (July 4)		No Cost	
Closing Banquet (July 4)		@\$80	
Closing Banquet Child (July 4)		@\$18	
Non-Registered Guest at Banquet (July 4)		@\$100	
Fireworks (July 4)		No Cost	
Total from sidebars	XXXXX	XXXXX	
VHPA dues (if not dues current)	1 year	@ \$36	
VHPA dues (if not dues current)	3 years	@ \$99	
Life membership	(full \$540 or 3 inst of \$185)		
2010 CD or Paper Directory Fee		@\$10	
GRAND TOTAL			

Helicopter Tour & Rides Total \$

Museum Only \$36*

SOLD OUT
CH-21 Ride \$121
OH-58 Ride \$94

Super Huey Ride \$66

* Includes transportation to the museum/heliport, museum admission & lunch w/drink. Chopper rides are in addition to this base fee.

T-Shirts Total \$

___S@\$18 ___M@\$18 ___L@\$18
___XL@\$18 ___XXL@\$19 ___XXXL@\$20

Banquet Meal Entrée Choice

___Beef ___Fish ___Vegetarian

Voluntary Contributions Total \$

VHPA Membership Fund \$
VHPA Scholarship Fund \$
VHPA Reunion Sponsorship \$
VHPA General Fund \$
Vietnam War Museum \$

REFUND POLICY

IMPORTANT: Please review the details of the Refund Policy, including the limited opportunity to purchase a Refund Guaranty available only on a one-time basis at the time of registration, which is posted online at the VHPA reunion website: www.vhpareunion.org

Refund Guarantee Fee

(10% of Total Events) \$

CREDIT CARD PAYMENT

MC/Visa #: _____
Exp. Date: _____
Signature: _____

CHECK OR MONEY ORDER PAYMENT

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

* Each person 21 and older must pay the full registration fee, except for banquet-only guests.

** HPF Fee: Only one \$20 admission fee is required PER FAMILY to attend any or all sessions of the WSC and HPF events. Each family will receive a free DVD of last year's HPF/WSC presentations (a \$30 value).

LETTERS TO THE EDITOR

To the Editor of the VHPA Aviator,

Just a quick note to say "thank you" for the work you do in providing us with our VHPA Aviator. You know it's amazing that after 41 years some things can reach out from the past and grab your emotions. Your July/August 2009 issue began to answer some of my questions about my old friend Tim Cole that have been on my mind since late 1968 when I first read in the Army Times that that he was KIA in Vietnam.

It seemed that our Flight Class 67-21/67-501 had been doing OK loss-wise throughout the first few months of our tours in Vietnam. Class 67-21 was the first split class, one half of the class became 67-501 and was held back two months, so we all graduated either on either 12-15-67 or 2-13-68 and as a result, we came in-country separated by the same couple of months. During the last few months of 1968 & early into 1969 we began to lose classmates, we would pass the Army Times around the tent hoping there would be no bad news inside but unfortunately, one day in late 1968, Tim's name jumped off the KIA page.

I first met Tim in early January of 1967 at the Induction Station on Ponce de Leon Avenue in Atlanta, Georgia. We were delayed a day for induction, and a couple of guys from out of town (Tim was from Newnan GA.) came home with me for the night. My mother was in tears when we knocked on the door of my home as she already crying from our separation, she cried even more the next morning when we all left knowing what could be in store for any of us. We took the Oath of Office on January 4, 1967 and by way of a Delta flight to Jackson Miss., then a Trans Texas Airlines DC-3 we landed at Ft. Polk. Tim and I would go on to see each other numerous times at Fort Polk, Fort Wolters and at Fort Rucker. We missed seeing each other in Vietnam but I wasn't at all surprised when I read the story in the Aviator that he had been doing his duty above and beyond the call for a good while before his death.

The Aviator story made me want to re-connect with Tim's family and let them know that they had every reason to be very proud of

him. So I wrote Tim's sister at the address in the article and received this great response:

Dear Bob,

It was so nice of you to contact me with regards to my brother, Tim. When he entered the Army, I was in the 8th grade so I don't remember if he came back home that night or stayed in Atlanta with your family.

If you visit www.dustoff.org, you can read about Tim's Induction into the Dustoff Hall of Fame in Feb. 2009. One of my daughters and I were able to attend and accept the award on behalf of our family. At that time, our mother had advanced Alzheimer's and she passed away on January 2, 2010, one day short of 43 years when you and Tim first met. My mother was laid to rest between our Dad and her beloved son at the Macedonia Baptist Church in Newnan, GA.

It always touches my heart to be contacted by men who knew Tim and served with him. The Dustoff Reunion and Induction Ceremony was a highlight of my life. Al Michaels & his wife, Nancy, were there and I met so many who flew with Tim in Vietnam - Jim Trustcott, Bob Romines and Harry Miller along with many other fine men who flew Dustoff Missions throughout the world....

I also want to thank you for your service to our country and please know that I am so thankful you came home.

Carolese (Cole) Gullatt

A last word on all this, after talking with Carolese I was able to visit the Macedonia Baptist Church and Tim's final resting place. I have wanted to do that for over 40 years.

Finally, yesterday we took our daughter to the airport, she is reporting to Basic Training tomorrow. I thought about Tim and the other guys that left for Ft. Polk that January morning back in 1967. Time marches on.

Thanks Again for keeping us connected through the Aviator.

Bob Witt

To the Editor of the VHPA Aviator:

I'd like to make an addendum to the items on the UH-1 retirement held at Ft. Myer, VA on October 2, (VHPA Aviator, Jan/Feb 2010, page 16-17) providing the remarks by Dr. Jim Fulbrook and an excellent article by

Michael Wheeler. As a writer and former managing editor of Rotor & Wing magazine, I was asked by the editor of R&W to cover the retirement ceremony and write a piece for the November issue.

In interviewing several dignitaries at the retirement ceremony, I was constantly told how this was the last farewell to the famed UH-1 for the U.S. Army, that the Huey that we all flew and loved would disappear into the sunset. The last Huey was a UH-1H, tail number 0-21776 and belonged to the 121st Medical Company (Air Ambulance) of the Washington, D.C. National Guard.

Within days of the article appearing in the November issue of R&W, letters and phone calls started pouring into the editor's office. Seems 0-21776 wasn't even close to being the last of the UH-1 helicopters being used by the U.S. Army. Units such as the 21st Cavalry Brigade at Ft. Hood and the 5th Aviation Battalion at Ft. Polk still fly Huey's. I'm also told that there are Huey's still flying at Ft. Rucker, although I haven't been able to confirm that.

Turns out that the DCNG aircraft was the last Huey to be flown by a TOE (Table of Organization and Equipment) operational unit. These units are considered to be the war fighting units, the ones that go into harms way. Units that support TOE units are TDA (Table of Distribution and Equipment) units. These are primarily fixed facility, non-tactical support elements, and include security and support (S&S) and training units such as the 21st Cav. and 5th Avn. Bn. I'm told that the Aviation School at Ft. Rucker is a TDA unit and still has Hueys. In fact, the DCNG's Joint Force Headquarters is still flying two Huey's until they can be replaced with the UH-72A. The DC Guard's JFH is a TDA unit while the 121st Med. Co. is considered a TOE unit.

So the UH-1 Huey does live on the U.S. Army; and, of course, the USAF is still flying UH-1Hs while the USMC is continuing to fly the UH-1N while the very advanced UH-1Y is being introduced into the Corps.

Douglas W. Nelms

Flight Class 67-7/9, B Trp, 1/9th, 1st Cav. 1967-68

E-mail: [REDACTED]

Editor's Note: Mr. Nelms Rotor & Wing magazine story appears on page 43 of this issue.

Remember, the deadline for the next Aviator ~ May 26, 2010

David Adams, Editor of your VHPA Aviator

LETTERS TO THE EDITOR

To the Members of the VHPA

I am Don Slack and the other day when I was going through all my old "junk" I came across a 45 RPM record that I had purchased in Flight School back in Fort Wolters. The two songs on it are called: "Flying Solo" and "Buddy-Riding" and they were sang & recorded by Robert Colson

I was wondering if anyone out there would like me to burn them a CD of the record? If so, contact me at the below e-mail address or call me directly at [REDACTED]

**Regards,
Don Slack**

To the members of the VHPA,

I have accumulated 71 issues of the VHPA Newsletter and the VHPA Aviator from 1996 to 2009 Volume 27. They all are in excellent to fair condition.

But now they need a new home. Does anyone out there know of an individual, a Veterans' Museum, a VHPA chapter, a public or school library, etc. that might be interested in them? All are free; I just ask that the interested party pay for shipping and handling. A small donation to the VHPA scholarship fund while not required, would be more than enough compensation for me. Please let me know by July 1st if you think you have a new home for my old Aviator's, I really do need the room and would hate to see them go into the dump.

**Regards,
James R. Oden**
E-mail: [REDACTED]

Editor's Note: Do you have some old Vietnam or VHPA stuff lying around your home that you would like to turn into cash? I am a closet E-Bay fan myself and must admit that I have been impressed with the prices military memorabilia can bring at an on-line auction. \$4.00 each is not uncommon for a slide photo of a Huey, our old Flight Helmets often bring in the hundreds, especially if there is any art involved.

But I also know that E-Bay can be filled with disappointments for the un-educated first-time buyer and/or first-time seller. Because of that, I'm looking for someone to write a story for the Aviator explaining the common mistakes made by those first-time buyers and sellers, sort of an

E-Bay 101 for Dummies.

I know there are lots of guys out there who know a lot about E-Bay. How do I know this? I either lose auctions to your type or pay way too much for my purchases on almost a weekly basis! Besides, wouldn't that be the ultimate hoot, if all those old slides your first wife wanted to throw away were now worth hundred's of bucks!

Come on, share your secrets of E-Bay with the membership, e-mail me your thoughts on this today! **David Adams, e-mail:** [REDACTED]

Dear Editor of the VHPA Aviator,

I'm John Morris and I have been a VHPA member for many years. I always look forward to reading the VHPA Aviator and the memories that contributors' articles often spark. This time the "spark" came from looking at this year's reunion poster and the image of a CH-21. When I came back from Viet Nam in October of 1968 after spending my tour with the 114th AHC at Vinh Long, I was assigned to Davison AAF at Ft. Belvoir. Because of a wartime shortage, the aviation unit there did not have UH-1's, they had CH-21's. I may have been one of the last Army aviators to get qualified in one of those beasts. By December, we received notification that our CH-21's were going to be replaced by UH-1's. However, we had to fly the CH-21's to Tucson so they could be retired. That late December trip to Arizona took over three days and I have too many memories to share in this email but I would like to share this one.

I was flying over the mountains of West Virginia on the first leg serving as copilot (The most important role of the copilot in that bird was to grab the instrument cluster every five minutes or so and stabilize it so the plot could read it) when we lost all hydraulics. My pucker factor was almost as high as going into a hot LZ in Nam. CH-21's are not intended to be able to be controlled without hydraulics and this bird was trying to prove it. Charleston was an hour away and our first glance around revealed only mountains and trees. Then we spotted a small airstrip cleared on the top on one of the nearby mountains. We were able to put it safely down on that strip. After spending a few minutes walking off the nerves, we set about trying to

fix the bird. Surprisingly, the problem was easily addressed. One of the connections to the hydraulic reservoir had vibrated loose and released all the fluid. Within an hour, we were on our way again and no further mechanical problems cropped up with that bird for the remainder of our trip to Arizona. Our entire flight group was very glad to see them "retired". We did have other adventures during our journey but they will be the topic of a future "letter to the editor".

Keep up the good work.

**John Morris
Flight Class 67-10
White Knight Plt Ldr, 114th AHC(10/67
to 10/68)**

E-Mail: [REDACTED]

An Open Letter to Tom Ellis (TC to his friends), the contributor of last issues "Vietnam Scrapbook" photo spread.

Dear TC,

Lots of chills came with this last edition of VHPA Aviator.

Thanks for the photo memories of "old LZ Bear Cat" that ran on both pages the inside back cover. I saw where you said "we had pretty nice living conditions", well A Company sure did and that was entirely due to your untiring efforts.

We all knew you were a superb Chinook Pilot, but now everyone deserves to know that you also excelled as a courageous and creative Procurement Officer (that's a full 2 levels above a scrounger). I'd challenge anyone in the Army who thinks they had a better one, the work you did in that area was but one of the things which made the A Co's morale so high, life there so enjoyable and at times, simply unbelievable. Your stories are legend and I've told them probably too frequently over my career. As your Platoon Leader, I often cringed at your antics but I know Wildcat 6 was always looking over his shoulder (in fact, I seem to remember that you gave him a pair of track shoes for a Christmas present that year).

My ordered transfer to HHC in Phuc Vinh and leaving "TC's Bear Cat" was at best traumatic. I really hated to leave. So for now a heartfelt "Thanks TC" for your actions then, and for the pictures now.

George Geiger
E-mail: [REDACTED]

LETTERS TO THE EDITOR

Dear Editor of the VHPA Aviator

I really appreciated the photo spread on Bear Cat in the March/April issue. I too flew with the Winged Warriors (B Co. "Longhorns"). I was even there for part of Tom Ellis's tour, having arrived in January 1970. It was hard to tell from the photos, but I think Tom must have flown with A Co. ("Wildcats") because I don't recall a "Silken Snarl" in the B Co. inventory. As the maintenance officer I was pretty familiar with our birds' nicknames. Thank you for printing the story and photos.

One to get off my chest, though. On page 7 you have some pictures of model helicopters. The text refers to Al Doucette's "model CH-47." Since the article says he has two helicopter models and two are pictured, I thought you should know that the one in the lower picture is not a CH-47. It is a much smaller Navy and Marine aircraft, a CH-46 Sea Knight. This is clear because of the single nose gear and the protrusions at the aft end supporting the aft gear as well as the near-flush mounting of the engine nacelles. For reference, the Sea Knight typically carried a Marine squad while the Chinook could

carry a platoon.

Keep up the good work. Wish I could be there in SD, but the budget this year has been spent on the 100th Anniversary Jamboree of the BSA.

Pat Glass

LTC, US Army, Retired

Editor's note: The inadvertent miss-captioning of Al Doucette's photo occurred when we made a last-minute switch of photos so the story would bet-

ter fill the available space. Here's the photo we meant to run in that spot. You can see that Al has every reason to also be proud of his RC model of a CH47 Chinook.

**VHPA Scholarship
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The Bathtub in the Shadow of the DMZ....



Disclaimer.... These stories are bits of reminiscence that happened some time ago. As Aviators of that time, memories tend to be altered just a bit. There might be some embellishment and facts might not be the most correct.

As the months rolled by in RVN, our unit basically had an "ash and trash" mission in I Corps. We were able to make contacts from Chu Lai to Dong Ha. One day one of the other pilots came in and said he saw a swimming pool down in Da Nang. "You know the kind... Like at home.... You know one of those above ground things.... And they don't have any place for it." Ohhh-hh wonder how we could put it to good use was a thought.

Through various contacts, it turns out the Pacaderms, a Chinook unit, was going to have a party and would love to have some extra beer but their Other Sundry Fund was a little low.

One of my extra duties was to run our

officers club. Started out with twenty bucks a person and a thirst that needed to be quenched. Before long, just a few guys had accumulated an inventory and money in the bank.

Through various intermediary's we made a deal. The Pacaderms would combine a mission, and sling load the swimming pool to Dong Ha for a pallet of beer. Well a few days later we were the proud owners of a 30-foot by 30-foot swimming pool. We all chipped in and had it together and filled it in week. What a hoot!! Six miles south of the DMZ, under a palm tree, drinking a cold brown soda water, and having some of SGT. Pfeiffer's bar-b-queue ribs.... The irony of war can sure make one pause.

I just don't think the NVA were much attuned to our in-country R & R. We started to get incoming from North Viet Nam. I think they were trying to hit the "Bath Tub". Well, finally some shrapnel found its mark. It was drained in a matter of minutes. But not to worry, with the will and ingenuity of the

undaunted Warrant Officer and a "Can Do!!" attitude, the "Bath Tub" was repaired and in business in a matter of days.

Pro Log... Wasn't long till Dong Ha became a fuel stop on a high-speed tank route for the North Vietnamese. I'm sure they probably turned the pool liner into at least 100 ponchos.

Editor's Note, the Author Howard D. Horton graduated flight school in Class 68-9 and ended up in the 108th Arty Group in Dong Ha, Vietnam Oct. 69-Mar70. After his time in the Army, he flew corporate airplanes and helicopters for many years and now works for a Bell helicopters as a flight instructor. He tell's us "It's interesting to see the change in training that some of these young "candidates" now are getting (poor) and also interesting to see some of the bad habits many older guys never get rid of".

The views are still good and you won't take any fire with MHT!



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"The Photo"

I first saw this photo on the cover of a May, 1971 issue of Rotor Wing magazine sometime in the fall of 1971. I had been released from active duty and was taking fixed wing lessons under the GI Bill at a local fixed base operator in my home town of Syracuse, N.Y. While waiting for my flight instructor, I picked up the magazine and there it was, no doubt about it, the aircraft numbers were clearly legible, 123 and 917. It was a picture of a flight of North Flag hueys stacked up on short final, on what was probably our second or third turnaround of a combat assault mission. The article in the magazine was about the First of the Ninth, but the photo on the cover and accompanying the article was of Charlie Company, 229th Assault Helicopter Bn., First Cav. I was given the magazine and it was put away with all my other Vietnam memorabilia.

It remained there until called forward for the VHPA convention in Philadelphia last year. Several months prior to the convention I had received a phone call from Dick Dunn, a flight leader in my unit that I had helped to train. Dick was calling every member of the unit that he could locate to persuade them to attend the convention and make it a special reunion. As a former unit Commander, I had every intention to attend and agreed to help Dick. We were pretty successful and commitments were made. Meanwhile, I decided to dust off the box that was in the attic and see what I could bring to stimulate our well-past-middle age memories. I found the magazine and decided to try and do something meaningful with it. My first action was to try and locate the author of the story, Joe Kamalick. After searching on the internet, I located him in Washington, D.C., and made a phone call. He was not in, but returned my

call the next day. He was amazed that after all these years, someone would have interest in the article. Joe was a reporter for the Stars and Stripes and actually remembered flying with us. He said the photo was used with that article based on its quality and that he had no way to identify the unit. Joe agreed to try and locate the original photo, but later called me back to say that he was unsuccessful. He also stated he was glad that the photo would have some significance for us.

My next step was to have the magazine photo digitally scanned, enhanced and put on a CD. From there I had it enlarged to a 16x20 format, mounted, matted and framed. The result was well worth the effort and expense. They say that a picture is worth a thousand words and this was a prime example. It just said it all. It was us, the North Flag boys doing what we did best.

I brought the photo with me to Philly and every one of the 28 guys from our unit was in awe of the photo. After studying it, we all agreed it was taken in late 69 or early 70. We also agreed that the only pilot visible, flying right seat in the lead aircraft was Capt. William Lorimer. Bill was our Commander and was killed by hostile fire during a combat assault in March, 1970. Needless to say, this greatly enhanced the significance of the photo. Bill was a career officer who never let his career interfere with the welfare of his unit, he was also my best friend. The photo now hangs on the wall of my den and to date I have mailed out 14 copies to unit members. I'm sure I will send out many more.....Like a piece of art, the photo speaks for itself, but more than that it speaks for the fierce pride that still binds us together.

*Major Roger C. Baker, U.S. Reserves,
Retired*



rotor & wing

Arthur H. Trujillo

Retired Lt. Col. Arthur H. Trujillo, 70, of Killeen, Texas passed away on Feb. 5, 2010, surrounded by his family. Interment followed in the Central Texas State Veterans Cemetery.

Arthur was an adjunct faculty member at Central Texas College, where he taught government and business courses. He was also an independent business/financial consultant. He was a Killeen Independent School District board vice president.

The Killeen resident and U.S. Army veteran held an associate's degree, bachelor's degree and two master's degrees and was a graduate of the U.S. Army Command and General Staff College, in residence, at Fort Leavenworth, Kan. He attended the University of Missouri at Kansas City, Auburn University, the University of Central Texas, New Mexico Military Institute and New Mexico State University. Trujillo worked in farming, ranching, real estate and other business fields.

His 23-year military career included command and staff positions with units in the infantry, cavalry, airborne, ranger, Special Forces and Army aviation as well as an Army comptroller. He served 31 months in Vietnam as a rifle platoon leader, a rifle company commander, in Special Forces (Special Operations), as a helicopter pilot, an armored cavalry troop commander and in other capacities. He graduated flight school with class 70-36 and flew with D troop, 7-17th Cav in 1971. He held three Bronze Stars (one for valor), the Vietnam Cross of Gallantry, Vietnam Civil Action Medal, Combat Infantryman's Badge, Airborne Wings, Ranger Tab, Senior Aviator Badge, Recondo Patch, and the Vietnamese Parachute Badge. He was an Eagle Scout with Bronze Palm and Order of the Arrow in 1953.

Trujillo was a member of the Killeen-Heights Rotary Club, the American Legion and the Association of the U.S. Army. He served as chairman of the boards of the Killeen Housing Authority and Greater Central Texas Federal Credit Union and as vice president for finance of Communities in Schools. He was a former member of the boards of the Mid-Tex Chapter of the American Red Cross, the KISD Education Foundation, League of United Latin-American Citizens Scholarship Foundation and the Monty LeBay Scholarship Fund. He was a member of St. Joseph's Catholic Church and the Knights of Columbus.

He is survived by his wife, Minerva Trujillo, former principal of Audie Murphy Middle School, and their children, Dr. Laura Trujillo-Jenks and her husband, Kenny, Lt. Col. Paul M. Trujillo and his wife, Christie, and Michelle C. Trujillo; five grandchildren, a brother, an aunt and several cousins, nephews and nieces.

Words of comfort may be shared with the family at www.Crawford-Bowers.org.

Clifford Lee Watson

Clifford Lee Watson, 70, died Tuesday, March 16, 2010 in Savannah, GA. Mr. Watson was born in Independence, KY on February 7, 1940, he had resided in Hinesville, GA for over 30 years.

Cliff was a proud veteran of the U.S. Army, serving two tours in Vietnam. He graduated flight school with Flights Class 66-17 and 66-19, in 1967 he flew in Vietnam with the 224 Med Det and the 50th Med Det under the Dustoff 98 callsign and from 1970 till 1971 he flew fixed wing aircraft in Vietnam with the 138th ASA under the Vanguard callsign. While serving as a Medevac Pilot during his first tour, he was awarded the Silver Star and Bronze Star respectively for his heroic actions and he ultimately earned the title of Master Aviator. After being honorably discharged from active duty Cliff continued as a Mobilization Readiness Group Coordinator with the GA Army National Guard where he retired after 25 years of dedicated service.

Mr. Watson was a member and Past President of the Hinesville Lions Club. He was a member of Bradford Lodge, F.&A.M. and a Shriner. He was also a member of the Vietnam Veterans Association and the Vietnam Helicopter Pilots Association.

Mr. Watson is survived by his loving wife of 40 years, Merle Watson; one son, his mother, one sister and one nephew. Memorial Services with full military honors were held on March 20, 2010. Remembrances may be made to the Liberty County Humane Shelter, Hinesville, GA 31313. An on-line guestbook is available at www.foxandweeks.com.



Gerald R. (Bob) Crow Jr.

Gerald R. Crow (Bob) Crow was born October 18, 1947 in Tacoma and passed away February 24, 2010.

Bob was a decorated Vietnam helicopter pilot who received such medals as the Distinguished Flying Cross. He graduated flight school with Flight Class 68-9 and flew in Vietnam under the Black Widow 38 callsign while assigned to C Co, 101 Aviation Battalion from 1968-1969. After an honorable discharge from the service, he continued to serve his community with the Pierce County Sheriff's Department. During his service with the Sheriff's Department he was a department pilot and also a pilot with the search and rescue team. Bob retired as a Sergeant after 23 years of service.

After his retirement he founded C & C Legal Investigations where he and his son Jerry, worked as private investigators specializing in criminal law issues. Bob always had a passion for and maintained an active role as a lifetime

member of the Vietnam Helicopter Pilots Association as well as the VFW. Bob was also a member of the Eagles.

Bob is survived by mother of his children Sue Dyer, Bob's companion Linda Parker, his mother and her husband, one sister, three sons and three grandchildren.

Please donate to the Bob Crow memorial fund at Columbia Bank (Stadium District), the funds are to be used for the post education of Bob's grandchildren. Please sign the on-line guest book at www.tuellmckee.com Funeral home contact: [REDACTED]

Richard Green wrote these comments about serving with Bob Crow in Vietnam, it is just one of dozens of such tributes written by Bob's friends and comrades that may be found at: www.tuellmckee.com

Who was Bob Crow to those who served with him in Vietnam and met with him years later at reunions?

When I arrived in Vietnam, I had been a Captain for 4 months, my flight experience was limited to the time it took me to get through flight school and my combat experience was zero. Of course I was given command of the 2nd Platoon, C Company, of the 101st Aviation Battalion. We were the Black Widows!!

Though new to Vietnam, I was not new to the Army, having had over 7 years enlisted experience. I knew that I needed to find the best and most experienced pilots, and learn from them, quickly. Though Bob Crow was just a 20 year old Warrant Officer, he impressed me immediately with his knowledge and his willingness to discuss what needed to be done. My "orientation" flight (read that first flight in Vietnam) was with Bob Crow. I never let him forget how that turned out. We were on an ash and trash mission (Army Aviation for Resupply mission) and had to haul a load of rations and ammo to the Ashau Valley and the landing zone turned out to be beneath triple canopy jungle. Bob hovered the helicopter down thru a hole in that canopy, hovered forward, down some more, forward and finally we saw the spot the grunts had prepared for us. It looked good to me, and apparently looked good to Mr. Crow. The spot was clear and the grunts had made a log landing pad. As we settled to the ground, Bob's intent was to set down solid, but the logs began to roll, the helicopter shifted and the rotor blades began chewing into the vegetation on the left. When he corrected, we had blade strikes on the right. We both knew there was blade damage, but there was no way we could shut down and check the blades in that LZ. After the supplies were kicked out, Bob begin to lift out of the LZ. Up, back, up, back and up. Clear of the jungle canopy, we headed for home. That was actually safer than shutting down in the Ashau Valley. I was too new to know how serious the problem was, but Bob

sweated bullets, for good reason. When we landed back at the Widow Web, we found that we'd lost about 4 inches off the ends of each blade. That could have been a lot worse, but Bob's good judgment brought us home. Others might have tried to stay in the Ashau Valley and that would not have been much fun... In the time that Bob and I served together that was the last "accident" that he had... and I believe it was also his first one. (My kidding him about it consisted of reminding him that whenever he wanted to "play Lumberjack" to leave me at home! And I reminded him of that often.)

Approximately one week later, Bob was my Aircraft Commander of choice when we flew north to support a CCN (Command and Control North) mission with the Special Forces Unit in Dong Ha. It was a large mission and a lot of brass was sitting in on the briefing, along with the pilots that were to fly the missions, insert the troops, resupply them and bring the out when the mission was over. A LTC was giving the briefing and he was throwing around facts and figures, estimates and guess-ti-mates that were way over my head. (This was my first combat mission). Bob Crow, sitting beside me, said "Capt Green, that's not going to work, he's going to get us killed!" I asked him if he had a better way, and he said "Yes". I asked him if he wanted to put in his two cents worth i.e. the use of aviation assets and he said "Yes". I stood up and told the LTC that we needed to take a "re-look" at his plan for aviation assets and that my "expert" had some suggestions. A lot of looks were exchanged when the young WO1 walked to the front of the room. Bob told them that using single ship LZs would restrict the speed of inserting troops and showed that there was a better LZ near the objective, he gave them resupply times, refueling times, and simply dazzled them with his knowledge of the area. He laid out the entire "program" for aviation support, and all of his suggestions were written into the plan. I was as impressed as everyone else was. Later, when we were airborne, I asked him how he knew all this. He told me that the Black Widows had supported the 2nd ARVN Regiment in a similar exercise in the same area a few months earlier and all he had done was "eliminate" the mistakes that had been made during that mission.

With less than a week left in-country, even though he did not have to fly, he volunteered to take a mission for Hamburger Hill. In accomplishing that mission, he took two 50 caliber rounds thru the cockpit. One round "scratched" the back of his helmet. Had he not done everything right that day, he wouldn't have come home. When he landed after that mission, he advised me that he was taking himself off flight status and I told him that I'd already taken his name off the roster. He had more than done his part.

Bob Crow was a true hero, a professional soldier and a good friend. He cared when others were unconcerned. He planned when others were partying. He thought ahead when others did not. He was always prepared, always calm under fire and always ready to undertake the most dangerous missions when others wished to avoid them. He and I flew together often, and if the mission dictated that I fly with someone else, I always scheduled it so that Bob was my wing man. Bob was my friend and I'm going to miss him.....

*Richard A. Green
Major US Army (Retired)
Black Widow 36*

Gerry R. Curtis

Gerry R. Curtis, 66, died after a battle with cancer on March 26, 2010 at the Veterans Hospital in Seattle, Washington.

Gerry graduated from flight school with Class 66-3 and flew from April 1966 to April 1967 with the 175th Aviation Company in Vihn Long under the callsign Outlaw 13. After Viet Nam, Gerry became a UH-1 IP at Ft. Rucker and did initial qualification training until leaving the Army in the spring of 1970. Gerry then moved over to the Alabama National Guard, where he flew CH-54s for a number of years.

Later, Gerry moved back to the Pacific Northwest and started a successful insurance business in the Seattle area. In 1980, he joined the 92nd Trans Co, a Chinook company based at Paine Field north of Seattle, and spent the next 25 years flying, coordinating and controlling the unit's missions throughout the world. Gerry was an integral part of operations in Panama, Haiti and in Iraq. He finally retired from the Army in April 2005.

Gerry is survived by his wife Sandy, two sons and two daughters. CW4 Curtis was laid to rest at the Tahoma National Cemetery, Kent, WA on the 9th of April 2010. At his interment, Gerry was surrounded by his family, his friends and his flying "Hooker" family.

God speed to you, Mr. Curtis, you have done very well for all.

James Rowe Cox

James Rowe Cox, 72, of Copperas Cove, Texas was born Feb. 16, 1938 and passed away on Feb. 20, 2010

After a long fight with cancer that was directly due to his exposure to Agent Orange while in Vietnam. Interment with full military honors followed at the Central Texas State Veterans Cemetery in Killeen, Texas.

Jim graduated from flight school with class 63-6 and served from 1964-1965 as Snoopy 6 of the 120th AVN and as Blackcat 6 of the 213th Assault Helicopter Company from 1968-1969. He retired from the United States Army

after 20 years of service as an Army Aviator. During this time, he served two tours in Vietnam and received the following medals: Armed Forces Reserve Medal, Republic of Vietnam Campaign Medal, Army Aviator Badge, Senior Army Aviator Badge, Vietnamese Cross of Gallantry with Silver Star and Palm, Distinguished Flying Cross, Bronze Star Medal, Air Medal Numeral 17 with "V" Device, Army Commendation Medal, Presidential Unit Commendation (Army), National Defense Service Medal, Vietnamese Service Medal with Silver Star and two Bronze Service Stars. After retiring from the military Jim owned and operated J. R. Cox Mortgage Bankers in Killeen, Texas. He also worked for Sallie Mae and WalMart in the central Texas area.

Mr. Cox attended Texas A&M University and completed his college career at Sul Ross State University. He was a lifelong member of DAV Post 29, American Legion Post 582, VFW Post 03393, 12th Man Foundation, Vietnam Helicopter Pilots Association, Mortgage Bankers Association and the Fort Hood Area Board of Realtors.

He was a devoted and loving father, granddaddy and great-granddaddy, not only to his family, but to everyone around him as well. He loved to fish and could oftentimes be found at his fishing shack by the pond. He was happiest when he was surrounded by his family, joking and having fun.

Survivors include his wife, Jane Ruth Cox of Copperas Cove, one daughter, two sons, six grandchildren, and two great-grandchildren.

Memorial donations may be made to: D.A.V. POST 29, [REDACTED] Harker Heights, TX 76548

Jesse L. Moore

Funeral services for Jesse Lynn Moore, 70, of Telephone, Texas were held on March 24, 2010. Interment followed with military honors in Forest Grove Cemetery, also in Telephone, Texas.

Jesse passed away Monday, March 22, 2010 at his residence; he was born on Nov. 13, 1939 in Paris, TX the son of Jesse Pearl Moore and Vera Lavonia Denton Moore. He was a graduate of Telephone High School and the University of Texas at Arlington. In his younger years, he worked for his "Uncle Joe" Denton at Wise Funeral Home. Jesse also worked for Arkansas Bank and Trust in the 1970s, and later for General Cable and Clayton Homes in Bonham, Texas.

Jesse was a highly decorated U.S. Army veteran and P.O.W. of the Vietnam War. He graduated flight school with Flight Class 66-10 and flew with the 48th Assault Helicopter Company under the Joker 10 callsign from 1965 until he was taken prisoner in 1966.

TAPS

Jesse loved going to Choctaw, riding motorcycles, hunting and fishing.

Jesse is survived by a daughter, Erin Moore Barker and grandsons, Jessie Kirk Barker and Daltry Wyatt Barker, all of Paris, TX; numerous cousins, extended family and a host of friends.

Pat Ewing, [redacted] added these comments concerning Jesse:

I attended Jesse's grave side services today and I would like to ask those of you who knew Jesse during his tour or from any other time to let me know your thoughts/memories etc. so that I can forward them to his daughter and/or put her in contact with any of you who want to correspond.

Jesse was well respected and much loved by the people that he grew up with and knew from his work. The first thing that he told a lot of the people a there was that he was proud to be a Joker and that he would then regale them with funny stories. Jesse said all you need to get through life is Air Speed, Altitude and a good Attitude, most of the time the latter was most important! Jesse suffered from macular degeneration at the end but he had a friend who read every new issue of the VHPA Aviator to him, and he insisted on being read every word. Jesse was regarded as a good guy in all respects and even the leader of the union where he worked said that even though they were adversaries, he respected him because he always did what he said he was going to do, even in instances where he had to take some heat from his upper management.... sometimes even threatening to resign if he thought the company was trying to make him do something that he considered wrong!

Again, please let me hear from those of you who knew him so I can pass the works on to his survivors. ~ Pat

John Dobecka

John Dobecka passed away Wednesday, May 6, 2009 in Grapevine, Texas.

"Big John" was a native of Coppell, Texas and a 1966 graduate of Coppell High School.

After graduation, John joined the United States Army and served three tours in Vietnam as a helicopter pilot. He was awarded the Purple Heart twice. While in-country, John flew with the 221st Aviation Company, The Shotguns out of Soc Trang.

Big John, as everyone called him, was an active member of the Grapevine Ambucs, where he was a past president and he was a past president of the Big Hat Club. Every month he cooked for the Big Hat meetings. He was a master carpenter, gardener and cook, he could build or re-build anything. Big John was also a former police officer in Grapevine. He was one of the most giving and caring human beings anyone could meet, and will be greatly missed by all who knew him.

He was preceded in death by his stepson, Thomas Roy Levins. He is survived by his wife, one daughter, two grandchildren, his parents, two brothers, three sisters and numerous nieces and nephews.



John (Doc) Willingham

John (DOC) Willingham passed from this life on Sunday, Feb. 21,

2010, after a prolonged illness. He was comfortably at home in his easy chair with his family, friends and beloved pets at his side. He is now with the Lord, flying again and happy as can be.

John was born Dec. 3, 1946 in Corpus Christie, Texas, to Clyde Maxwell and Margaret Wolcott Willingham. He entered U.S. Army Flight Training in June 1971 at Fort Wolters, Texas, from there he went to Advanced Flight Training at Fort Rucker, Ala. He finished flight school graduating with Flight Class 71-17 and served in Vietnam with both A and C Troops of 7/17 Cav in 1972 while flying under the Knight 27 callsign and later with H Troop of the 10th Cav in 1972-1973 under the White 27 callsign. After Vietnam, he graduated from Maintenance Test Flight school and spent another 22 years in the U.S. Army doing what he loved best, flying and defending this great country.

John retired from the U.S. Army Sept. 30, 1993. During his service, he earned several medals including the Bronze Star, Meritorious Service Medals, Air Medals and Army Commendation Medals. He continued his work for the military on several different bases until 2009 when he could no longer work.

For 38 years, every second of his life was spent doing what he loved most, working and thinking about how to better our country, in which he had so much faith.

John leaves behind his loving wife Cathy, daughter Melissa, granddaughter Ashley, and a multitude of true friends -- you guys know who you are. He will be missed by all and always remembered for his great stories, comforting touch and loving heart. He fought for a nation, touched a community and was always there for his family.



Montgomery, William Howard

William Howard Montgomery, a Brother-In-Arms and Vietnam Veteran passed away at the age of 63 in El Paso, TX on Friday, 5 February 2010, doing what he loved most, flying. Bill was born in Cherokee, Iowa to William and Dorothy Mont-

gomery in 1946 and was the eldest of 7 siblings.

Bill completed Army flight training in 1967 and was assigned in RVN to the 129th AHC and the 192nd AHC, Tiger Sharks between September 1967 and October 1968. After his return stateside he was assigned to Ft. Rucker, AL as an Instructor Pilot. Bill remained with the National Guard retiring as a Major while he was engaged in the banking business as a V.P. of Finance with the First National Bank and Trust of Plainfield, IN. He attained a total of 3,000 hours as a UH-1 and OH-58 Instructor Pilot and over 4,500 hours total time in helicopters.

Bill's love for flying took him to the airlines where he flew heavy metal to include the L1011, B757/767 and B737 aircraft to include trans-oceanic flights. He had flown for ATA airlines and after his mandatory retirement at age 60 he flew with a foreign carrier. With his busy schedule he also found the time to volunteer with the Hendricks County, IN and Maricopa County, AZ Sheriff's Departments. In total Bill had accumulated over 17,000 hours of flight time.

As a child, he was a Life Scout and Altar Boy. Apart from his love for flying, he loved sailing. Bill was active in the Marina Venice Yacht Club as their former Sailing Fleet Captain and Director. He also loved riding motorcycles and playing golf. Bill attended Indiana University where he met his wife Linda. He graduated from Indiana University with a Bachelors Degree in Business.

Bill was loved by everyone who encountered him. He always had a smile for you and he had a great sense of humor. He was always kind and considerate to everyone.

Bill was always surrounded by a loving family. Bill is survived by his loving wife of 38 years, Linda (Chapman) and his daughters Amy (Nathan) May, Angela Montgomery, Aggie(Adam) Simcoe and Amanda (Joe) Childress and three granddaughters. He is also survived by two sisters and four brothers.



Ramon Williams

Ramon Ray Williams (CW4 Retired), 81, passed away Thursday, March 11, 2010 after a long fight with cancer. Big Ray as he was known to many, was born in Milwaukee, WI to Tillman and Cora (Erbe) Williams on February 19, 1929, and was raised in Caldwell, Texas.

Ramon is survived by his wife, Anne Stiles; his daughters Pamela Santiago, Patricia Williams, Tina Weitz, Ramona Williams, and Melanie Williams plus several grandchildren and great-grandchildren.

Chief Williams retired from the U.S. Army in 1975 after 28 years of service with tours of duty in Korea, Vietnam, Italy, Panama and Fort Hood, TX. He had two tours in Vietnam as a

dual-rated pilot. In 1962 he served with the 18th Aviation Company before joining the 93rd Transportation Company at Da Nang.

At the 2008 VHPA Reunion in San Antonio he and his daughter, Tina Weitz, contributed some 70+ color photos of CH-21s and UH-1Bs from his 1962-63 tour to the VHPA Calendar Project. Many were published in the 2010 and 2011 VHPA Calendars plus other VHPA publications. In 1968 his second tour in Vietnam was with A/15th Transportation Battalion, 1st Cav and the 73rd Aviation Company.

After retiring from the Army he lived in Austin and McMahan, TX. Ramon was a real estate broker in Austin for many years. He also worked for Pumpkin Air and Air Logistics for 13 years as lead pilot and base manager, flying helicopters to the oil rigs in the Gulf of Mexico.

In 2000 he moved to McMahan, TX and started a pecan orchard and gourd farm. He returned to Austin in 2009. Ramon valued many wonderful friendships and continued these friendships throughout his life attending Caldwell High School Class of 1947 reunions, and reunions with associations of fellow servicemen, the Otter-Caribou Association, the VHPA, and the Lockhart VFW. He is buried in Austin, Texas.

Submitted by his daughter Tina Weitz.

Dick is survived by his wife of 57 years, one daughter, one son and three granddaughters. Memorial services were conducted on March 5, at the Weymouth Funeral Home Chapel, interment will be at Arlington National Cemetery at a later date.

The family requests donations be made to the one of the following: Alzheimer's Association, P.O. Box 96011, Washington D.C., 20090-6011; Fort Eustis Transportation Museum Foundation, PO Drawer D, Fort Eustis, VA 23604; or St. George's Episcopal Church, [REDACTED] Newport News, VA 23608.

You may view and post condolences on our online guestbook at daily-press.com/guestbooks.



Richard A. (Dick) Chilcoat

Former dean of the Bush School of Government and Public Service and holder of the Edward and Howard Kruse Endowed Chair, Richard A. (Dick) Chilcoat, LTG, U.S. Army (Ret.) died Tuesday, March 16, in College Station.

Chilcoat was appointed the school's first permanent dean in July 2001. After stepping down as dean in 2008, Chilcoat held the position of executive professor.

A graduate of the U.S. Military Academy at West Point, Chilcoat later earned an MBA from Harvard University. During his 42 years of military service, he served in combat in Vietnam where he was the last in-county Commander of A troop, 1/9 Air Cav when he assumed command in May of 1971. Dick went on to staff and command tours of duty in the infantry, aviation, operations, and policy and strategy; and served as executive assistant to Gen. Colin Powell during the First Gulf War. Chilcoat also directed and facilitated the Army Strategic Leadership Course for army general officers, served as the 43rd commandant of the United States Army War College and was appointed as the ninth president of the National Defense University by the chairman of the Joint Chiefs of Staff.

"Dean Chilcoat's service at the Bush School mirrored his distinguished military career," said current Dean Ryan Crocker. "The Bush School made remarkable advances during his tenure. It was a time of great expansion and growth, and Dean Chilcoat played a significant role in advancing our academic programs, including dual-degree programs in political science and economics; launching innovative certificate programs in international affairs and public service and administration; and strongly supporting the expansion of our research capabilities."

"Dick Chilcoat exemplified public service at its

finest," the school's namesake, George Bush, the 41st president, said in a prepared statement. "He won the respect of all who knew him."

Burial is scheduled for Arlington National Cemetery at a future date. Memorial donations may be made to the Dean Dick Chilcoat Endowed Fellowship established at the Texas A&M Foundation. Please make your checks payable to the "The George Bush School" and note in the memo line: In memory of Dick Chilcoat. Then mail your donations to: Director of Development, The Bush School of Government and Public Service, Texas A&M University, 4220 TAMU, College Station, TX 77843-4220

Robert E. Bales

Robert E. Bales, 60, Clarksville, died Wednesday, February 17, 2010, at Gateway Medical Center in Clarksville, Tennessee from complications of fighting prostate cancer.

He was born August 17, 1949 in Elkhart, Indiana son of Robert E. Bales, Sr. and Mary Jo Ellis. He was preceded in death by his father and a daughter Astrid Bales Holt.

Robert served with the US Army as a CW2 Helicopter pilot during the Vietnam War. He graduated flight school with Flight Class 69-9 and then flew with 68th Assault Helicopter Company in 1969-1970.

Robert was a member of First Baptist Church. He is survived by his mother, Mary Jo Ellis; his wife, Donna Roberts Bales; one daughter, one brother, two sisters and six grandchildren.

In lieu of flowers contributions may be made to Disabled Veterans, c/o Tennessee Department of Veterans Affairs, VARO, Room A 310, [REDACTED] Nashville, TN 37203.



Robert Romines

Robert Romines - also known as "Budgie" - died suddenly on Monday, March 29, 2010, at the age of 67.

Bob was born in Henderson, Texas, in 1942, and attended Carlisle school his entire 12 years. He graduated in 1960, and attended Kilgore Junior College and Stephen F. Austin University finally graduating from Stephen F. Austin in 1970. Bob used to say he majored in "fraternity." Serving as President of Delta Sigma Phi, Bob established lifelong friendships and enjoyed the annual fraternity reunions.

Bob joined the U.S. Army in May 1967. Upon graduation from flight training at Fort Rucker, Alabama, with Flight Class 68-01 in May of 1968, Budgie was assigned to the Republic of Vietnam as a medical evacuation helicopter pilot with the 44th Med Brigade. He spent a full year in Vietnam where he flew over 1,000 hours, completed over 3600 combat missions his combat awards for heroism during his



Richard A. Hartert

U.S. Army Lt. Col. (RET) Richard "Dick" A. Hartert, 79, died at home in Newport News, VA on Sunday, Feb. 28, 2010, after a long illness.

He was a veteran of Korea and Vietnam. Dick was born in Milwaukee, Wis., to Eric and Gertrud Hartert. He attended UCLA and graduated in 1953 upon which he joined the Army as a 2nd Lieutenant. He graduated flight school with Flight Class 55-6 and flew in Vietnam with the 605 TC Co in 1966-1967 and with the 34 GS GP from 1971-1972, one of his numerous call signs while in-country was Pipesmoke 6. His distinguished career took him many places for 22 years but his home was Fort Eustis with the Transportation Corp. He was an aviator flying fixed and rotary wings, instructor for aircraft as well as the Transportation Officer at Fort Eustis. He retired in 1975 and then joined the civilian forces at Fort Eustis and Fort Monroe. He retired from the Army as a civilian in 1993.

Dick was the treasurer of the Fort Eustis Transportation Museum Foundation for many years dedicating many long hours. Transportation was his love. He was a member of the Transportation Corps Aviation Association, Disabled American Veterans, Military Officer's Association of America, Distinguished member of the Transportation Corps Regiment, and the Retired Officers Association.

Vietnam tour were the Distinguished Flying Cross and 30 awards of the Air Medal.

He was promoted to full Colonel in January 1992, and assigned to Fort Sam Houston again later that year. Fort Sam Houston was Colonel Romines' last assignment and he retired in January 1997, after a wonderful 29 years and 10 months serving our great United States in the U.S. Army.

Bob's military friendships were numerous and longstanding.

Stephen M Samberg

Stephen M. Samberg, only 61 years old, passed away on January 19, 2010 at his home in Addison, Texas after a difficult battle with lung cancer.

Stephen (Steve) graduated flight school with Flight Class 66-23 and during the 1969-1970 time frame, he flew with both the 114th Assault Helicopter Company and the 336th Assault Helicopter Company.

Steve was born in Brooklyn, NY, and after he left the military, he spent his professional life in the securities business traveling and living throughout the Midwest. He is survived by his loving wife Cheryl, as well as his several stepchildren and one grandson.

Steve was an accomplished and dedicated professional in every facet of his life, serving others as a director of the Dallas Margarita Society, a member of the board of the Hoffman Foundation, and a member of the Viet Nam Helicopter Pilots Association. He was a good and true friend and was always the first to offer help to others in their time of need. He was Managing Director of Sterne Agee's Dallas office at the time of his death. He will be greatly missed by everyone who was privileged to know him.

Vaughn Roy West

Maj. Vaughn Roy West died Sunday, February 7, 2010. He was born in Hettinger, North Dakota and retired in Villages, Florida. He served in the Army for 21 years. His service included tours in Korea, Vietnam and Germany. As a Sergeant he served with the 2nd Combat Engineers, attached to the 2nd Infantry Division that took heavy casualties during the withdrawal (advancing to the rear as he called it) from North Korea along the Yalu River during the winter of 1950. Hiding during the day and traveling in groups of 3 to 10 men at night with little or no rations, they were able to avoid being captured. He rejoined the 8th Army below the 38th parallel.

In 1956 Vaughn applied for and was accepted for helicopter school, graduating in Class ACHPC "J" at Camp Rucker, Alabama. He later became an instructor in several helicopters, including the first twin engine helicopters, the Mojave H-37. He had a tour with the 4th Transportation Company in Germany,

and then in 1965 he went to Nha Trang, VN to command the 339th (3 - H-37's) Recovery Platoon. Landing at Dalat with a blown jug and forced to stay overnight "Charlie" came on the airfield and put a satchel charge in the downed bird reducing his inventory to 2 antique H-37's. Vaughn said "They did us a favor, it had most of our shortages onboard". In 1968 Vaughn returned to Vietnam and served in the 605 TC Company as a dual rated pilot where he flew throughout Vietnam.

After retiring, Vaughn was associated with the John Deere Company in Virginia Beach, VA. He was a member of the American Legion Post #347, VHPA, 4th Transportation Co., Korean Vets Alliance and Old Aviators Association.

Survivors include daughters Holly West, Tricia Firestone and sons Randall and Michael. Online condolences may be left at www.gankspagetheus.com



WILLIAM JEFFERSON LUMPKINS, JR.

Colonel USA (Ret.) Colonel William Jefferson Lumpkins, Jr. died on January 7, 2009, at home according to his wishes, in Alexandria, Virginia.

Originally from Tulia, Texas, his proud 30-year career with the U.S. Army, included tours in Korea, Vietnam (two), and Germany. In Vietnam, he commanded the 334th Aviation Company (Attack Helicopter), the first to fly officially into Cambodia. Back home, he participated in the U.S. Army MASSTER Program at Fort Hood, Texas; was assigned to manage the training program for the Chief, Army Reserve at the Pentagon in 1974; and was then assigned to Fort Sam Houston, Texas. As Deputy Post Commander to Fort Meade, Maryland, he created and led the first Ft Meade Counterterrorism Exercise in conjunction with Maryland and New York Police Departments. His many decorations include: the Legion of Merit (four Oak Leaf Clusters), National Defense Service Medal (one Oak Cluster), the Meritorious Service Medal (two Oak Clusters), eight Air Medals (one with "V" device), and two Vietnam Gallantry Crosses w/palm.

After retiring from the Army in 1985, he worked for the Science Applications International Corporation (SAIC) as In-Kingdom Manager for installation of the Saudi Navy C3 Center. He retired to San Diego, California, and then returned to Alexandria. Throughout his career he took pride in improving the safety and effectiveness of the American soldier through training, technical innovation, and leadership. He mentored many young people, both uniformed and civilian. He will be dearly missed by the many lives that he touched so gently yet deeply.

Survivors include his sister of Amarillo, Texas; his brother of Tulia, Texas; and three children. Colonel Lumpkins was interred in Arlington National Cemetery with full military honors on March 30, 2010.

Darrel Clayton "Clay" Jones

Clay Jones, 77, of Plano, Texas and formerly of DeKalb, Texas passed away March 20, 2010. Clay was born on Oct. 20, 1932, in Floydada, Texas to John Arthur and Eva Lena Bennett Jones.

He served in the United States Navy from Sept 14, 1950 to Sept 23, 1976. He was a veteran of the Korean War era and the Vietnam era and peace time. He graduated from flight school with class 63-4 and flew from 1965-1966 with the 1st Bde, 1st Cav Div and the 121st Assault Helicopter Company and then with the 174rd Assault Helicopter Company from 1968-1969 under the callsign's Wrecker and Friar Tuck. He earned numerous decorations during his military career and retired in 1976 as a CW4 to live out his dream as a cattle rancher in Lydia and DeKalb, Texas.

Survivors include his wife Johnnie Faye Annen, four sons, one daughter, one brother, one sister, five grandchildren, four great-grandchildren, and a number of nieces, nephews, friends and acquaintances.

Captain Jim Ihli

Jim Ihli (Dust Off 105) passed away March 29, 2010. Jim had been suffering from the affects of Agent Orange for a number of years and his long struggle ended at the VA Hospital in Boise Idaho.

Jim graduated with class 67-8. He served in Vietnam as the XO of the 254th Med Det. (HA) 44 Med BDE from 1968 through 1969. Jim was the kind of XO every pilot liked to work with. He was the type of guy who led by example and knew how to take care of his other pilots. Jim earned the DFC and was personally presented the award by General Abrams. He also earned the Air Medal with 29 oak leaf clusters and numerous other citations.

After his tours in Vietnam he went to the training command and finished his military service at Ft. Wolters Texas. Jim returned to Boise and worked for the City Parks and Recreation Department until his recent death.

Jim had a passion for rebuilding 4-wheel drive Chevy's and loved to hunt and fish in the Idaho back country.

LTC Richard Anderson, (our Commander) CWO Bill Brown and myself, attended the memorial service and internment at the Idaho Veterans Cemetery. From us guys who served in the 254th during his tenure as XO---- Jim you will be missed----Thanks for your guidance.

Rich Lindekens Dust Off 112

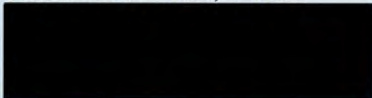
*We are actively looking for someone to start up Chapters in both Hawaii and in Alaska.
Contact Jack Salm for full details on potential members in your area tips on how to
get a new Chapter started! E-mail him at:*

VHPA CHAPTERS

-----New Chapter-----

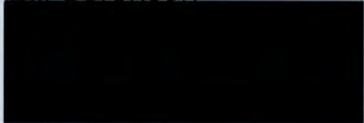
LOUISIANA CHAPTER

Andrew Hover, Pres.



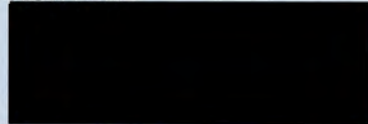
Arizona Chapter

Bill Sorenson



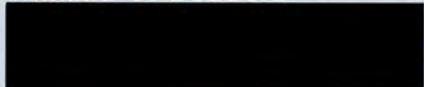
California Chapter North

Ken Fritz



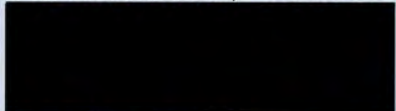
Fort Rucker Chapter

Roscoe V. Souders



Fort Wolters Chapter

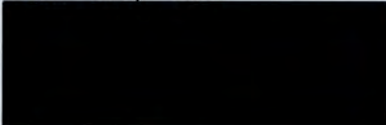
Pat Richardson, President



www.fwcvhpa.org

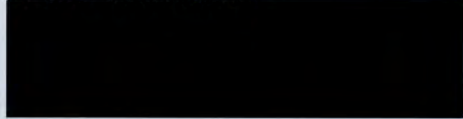
Georgia Chapter

Carl "Skip" Bell



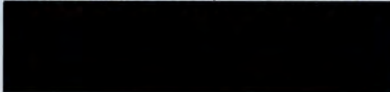
Mid South Chapter

"Pete" Norman IV



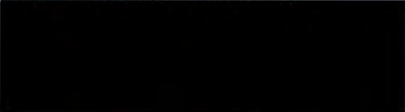
Montana Chapter

Todd Brandoff, President



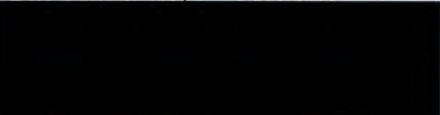
North Alabama Chapter

Jim White, President



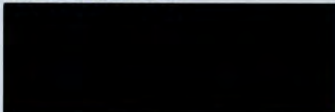
New England Chapter

Bill Williams, President



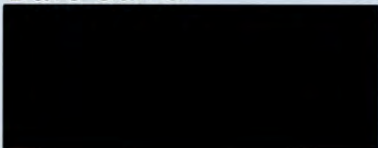
North Carolina Chapter

J.D. Lawson



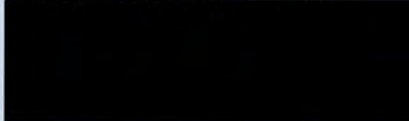
Ohio River LZ Chapter

Dave Garner



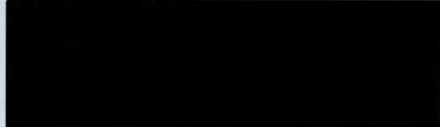
Southern Missouri Chapter

John Sorensen, President



Rocky Mountain Chapter

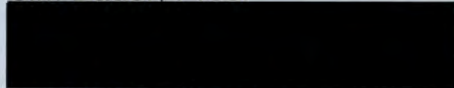
Gary Hurelle



The Alamo Chapter

San Antonio, Texas

Jim Bauer, Pres.

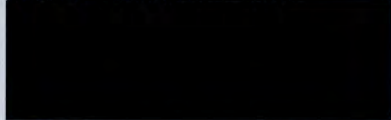


www.vhpa-alamo.org

South Carolina Chapter

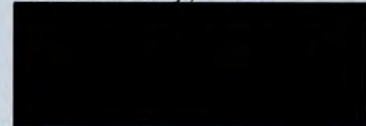
(Celebrate Freedom) Chapter

Larry Russell, Pres.



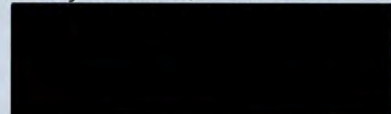
Southern California Chapter

Tom Crosby, Pres.



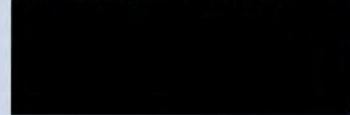
VHPA of Florida Chapter

Gary Harrell, President



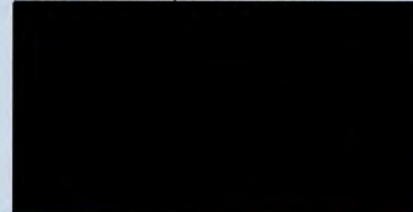
Virginia Chapter

Ben Gay, President



Washington State Chapter

Bob Brown, President



The VHPA and Chapters share information and guidance with one another for the mutual benefit of each other. All of our Chapters are separate and independently managed organizations not under control of the VHPA. The VHPA is not authorized to act as an agent or a representative for any of the Chapters nor are any of the Chapters authorized to act as agent or representative for any of the other Chapters or the VHPA as a whole.

CHAPTER ACTIVITIES

VIRGINIA CHAPTER

Under new management and open for business. The chapter has been reorganized and Ben Gay is the new President. The next meeting of the chapter will be on June 19 at 4PM at Ben's house. All pilots who flew in Southeast Asia between 1962 and 1975 are invited to attend and hopefully become members. The individual who called asking for information please call again. Your information was misplaced. We want to reconnect. Please call Ben at [REDACTED] Ben Gay, Pres.

NEW ENGLAND CHAPTER

We are continuing to recruit new members. Our next meeting will be on Sunday, 12 September, at Scituate, MA. We still meet every 1st Monday of the month at Joe's American Grill in Dedham, MA. Bill Williams, Pres.

NORTHERN ALABAMA CHAPTER

Our last meeting was held on 16 March at Ryan's Restaurant. Seven members attended. Our next meeting TBA. Call [REDACTED] or e-mail: [REDACTED] Jim White, Pres.

WASHINGTON STATE CHAPTER

Bob Brown is the new president of the chapter taking over from Frank Jones who has health problems. Our quarterly meeting was held at the Olympia Air Show in Olympia, WA in April. Our next meeting will be in August or Sept, time, date and location TBA. Check the website for up to date information. (www.vhpaw.org), Bob Brown, Pres.

SOUTH CAROLINA CHAPTER, the Celebrate Freedom Chapter

The chapter attended the SHAWFEST AIR SHOW at Shaw Air Force Base on May 8th and 9th. The Thunderbirds performed and we had military vehicles and aircraft at the show. Next meeting is TBA. Call [REDACTED] or e-mail: [REDACTED] Larry Russell, Pres.

ROCKY MOUNTAIN CHAPTER

Spring got the chapter excited for our annual BBQ conducted by our own Master BBQ'er, Don Rice. After realizing the time necessary to coordinate other events with the BBQ we postponed the event until August. We'll be even hungrier for it by then, and we'll also in need of a replacement for our usual Armed Forces Day celebration in Cripple Creek, CO. Regretfully, Col. Bill Mc Pherson was sorry to report that officials recently elected to change the venue and will not be showcasing veteran organizations. Once again we supported the WW II Honor Flight Homecoming for the veterans returning to Denver International Airport on April 24th. To help raise additional funds for this event, the chapter encouraged members to attend the March 28th All-U-Can-Eat breakfast sponsored by the Evans, CO VFW. Bill Brewster was presented a plaque in appreciation for transporting our mobile War Museum with his semi-tractor rig in the past few years. Members are reminded to nominate candidates for the upcoming Chapter Election of Officers in June. Gary Hurrelle, Pres.

CALIFORNIA CHAPTER NORTH

The chapter is getting the MOC ready to go to the reunion in San Diego. Greg Hutson and Ken Fritz have been doing the initial cleaning and product inventory with an eye on a chapter group clean-up day. The MOC needs some minor refurb with a new sound system and other improvements.

The Huey now sits on a custom gooseneck trailer that is going to get fenders, lights and a paint job in time for the Memorial Day parade. We'll have a Huey and CCN pickup wash day with a chapter meeting/BBQ at Western Truck School on Saturday 29 May. The Citrus Heights Red White and Blue Parade is Saturday June 26th. The parade starts at 0900 near Uplands Way and Sunrise Blvd. We will have another Huey and CCN pickup washday on Thursday 24 June at Western Truck School. Volunteers are needed for both wash days. Please call Ken Fritz at [REDACTED] so we know how much

food to get for the BBQ. Reliable MOC staffing is needed for the reunion in San Diego. We need to have a good schedule of reliable reunion CCN member attendees who can serve in the MOC for 4 hour shifts. Ken has a schedule and a few volunteers, but we still need more. This is a grueling function when the same 4-6 members continue to work the MOC long hours day after day. Its time to get this organized! Thanks!! You know the drill. Call Ken. It is a lot of fun and the weather will be San Diego perfect (even when it's bad in San Diego, it beats 99% of the nation). Ken Fritz, Pres.

GEORGIA CHAPTER

The Georgia Chapter continues to hold its bi-monthly Saturday morning breakfast meetings and continues to assist with efforts to educate local people and groups about the Vietnam War by furnishing speakers to high schools and colleges, Boy Scout troops, other youth organization and civic groups in the area with their projects by providing personnel and other resources. We have discovered a source for high quality embroidered clothing items and several of the members are sporting new golf shirts and hats with the distinctive GA Chapter logo on them. Unconfirmed reports are that individuals wearing that attire become instant chick magnets. If there are former Vietnam Helicopter Pilots in the Atlanta area who would like to join our group please see our web site at: www.ga-vhpa.org or contact me at [REDACTED] or telephone [REDACTED] Skip Bell, Pres.

NORTH CAROLINA CHAPTER

March 13th - we had two of our helicopters in Wilmington, NC for a Vietnam Veteran Celebration. We will also have all of our helicopters at the air show in Lumberton, NC on May 14-16 and at an air show in Florence, SC May 28-30. Also planned is to have some of the aircraft in Mt. Airy, NC the week of 14 June for the Vietnam Moving Wall. J.D. Lawson, Pres.

The Southern Missouri Chapter of the VHPA hold their first meeting.



Pictured here, left to right, are: Roger Rodgers, Terry Wilund, Russ Emory, Bob Stoverink, Tom Gayer, Roger Caffrey, Neil Jocsing, Bob Sublette, Jim Miller, Ralph McClurg, J. D. Twenter, Ron Clifton, Dick Elgin, Bill Thompson, Leonard Rutledge, John Wilkinson, Mik Mikulan, Don Gieseke, Cal Griggs, Stan Coss, Wayne Watson, John Sorensen.

Not pictured, but attended the meeting: Mike Robbins, Lew Phillips, Jim Adams, Gene Perkins, Syd Morrow, Michael Schuster, Al Parsons, and Jim Wharton.

CHAPTER ACTIVITIES

VHPA OF FLORIDA CHAPTER

The chapter has been supporting the local Vets groups, AmVets, VFW, etc with their fundraisers. The OH-6 is still in demand for all these activities along with the local schools. The only three events that we had scheduled for the next few months were all in April.

April 13-18 - We were at the Sun and Fun Air Show at the Linder Airport in Lakeland, FL

April 21 - The OH-6 was presented with a lecture at Coco Beach High School on the East coast.

April 22-25 - The OH-6 was displayed at the Vietnam Moving Wall in Melbourne, FL. Many members from the East coast were there to represent the VHPA.

We have cut down on our activities since our members are not in the best of health. Gary Harrell and I are planning to meet with the VHPA reunion group in Orlando to see what assistance our group may provide for the reunion there in 2011. Submitted by Jim Basta

SOUTH MISSOURI CHAPTER

The South Missouri Chapter of VHPA held its first meeting in Jefferson City, MO, and it was very well attended. Members gathered, got to know one another, and enthusiastically look forward to the future and growing our chapter, serving our communities, and celebrating veterans. Our second meeting will be held in Columbia, MO, June 12th, at the Country Kitchen Family Restaurant, [REDACTED] from 10:00 - 12:00. After lunch, we will move to the Hilton Garden Inn, spend more time together and get to know each other better. Rooms are available if you want to remain overnight. Details can be seen on our website, vhpasmo.org.

We now have members from Arkansas and Oklahoma, so if you live in a neighboring state and would like to be part of our chapter, getting to know others who share similar experiences, then we encourage you to join us, bring your talents and energies, and help us grow. Membership applications can be obtained at the website.

FORT WOLTERS CHAPTER

Our June 5 meeting will be at the National Vietnam War Museum site in Mineral Wells, TX. The chapter meeting will be short so we can attend dedication ceremonies for the Soldier's Cross sculpture and an updated panel on the Vietnam Memorial Wall followed by a BBQ lunch museum fund raiser. Our next meeting will be on Saturday September 11 at 11:30 at Hogan's Roadhouse Restaurant when our guest speaker will be a VE Rep to discuss the new VA clinic in Ft. Worth. Pat Richardson, Pres

MID SOUTH CHAPTER

On 3/17/10 members of the MSCVHPA went to Fort Campbell, Kentucky to meet with General Binney Peay Ret. and CSM Robert G. Nichols Ret. While there, we presented a check for \$1,300.00 to them to be used to help build the Historical Foundation Wings of Liberty Military Museum.

On hand from our chapter were: Rhea Rippy, Robert S. Colson Jr., Ross A. Rainwater, Christopher A. Hoyton, Kenneth L. Culwell, and myself Haywood P. Norman IV. The concept of the museum and the historical foundation is to present the 101st from its conception through all major wars and conflicts, its roll as a peace time military and as a military force to be reckoned with in today's ever-changing world. The Museum will consist of a memorial park, a museum, an amphitheater and a heliport.

If you, a family member or loved one served with the 101st and would like to help with museum you can make a donation of several levels stretching from an engraved brick that starts at just \$36.00 up to a Diamond Lifetime Membership which is available for \$10,000.00. To learn more about the museum, for full details on all of their membership levels to learn how to purchase your own brick, are available by going to www.fortcampbell.com. Pete Norman, President.

MONTANA CHAPTER

The Montana Chapter has scheduled a meeting for Saturday, June 12 in the afternoon at Todd Brandoff's home. There will be a potluck and those planning to attend are requested to RSVP to Todd at [REDACTED] or e-mail at [REDACTED]. We are still recruiting new members, so anyone interested please call . Todd Brandoff, Pres.

SOUTHERN CALIFORNIA CHAPTER

Southern California Chapter has been working closely with the National Reunion Committee to insure that all goes well with the activities that are scheduled for the San Diego Reunion. We have had numerous meetings over the last few months making sure that there are no "glitches" when the actual events takes place. Activities of this size and scope require a lot a planning and grunt work. We have done and are doing that to insure that you will enjoy your stay in the San Diego area. Be sure and visit our website www.VHPASOCAL.org for full details of what we also have to offer at the Reunion. Tom Crosby, Pres.

THE ALAMO CHAPTER (San Antonio, TX)

On February 2d the Alamo Chapter moved from a three foot hover into smooth translational lift and take off. With 51 members in attendance, provisional president Jon Osborn opened the floor for nominations of Chapter Officers and discussion was also held about the writing of Chapter By-Laws and Articles of Incorporation. Once again, with the assistance of Jack Salm who provided advice and suggested formats for both topics, yet another committee was established to draft the By-Laws and Articles of Incorporation.

The Chapter was extremely fortunate to find that one of our newly enrolled members, Jesse Blanco, Attorney at Law, was ready and willing to head up that committee. Jesse, who has extensive experience in this area, did the legal work for the chapter and prepared the necessary documents in record time and had them ready for the membership's approval at the third chapter meeting on March 2d.

The March meeting saw the Alamo Chapter proceed from a smooth launch to a 2000 feet-per-minute climb. That meeting, held at 7PM at the same VFW 8541 on Austin Highway in San Antonio was attended by 80 dues paid members, who unanimously approved the By-Laws and Articles of Incorporation. The Chapter also held its first elections and the following were elected to serve out the remainder of calendar year 2010: President-Jim Bauer, Vice-President-Don Phillips, Treasurer-Bob Dillon, Members at Large- Jesse Blanco, Robert Worley and Mike Maloy. As this article is being written new applications for membership, printed off the Chapter web site, are being received in the Chapter's newly rented PO Box in San Antonio.

Once again the Chapter was fortunate to discover that Chapter member John Deer, who has attended all three meetings, is technologically adept and after the first meeting in January took it upon himself to set up a Chapter web site. You may visit the web site and watch the Alamo Chapter grow by entering, www.VHPA-Alamo.org in your computer. At the March 2d meeting John Deer Was officially designated as the Alamo Chapter Webmaster.

Several of the newly elected Chapter officers will be attending the National Reunion in San Diego and look forward to recruiting more new members at that time. In the meantime anyone interested in obtaining additional information about the Chapter may contact either Jim Bauer or Mike Maloy by e-mail at [REDACTED] or regular mail at Alamo Chapter [REDACTED] San Antonio, TX 78218. The next meeting of the Alamo Chapter is scheduled to be held at the VFW Post 8541, [REDACTED] San Antonio, TX 78218 at 1900 hours. All members, potential members, their spouses and family members or significant others and friends are invited to attend. Future meetings, unless otherwise posted will be held on the first Tuesday of the month at 1900 hours, at VFW Post 8541. Jim Bauer, Pres.

VIETNAM HELICOPTER PILOTS ASSOCIATION

5530 Birdcage St., Suite 105 • 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

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☐ Please charge my MasterCard/Visa credit card

☐ Add \$20 for printed Membership Directory

☐ Enclosed is a check/money order payable to VHPA

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Credit card No.:

Expiration date:

SIGNATURE:

FLIGHT SCHOOL CLASS:

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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?

Looking For....

Looking For Information concerning Joe Latham

I am looking for anyone who knew my Dad during the Vietnam war. I am trying to find out what he did and what it was like for him and his buddies over there, but my father just will not talk about it.

He has given me permission to find out on my own. My Dad was a cobra pilot with the 101st Airborne, C Battery 4/77th ARA during 1970-1971. His call sign was Dragon 43 and he was stationed at Hue Phu Bai. I know that among other things he flew the "secret" missions to Cambodia, Laos, etc. I also know he is a member of the Vietnam Helicopter Pilots Association.

I would appreciate hearing from anyone who might be able to help me.

*Regards,
Tracy Saylor*

Looking For Information concerning Pierre Lefebvre

My name is Jack O'Connor. I was an Air Force pilot who grew up in Massapequa, New York. My best friend, who lived just across the street, was Pierre Lefebvre (Pete to everyone who knew him).

Pierre and I last met in Texas in 1968 when I was en-route to flight school in Enid, Oklahoma. Pete had just been transferred to Fort Wolters as a flight instructor. We spent a couple of good days together and he shared many stories of his tour in Vietnam as a Dustoff pilot.

We lost contact after that and I have been trying, off and on, to locate him ever since. This morning, I Googled his name and found your site where I was saddened to read that Pete had died of a heart attack in back in 1993.

A couple of requests, please...is there anyone in your Association who would know more about Peter's life since we last met in 1968? Does anyone know of a web site where I can learn more about his service record, his commendations and awards? Does anyone have any photos available of Peter they would be able to share with me?

I have a high school reunion coming up in a year or two and I would like to honor Pete's memory at the reunion.

More importantly, as a former Forward Air Controller in Vietnam, I understand the sacrifices Pete made and the challenges we all faced coming back to the States. To be honest, I still struggle with some of them. Remembering and honoring Pete's legacy is important to me and our other friends.

*Regards,
Captain Jack O'Connor, Sundog 13
21 TASS, Saigon, Vietnam
E-mail: [REDACTED]*

Looking For Information concerning William Hendricks

I have been asked by friends to help track down Chief Warrant Officer William C. Hendricks Jr.

This is what we know:

1. CWO William C. Hendricks Jr, member of Flight Class 66-23.
2. Born: About May 1938 in Richmond, VA
3. Attended: Thomas Jefferson High School in Richmond, VA, class of 1957, he played in the Cadet Band while there.
4. Bill worked for the Richmond Times Dispatch for approximately 10 years.
5. Mother's name was Estelle Hendricks and Bill's father lived in Maryland
6. I first met Bill Hendricks in Richmond, VA in the late 50s. I talked with Bill when he visited a friend with the Crazy Cats (1st RR) in Cam Ranh Bay about 1971 although it could have been late 1970. At the time Bill was flying in a helicopter unit.
7. Bill has not contacted even his best friend, John Steadman, from high school so possibly he is either deceased or living outside the United States.
8. A credit check ran about 5 years ago using what was supposed to be his social security number did not indicate any activity.
9. At the 50th high school reunion in Richmond, VA approximately 3 years ago, his classmates indicated that no one had heard from him.

If anyone went to flight school with Bill, I would appreciate learning what class he was in, and possibly any information they may have regarding the unit he might have been in during Vietnam. If you have any information regarding Bill, please contact me, William Due, in San Antonio, TX either by e-mail [REDACTED] or by phone: [REDACTED]

*Many thanks
William Due Jr.*

Looking For Information concerning an engine failure induced autorotation

I am writing you about an incident that occurred in R.V.N in April or May of 1967. I was a member of 4th Bn.60th Arty attached to the 1st Cavalry Div. I was tasked to fly from L.Z English to Qui Nhon to acquire some badly needed gun parts.

I showed up at the helipad at English And meet the pilot. I believe he was a member of the 223 A.S.H. We boarded the ship a small bubble-front Helicopter. The pilot informed me that the turbocharger on the ship was not working 100% but they had compensated for this problem. We took off and were about twenty minutes into the flight when a very loud detonation came from the engine. I

thought that an artillery round had gone off underneath us but the pilot told me that the turbocharger had kicked in and caused a severe over speed condition. The pilot told me that he had to shut off the engine and auto rotate to the ground. At the time we were at the time over a large open area which I later found out was an ARVN POW collection point.

The pilot made a beautiful landing, in fact one of the smoothest and without a doubt the quietest landing I have ever been in. We had only been on the ground about five minutes when three gunships arrived to render assistance. The pilot had been radio contact with the gunships on the way down, I seem to remember the gunships call sign was Charger White.

I never got to thank the pilot for his great skill and coolness and that is part of the reason I am contacting your organization. I was at an R.V.N Veterans reunion and one of the members of your organization told me that he had read this story, or a very similar story in your newsletter. I would love to thank the pilot and to have a copy of this story if it is at all possible.

*Any assistance you can render would be greatly appreciated.
David Tincer*

E-Mail: [REDACTED]

Looking for patients/witness's to A.F. Mediac flight from Pleiku, 3 June 1970.

On June 3rd, 1970, I volunteered for an emergency air evacuation flight to Pleiku, Vietnam.

I was a young First Lieutenant Aircraft Commander on the C-141 Starlifter and we heard that two Army helicopter pilots had been shot down and suffered burns. The doctors believed that they would not survive unless they got them out of Vietnam and properly treated as soon as possible. They preferred to have them taken to Yokota Japan but gave me the option of taking them anywhere out of Vietnam.

The Pleiku runway was very short for a 141 so we were light weight on landing and needed to take on just enough fuel to get airborne safely and make it to Yokota. As we were fueling, the base commander boarded my plane and told me that when a C-123 lands at Pleiku the base comes under attack. He said that with my 141 on the ground they would definitely be hit and that I should get underway as soon as I could.

As the engines were running the base came under attack. One of the doctors came on the flight deck and told me he had forgotten to get something. His eyes got big as he saw the explosions and activity through the

Looking For....

As the engines were running the base came under attack. One of the doctors came on the flight deck and told me he had forgotten to get something. His eyes got big as he saw the explosions and activity through the windscreen. I asked if he had to have the item and he quickly responded that he could do without it. We quickly took off between a hail of tracers that were making a path for us and climbed to 37,000 feet.

I have always regretted that I did not learn the names of the helicopter pilots and to this day I do not know their fate. If anyone was in Pleiku or Yokota Hospital on June 3rd and can enlighten me I would greatly appreciate an update.

*Commander Gene McVay
American Legion Department of Arkansas
E-Mail: [REDACTED]*

Looking for crewmembers of rescue Huey after mid-air on May 6, 1970

On May 6, 1970 approximately 11:00 AM, UH-1H aircraft from the 158th Combat Aviation Battalion were engaged in laying a smoke screen for a combat assault in the mountains west of Tun Tavern and Langley, Quang Tri Province, SVN. The aircraft involved in this incident were:

- UH-1H hull number 68-15663 from Bravo Company crewed by
- CW2 Richard C. Worthington, Pilot, KIA/BNR
- W01 Robert Lee Kirk, Co-pilot, KIA
- Sgt Frank Sanchez Hernandez, gunner, KIA/BNR
- SP4 William Conrad Weiss, Jr., crew chief, KIA
- UH-1H hull number 66-16707 from Charlie Company crewed by
- CW2 Clifford Earl Poe, Jr., pilot, KIA
- W01 Roger Bruce Baxter, co-pilot, KIA
- SP5 Allen Gene Kinne, crew chief, KIA
- SP4 Allen Harold Nohl, gunner - survivor

The two aircraft were flying formation with Poe in the lead and Worthington flying echelon right when the collision occurred; both were laying smoke. One crewman, Allen Nohl, from Poe's ship was the only survivor; he fell through triple canopy jungle after the

collision, still strapped into the helicopter. SP4 Nohl, the sole survivor, stated that Worthington's helicopter skid had struck the main rotor of the helicopter that he was flying on.

I, Allen Nohl, was rescued by a rope lowered to me from the command helicopter for the mission of that day. I tied the rope around my torso under my arms and they lifted me out of the jungle somewhat bouncing and crawling thru the jungle treetops as they pulled me along. They flew with me hanging below the aircraft to the nearest fire base which I think was 10 to 15 miles away. They landed and loaded me on a stretcher and placed me into that same helicopter and then I was flown to a medivac hospital.

Several weeks later, I met one of the pilots of the command helicopter that rescued me at Camp "Zima"? hospital in Japan. The pilot and I had a brief discussion of the events of May 6th. While on the stretcher in the rescue helicopter, this pilot had turned to me and given me a thumb's up sign that I returned to him. In the hospital in Japan, the pilot was brought into the hospital on a stretcher and I read his ID tag and I told him that I was also from the 158th Aviation Battalion, Charlie Company. He then asked me how that survivor he had lifted out of the jungle was doing. At that point in time, I knew he was talking about me. I stood beside his stretcher so he could see me face to face. I gave him the thumbs up!

I am looking for names and hometowns of the crew that rescued me on May 6, 1970. I hope this information helps in my quest in finding that crew. If you have any other questions or suggestions, please contact me.

*Thank you,
Allen H. Nohl
E-Mail: [REDACTED]*

Looking For Information concerning Peter Gussenhoven

Peter Gussenhoven is my father. We served together in the Idaho Army National Guard and shared many flying experiences as he was an avid aviator both during my childhood and after I grew up.

I am an engineer officer currently and have

been researching my father's service while he was in Vietnam. I am interested in talking to anyone who might have known him either in flight school or while he served overseas. I and my three siblings have all served in the current war, he left us with a true sense of service to our country.

Any assistance would be greatly appreciated.

*Gene Gussenhoven
LTC, EN, IDARNG*

E-mail: [REDACTED]

Looking for Vietnam photos from the 1st Aviation Battalion and D troop, 1/4 Cav

"The First Division Museum" at Cantigny is looking for 1st Aviation Battalion and D Troop 1/4 Cavalry veteran photos and stories. These photos may be used in an upcoming exhibit on helicopter aviation in the 1st Division during the Vietnam War.

If you served in either of these units from 1965-1970, we would like to hear about your experience. If you are willing to share any photos or stories, please contact Shane Keil at [REDACTED] or [REDACTED]

*Thanks Again-
Shane Keil
Exhibit Preparator
First Division Museum at Cantigny
[REDACTED]*

Looking for lyrics to a song....

I'm looking for the lyrics to a song I heard back in 1972 about elephants and kangaroos and the animals in the zoo that I heard one night in Pleiku. We had evac'd some aircraft to Camp Holloway on Christmas Day and the guys in the club were singing this song and it was a riot.

I would like to find the lyrics. Does anyone out there have an answer for me, or know anyone who might be able to tell me the words? I would appreciate any pointing in the right direction.

*Thanks,
Don Roth
Bulldog 22 - 129th AHP,
Lane AHP, Vietnam*

E-mail: [REDACTED]

Interested in advertising in The VHPA Aviator?

1/4 page black and white ad - \$125.00, 1/2 page black & white ad - \$250.00

Full page black & white ad - \$500.00, full color ad's are available on the Back Cover, rates by request.

Contact Moon Mullen at [REDACTED] for details

OHIO RIVER LZ CHAPTER HOLDS 23RD ANNUAL REUNION

Over the week-end of Feb 26-28, the Ohio River LZ Chapter of the VHPA held their 23rd annual reunion in Bowling Green, KY.

Considered by many to be the oldest Chapter within the VHPA, the dedicated group put on a fantastic reunion led by outgoing Chapter President Dennis Gartland. Aided by Danny Young, Bob Hamilton, Bob Basham and incoming Prez David Garner, nearly 100 friends and family spent a well planned week-end highlighted by a visit to the GM Corvette Assembly Plant and Museum. The reunion was capped by a wonderful banquet with a local Warren High School ROTC Cadet team who performed one of the finest Missing Man Table Presentations and Ceremony ever witnessed by Tom Payne, VHPA Sec/Treasurer and his wife, Wanda, who were in attendance. Payne was also wel-



Outgoing Chapter President Dennis Gartland and Barbara Young presenting a signed photo to Bob Hamilton for all his work dedicated for the Chapter. Bob is one of the original organizers of the Ohio River LZ Chapter and is still an active airline pilot.

comed as a representative from VHPA HQ and an honored guest. He spoke briefly at the Chapter's business meeting about the VHPA and its activities and at the banquet concerning the legacy of the Vietnam Vet-



eran.

The honored guest speaker at the banquet was retired US Marine COL Bob Donaghue who related several humorous experiences while flying in USMC helicopters in Vietnam. No one left the banquet without receiving or winning a door prize or gift.

Congratulations to the Ohio River LZ Chapter on a "Job Well Done"

Tom Payne
VHPA, Sec/Treasurer



The Museum of The Vietnam War receives Texas Tourism Award

On October 5, 2009, The National Vietnam War Museum received a Tourism Award from the Texas State House of Representatives. Sponsored by State Representative James L. Keffer, the award was for "outstanding service to the City of Mineral Wells and the Mineral Wells Chamber of Commerce." Since the opening of the Meditation Garden in June 2007, the museum has hosted several events that have brought thousands of visitors to the museum site and to Mineral Wells, capped off with the unveiling of the Vietnam Memorial replica in May 2009.

One final event for 2009 was held at the museum site which was hosted by members of the 170th Aviation Company (AHC). On December 11, remaining members of the 170th met at the museum site to dedicate a replica of their Vietnam memorial as part of the Contemplation garden exhibits. This replica will compliment the existing Camp Holloway Wall replica, as the 170th was part of the 52nd CAB.

For 2010, the museum once again has a full plate of activities planned. In addition to our annual March fundraiser, we have already scheduled the first annual update to our Vietnam Veterans Memorial replica.

On Memorial Day, 2009, the wall in Washington was updated with the name of Gunnery Sergeant Enrique Valdez, USMC. We have scheduled our update

to occur on June 5, 2010, with a planned Marine Color Guard and Marine guest speaker, as well as members of the Valdez family in attendance. At the same ceremony, we will officially unveil our "Soldier's Cross" sculpture, which will be a permanent part of the Vietnam Memorial garden. We are also in the process of acquiring a computer kiosk for the garden which will allow visitors to access the location of names on the wall and leave their own reminiscences of their visit.

We continue to work on the Visitor Center with the hope that it will be completed by mid-year. Once opened, it will provide the opportunity for visitors to view exhibits



and a permanent location for the museum gift shop. Also in the works is an OV-10 static display aircraft which will provide a fixed wing compliment to our UH-1.

All in all, it will be another busy year as we continue to work toward our goal of building a museum to build understanding. Please visit our website for more information about the museum, our gardens, future events, and donation opportunities at www.nationalvnwrmuseum.org.

The National Vietnam War Museum is a 501(c)(3) organization incorporated in the state of Texas.

Edward T. "Edd" Luttenberger
Communications Director
The National Vietnam War Museum

GOIN' to WORK

By CW4 Tom Murphy (RVN 69-71)

Up and dressed at 0400 - There is not much interest in breakfast

Briefing at 0500 - Where/when/who/etc. Nothing exceptional today. It is just another day "at the office" for us.

We are at the ships for preflight at 0600. There is the light, easy banter of men familiar with each other and comfortable with their tasks.

We form up on the runway at 0700, do our commo and engine checks, then depart to the pick-up point. The air is still cool and clear. VN is beautiful in the morning sun as we depart Bien Hoa in a flight of four Hueys. We are chalk two in a trail formation of four, as briefed. The formation is tight. Experienced hands hold the controls, each relying on themselves and others and the skills they have developed.

We land at 0730 for the pick-up. The troops are traveling light today. They have lots of ammo, maybe a sock full of C-rat cans for lunch, but no rucks. They expect to be home by dark. Their faces are young, but they are seasoned vets, as we are in our two different worlds of the same war. (I began my Army time in the infantry, but I am glad to be a pilot now. Some of the grunts say they would hate our job. Helicopters make targets far too large. Besides, some of them may have been first on the scene of a crash that burned and viewed the ugly results.) They climb aboard and settle in.

The bird is different as we pick up. It is heavy and the air is hotter now, providing less lift. We wallow with the weight. It is the same for all four of us as we start our take-off run. Very careful. Easy. Nursing it along trying to be smooth so she will not settle back to the dirt. Fly, damn you! There are two fully loaded ships behind us that would plow into us if we had to abort the departure. We are looking for the slight shudder in the rotor system that indicates the blades have found the clean air they need for improved lift. There. Now. We rise and know the load can be carried.

Over the flat rice paddies of Three Corps north of Saigon at a thousand feet now. That puts us above small arms range, but without too much altitude to lose at the destination. The countryside is beautiful, as it always is to me. The fascination of being young and in a strange place doing just what I am happy to be doing still brings wonder. Looking at the faces of the troops, they range from boredom to distant abandon. Few register fear or concern. What good would that do? They are just going to work, like we are.

The radio chatter picks up as we approach the landing zone. The lead flight has taken fire and the LZ is hot. Our company's gun ships



are on station and are working the nippa palm trees that line the area with 2.75 inch rockets and minigun fire. Slicks from the lead flight were hit, but all got out and the grunts made it to the wood line.

Our flight banks right for final approach over the small river that is our final check point. The LZ is as advertised, a small clearing with waist-high elephant grass. The nippa is dense and lines three sides. No troops are in sight as they have already cleared the area. There is purple smoke in the LZ to indicate the wind direction. The wind is light, which will not help slow us on landing.

On final approach now. The chatter slows on the radio. We see the gun ships making their race track patterns to work the palms and provide mutual covering fires for us and themselves. The formation is tighter now, both for the small LZ and to help with a quicker departure of passengers. The gunner and crew chief open fire on the palms with their M-60 door guns, one on each side. We feel the concussions up front as much as hear the shots. Tension is everywhere. It can be seen in the little jerks as the lead pilots fight their rotor wash for control, see it in the heightened concentration of my copilot, and sense it as the troops see the ground rush up toward them. The lead aircraft pulls back to kill his speed and not overshoot the LZ. Damn! That causes an accordion effect back throughout the flight as each subsequent aircraft reacts. Two hundred meters. Fight for control! Watch out for his tail rotor! Our world narrows down to this one little piece of Viet Nam and what we are doing.

Close now. The troops are out the door before we touch down. Good and bad on that one. Good for the short time that we will have to stay on the ground, but not so good for the lessening of control as the load shifts left and right. These are experienced soldiers. They exit, form a line, and vanish in the grass as they move off about their business.

"This is lead. Coming out!" There is no need for anything else to be said. We lift out, easily clearing the obstacles this time as we are much

lighter without the grunts on board. Our door guns are talking again as we sail over the palms. I wonder what they have to shoot at, as I can see nothing.

The flight back is uneventful as we calm down. There is more beautiful Viet Nameese scenes and more light banter. The day holds another load of passengers and another sortie.

I recorded the mission presented above in a series of photographs in 1970, but it is representative of all the Huey missions flown by Army aviation throughout the war years. The UH-1 came along at just the right time to allow the new tactics developed for the Viet Nam war. Army Aviation began the war as flying jeep drivers and emerged as warriors of the sky. I am proud to have played a small part in that transition. It was quite an adventure. August 2007.

Editor's Note - Tom originally sent us this story without any pictures to go with it. When they did arrive, they were accompanied by these notes... David - here's two pictures for you to use - The first one is me receiving some dinky little in-country award in Tan An, Vietnam from my CO back in 1970, the other of me was taken in 2007 during my second Middle East tour. I had gone out to the USS Truman to brief HS-7 pilots on "Feet Dry" procedures and while the visit was interesting, I was happy to get back to shore the next day.



I sent this photo just to show that old guys can still play the game. I'm sixty now, 42 years unbroken service in the Army, and am flying Blackhawks now as I outlived all the Huey's. July 2010 will be my third, and final, tour to the Sandbox, not to mention RVN 69-70. It's sad that my career is coming to an end, but one hell of an adventure that I would not have traded for the world.



Nose Art Quiz Part 2



- 1) What in-country Army Helo units were the most prolific copter namer's?
- 2) From 1968-71 the nose art featured on this unit's maintenance platoon copter carried the only authorized female nude painting in the entire 1st Aviation Brigade.
- 3) What were the top five "names" painted on Army helo's during the VN War?
- 4) Helicopter maintenance platoons often adopted a "name" that imitated the parent unit's callsign. See if you can identify the outfit that these "named" maintenance ships worked for: BEE KEEPER, CAT DOCTOR, DEAN FIXER, DRY DOCK, FRIAR TUCK, HORSE THIEF, KENNEL KEEPER, LANCELOT, LITTLE BEAR REPAIR, SNAKE DOCTOR.
- 5) Fill-in the missing word that will complete these genuine copter "names":
---- 33 EXPORT, ----- NUM NUM, #1 BOOM ----, CHUCK --- FARLIE, ---- IN THE BOONDOCKS, FOXY ----, ---- SHIP LOLLIPOP, MAGICAL ----- TOUR, ---- MR. MUSTARD, NIXON'S HIRED ---, RIDE A SLICK TO ---- AND BACK, ROSEMARY'S ----, WEST BY --- VIRGINIA, SHORT, DON'T ----- ME!
- 6) This unit holds bragging rights to having the most slicks of any in-country Army unit to be painted with original & individual names utilizing the unit's official name or shorten version of it within the wording. Also, all 24 slicks had individualized nose art that helped define the inscribed name.
- 7) Out of the 175 Dustoff/Medevac names so far recorded, what was the most popular name that air ambulance crews painted on their aircraft?
- 8) Between 1970 and 1971, the UH-1C gunships in this unit exhibited all their extensive personalized artwork on the rear access panels directly adjacent to the open cargo doors
- 9) Convoy protection in 1967 became the mainstay of this specially designed Army motor-vehicle that took nose art to another level with billboard sized lettering and colorful names such as PHYCHOTIC REACTION, UNCLE MEAT, and BLOOD, SWEAT & TIRES. What were these vehicles commonly known as?
- 10) Of the ten authentic in-country copter names listed which three met with disapproval by higher command and were ordered removed on the threat of an Article 15?

BAD ASS
CREEPIN JESUS
FUR BURGER
H.C.M IS A FAG
KILL A KOMMIE FOR CHRIST

LOVE
MURDER INC
SPECKLED PECKER
TANGELLARY SMOTH
W.E.T.S.U.

The above brain teasers were developed during the course of research for an upcoming book: Volume 1 of the US Army Helicopter Names & Nose Art in Vietnam that is being authored by John Brennan. John was a SP5 Flight Operations coordinator for the 114th AHC at Vinh Long Army Airfield in the Mekong Delta from 1970-1971.

John would like our Members to e-mail him back with the answers to this month's quiz at:

[REDACTED] We'll run the quiz again, with the correct answers in next month's Aviator; John will also supply us with the name of the "winner" to this month's quiz.

Status of the VHPA Calendar program

by Mike Law, Calendar Editor

Alas the 2010 issue sold out in early March – just about the time the membership received their March/April issue of The Aviator. This is the second year in a row that the VHPA Calendar sold out relatively early in the year.

I am pleased to announce that Acclaim Press will produce the next three VHPA Calendars starting with the 2011 issue. Acclaim's managing editor is Randy Baumgardner. He is a trusted friend who has worked on more than a dozen VHPA calendars. Please see their first advertisement on page 22.

It seems that all my talk about "little birds" and Cobras and Hueys for the 2011 Calendar got some guys who flew

"heavies" a little anxious. Two former Skycrane pilots started submitting photos and stories. Thank you! Now if we could just get some USAF, USN, and USMC H-53s from the Vietnam – that would put a smile on my face for sure!

So, do you want to join in this fun? You too can contribute to the VHPA Calendar project for the 2012 issue. You can do that RIGHT NOW! Please start by contacting me. Trust me – we'll both benefit from the experience and those slides that have been in the box in the closet for 40 years now will see the "light of day" again.

Thanks,

Mike Law, VHPA Calendar Editor,
Unit 72, Denver, CO 80227,
DAR@VHPA.ORG

CALEN-



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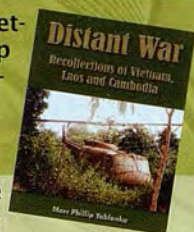
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DISTANT WAR: Recollections of Vietnam, Laos and Cambodia by Marc Phillip Yablonka. A collection of articles covering some 18 years of his freelance reporting on the aftermath of the U.S. involvement in Southeast Asia.

Marc is not a war correspondent but as he notes, he became a chronicler of war by telling the stories of those who had "been there." He has written for Reuters and been published in the Army Times, Stars and Stripes, and Vietnam Magazine to name a few. See what these reviewer's had to say about the novel...



To say there are many untold stories of the Vietnam War is an understatement. The war was a many faceted conflict that involved soldiers serving their country, and a wide variety of American and Vietnamese civilians. Yablonka's articulate and sensitive reporting brings the personal stories of these men and women alive on the page, providing a very interesting retrospective of that distant war.

~ John Penny - VHPA Aviator contributor
Kudos on your book. It's a very interesting read, well written and well researched. Glad you righted the wrong done to the Air America guys. Can't believe there was still a Huey lying in the weeds at Cu Chi as late as 1990 [cover photo], Cu Chi was my first duty station flying with the 116th Assault.

~ Richard Jellerson, Storyteller Films

Distant War: Recollections of Vietnam, Laos and Cambodia (258 pages with photos, \$19.95) by Marc Phillip Yablonka, ISBN13: 978-0-557-08441-8 is available from merriam-press.com, Amazon, and other book suppliers.

VHPA RECONNECTS WITH BOTH NEW AND OLD MEMBERS AT HOUSTON HAI EXPOSITION

VHPA RECONNECTS WITH BOTH NEW AND OLD MEMBERS AT HOUSTON HAI EXPOSITION

VHPA was very active at the recent HAI event in Houston, Texas. Over 55 VHPA members, non-current members and potential members stopped by our booth. Hard to believe so many of the old guys are still flying.

The Association signed up 4 new members (one Life, two 3-year and one 1-year memberships) and we renewed 6 members (one Life, three 3-year and two 1-year), I'd call that a successful membership Event.

We had one very interesting guy stop by. Seems his Dad flew helicopters in Vietnam and was shot down, captured and became a prison-



Photo of VHPA'ers Mike Sheuerman, Bill Gay and Ed Malanowski taken at the VHPA Booth at the 2010 HAI Exposition.

er of war for two years. What was unusual was that HE WAS SHOT DOWN IN 1952! Yes, his Dad was a French helicopter pilot and this happened during the French Indochina

War. Unfortunately his Dad has since passed away, but he would have had some interesting war stories.

My thanks to the VHPA members who stopped by and especially the five members who helped me work the booth - SCOTT BARNES, BILL GAY, ED MALANOWSKI and BOB SPRADLIN. Your help was and is greatly appreciated. And, if you really enjoy your VHPA membership, give the gift of VHPA to a friend.

SEE YOU IN SAN DIEGO!

Mike Sheuerman
Membership Chairman
of the VHPA



CW5 John Harris (on right) and CW3 John McAllister (on left) at Fort Irwin, CA, on 29 March 2010

To paraphrase Mark Twain: "The reports of the retirement of the last operational Army Huey have been greatly exaggerated!"

Although the Army National Guard retired its last Huey in 2009, the Active Army continues to use Hueys at several locations. At Ft Irwin, UH-1H's are flown daily in operational training roles by Active Army aviators and will continue to be so flown for at least another year. I am fortunate to now be attached to the NTC Aviation Company for utilization as a UH-1 IP, to assist in the training & qualification of such pilots. Since there is no longer any UH-1 IP course, and subsequently a shortage of Active Army UH-1 IP's, who would have bet that being an old Huey IP would be of such value to the Active Army in 2010-2011?

CW5 John M. Harris
Delta Guardian 19

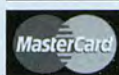
See You
in San Diego!

GUNS UP!



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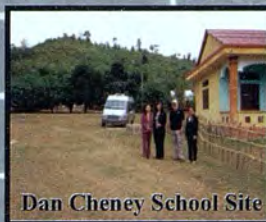
Friends of DANIEL CHENEY



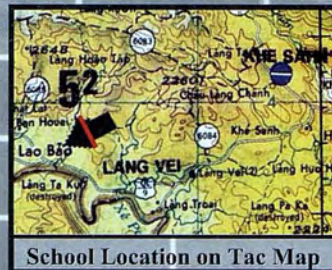
Lt. Dan Cheney
Killed In Action
January 6, 1969

50 BLOCKS

BUILD A LIVING LEGACY TO OUR FALLEN FRIENDS



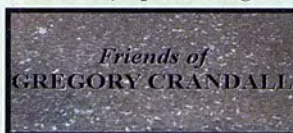
Dan Cheney School Site



School Location on Tac Map

Fifteen years ago Gold Star Mother Rae Cheney and her daughter Jerilyn decided to transform their grief into a force for good by founding PeaceTrees Vietnam with the mission of removing unexploded ordnance in Quang Tri Province and replanting cleared areas with trees. Now, after removing over 49,000 pieces of deadly ordnance from over 305 acres of land, and planting over 41,000 trees, the US and Vietnamese governments have approved a unique memorial project- a new kindergarten school near Khe Sanh **DEDICATED TO THE MEMORY OF FALLEN COBRA PILOT DAN CHENEY**, killed in action January 1969.

Each of us can honor the memory of OUR fallen aviator friends by sponsoring an inscribed black granite block in their name. Each block will be built into the prominent **Friendship Wall** of the Dan Cheney school, and only **50 BLOCKS** are needed to pay the entire construction cost. Many blocks have already been sponsored by friends going in together to raise the \$500 donation.



All contributing friends are warmly welcome to attend the opening ceremony in early September in Ba Nang village near Khe Sanh. This can be your chance to return to Vietnam. Travel arrangements can be made for you.

ACT NOW TO BE SURE YOUR FALLEN FRIENDS ARE HONORED. CONTRIBUTIONS FOR BLOCKS WILL CLOSE ON JUNE 30TH IN ORDER TO INSCRIBE AND INSTALL THEM FOR THE OPENING.

JOIN US

By donating online now to the memory of your fallen friend. For Easy Donation Instructions go to: www.peacetreesvietnam.org/donate_now.htm Click on the green "Donate Now" button and then select the "Dan Cheney Kindergarten" project. Contact Information: Milica Koscica, PeaceTrees Vietnam

Please pass this on to
other aviators who may wish to
honor their fallen friends.

LAST U.S. ARMY OPERATIONAL HUEY FLOWN INTO THE SUNSET

rotor&wing

On October 2, the last UH-1 Huey in an operational Army unit was flown off into the sunset, ending a four-decade run as the work horse of the U.S. Army Aviation and solidifying forever the role of the helicopter in military operations. It was the last of some 10,000 Hueys built for the U.S. Army between 1960 and 1991.

The last Huey, a UH-1H, tail number 0-21776 and operated by the 121st Medical Company (Air Ambulance) of the D.C. National Guard, was flown out of Ft. Myer, VA following "Farewell" ceremonies, literally flying off into the sunset.

The UH-1 is not, however, out of the DC National Guard. Two Huey's have been kept as part of the Joint Force Headquarters to be used as needed, according to LTC Maureen Bellamy, the DCNG's State Aviation Officer. The Joint Force Headquarters is not considered an "aviation operational unit." Other former operational UH-1s are also being used in non-operational unit status such as being flown by civilian engineers at the Aberdeen Proving Ground or other government agencies such as law enforcement or fire fighting. Numerous Army Hueys have been converted to civilian use.

Also, the US Air Force is still flying UH-1Hs and the US Marine Corps is not only still flying the UH-1N, but busily replacing that aircraft with the UH-1Y. The Corps has programmed a total of 123 UH-1Ys to be added to its rotary-wing fleet.

Replacement of the UH-1 as the Army's primary utility helicopter began in the mid-1970s with development of the Sikorsky UH-60 Black Hawk. The twin-engine Black Hawk, however, is too expensive and too large for many

of the missions that had been performed by the Huey.

In 2006 the Army began adding a second utility helicopter to its fleet, the UH-72A Lakota Light Utility Helicopter, or LUH. The Lakota is the military version of the Eurocopter EC-145.

The UH-72A was designed for non-combat units, primarily for domestic operations within the United States and particularly for National Guard units. Of the 345 UH-72As to be acquired by the Army, more than 200 are expected to be fielded for National Guard units, of which approximately 25 percent will be configured for MEDEVAC missions.

The aircraft is not armed and is presently primarily restricted to permissive environments and domestic operations out of the way of combat, although some aircraft are to be delivered to Puerto Rico, Germany and Kwajalein Island in the Pacific. Discussions are already being held regarding deployment of the UH-72A to permissive environments such as the Baltic states of Kosovo and Serbia.

Getting a grip on the exact number of UH-1s built is difficult because of the number of models and variants within models (Bell is now producing the UH-1Y and AH-1Z—making the H-1 the only aircraft to cover the alphabet.)

According to Bell, almost 11,000 UH-1 helicopters were built between 1960 and 1991, of which 9,784 were for the U.S. Army. Another 2,208 AH-1 Cobra, a purpose-built gunship, were built between 1967 and 2000, and all variants of the UH-1 bring the total number to 16,000, making it the sec-



UH-1H tail number 0-21776 belonging to the DC National Guard's 121st Medevac Co., the last UH-1 to serve in a U.S. Army operational unit.

ond highest production military aircraft on record, second only to 18,482 B-24 Liberators built by Consolidated Aircraft during WW II, Bell said.

The first prototype Huey, initially designated the XH-40, was flown on October 22, 1956 at Bell's Fort Worth, Texas plant by Floyd Carlson, according to the Gary Roush—VHPA member (Class 67-24)s. The first six test aircraft were designated the YH-40, delivered to the U.S. Army for testing in August 1958.

When full production was ordered, the designation was changed to HU-1, thus the name "Huey." In fact, the official designation for the UH-1 is the "Iroquois," a name virtually never used. The first production HU-1 was delivered to the Army on Oct. 29, 1958, according to Bell. In 1962, the Iroquois became the H-1 in the new tri-service designation system and the HU-1A became the UH-1A, Roush said. VHPA figures indicated a total of 7,013 UH-1 Hueys served in Vietnam along with 4,814 AH-1 Cobras. Of those, a total of 3,305 Hueys and 1,781 AH-1s were destroyed.

Douglas W. Nelms
Ashburn, Virginia

Editor's Note: We wish to thank the Editor of Rotor and Wing magazine for letting the Aviator reprint this story from their November 1, 2009 issue.

(continued from pg. 5)

what I was built for." At that point, I realize, I can do this. It feels great, just like so many times before, so many years ago. For an instant, my mind recalls Vietnam troop insertions, flying a heavily loaded Huey across the treetops towards a small LZ in the jungle. I can almost hear the "tat-tat-tat" of our M-60 door guns and nearby rocket explosions from the Cobra gunships covering our flanks. OK, back to the present. I see the LZ directly ahead and begin my approach by lowering the collective and easing back on the cyclic. As I pass over the treetops on the near side of the LZ, Rick clears my tail and says, "All we need are some muzzle flashes and tracer rounds and it would be just like Nam." Rick, how true that is. I slow to a hover in the middle of the clearing. Rick asks me to slide left to avoid some rocks beneath us and then I set 217 down with a sense of pride in having made the approach and landing. I look around and it appears that the clearing is only two rotor-disks wide with tall trees directly to our front.

Rick says, "Good job, now let's bring her out." I increase collective until we are light on the skids. Then I continue pulling power, lifting in a near vertical climb, flying my angle to clear the tops of the 60 to 80 foot trees to my front. Boy, 217 has so much power. All this seems effortless. As I clear the trees I nudge



Rex Gooch and his 20 year old Cav Hat.

217 forward with the cyclic, stabilize the power at 59% and fly across the treetops. Once we attain 80 knots I pull back on the cyclic and climb to altitude. What an exhilarating feeling! Huey 217 is a magnificent aircraft! And, I am on cloud nine, I cannot imagine being happier.

An Awesome Experience

I cruise back over the beautiful Washington scenery toward Renton, elated to know that I can still fly the Huey. And, thanks to Rick, I am delighted to find I can still maneuver my

old friend from the past, Huey 217, into a small LZ. What an awesome experience! I end my day with rekindled memories of flight school and Vietnam flying. There is also a sense of pride that my old friend, Huey 217, is still providing a valuable service, just as gracefully as I remember.

I thank WorldWind Helicopters and especially Rick Dominy for making my dream of flying Huey 217 again come true.

Rex Gooch
Longknife 23

C/3/17 Cavalry, Vinh Long, Vietnam
1971-72

WorldWind Helicopters

In addition to the two Bell 210s, WorldWind has Bell 205A++, Eurocopter AS 350B2, Bell 206B-3 and MD 500E helicopters. This diverse fleet allows the company to take on a broad range of specialized jobs. Their capabilities include rappelling, aerial filming, heli-skiing and private charters. However, their bread and butter is fire fighting and precision long line and utility work.

From the Editor of the VHPA Aviator...

I hope everyone enjoys this special 48-page issue of the Aviator; a lot of things had to happen before we could pull it together.

Traditionally the 2nd & 3rd issues of each year are primarily focused on our upcoming Reunion and this year is no exception as we have devoted almost 24 pages to this effort. We do this primarily to inform the membership of the events we have planned for each Reunion and to encourage early registration (commitments?) for the Reunion, the events and the hotel rooms we will need to accommodate the literally thousands of attendees. Early commitments go a long way toward being able to make the necessary contractual and monetary obligations inherent in such a large event. And since we refuse to use the Associations funds to pay for any possible Reunion expense shortfalls, only this way can we truly have the kind of Reunion everyone will enjoy and remember for years.

"Opposed" to that effort, for lack of a better term, is that fact that we know that almost 70% of our Membership will never attend a Reunion no matter how much fun it sounds like we are planning on having. And that's OK also, we will miss you but I can understand why everyone can't, or simply doesn't want to join us at our Reunions. And it's because of you guys that our President has let enlarge this issue so we can also run a lot of "Vietnam Helicopter Pilot" stories, photos and articles.

I want to thank everyone out there for their fantastic support of the VHPA Aviator. From our regular contributors like Rex Gooch, Howard Horton and Tom Murphy to all those one-shot wonders I depend on so much to send me that one special thing to run in each issue, we're able to build an attractive Newsletter. And please don't forget to thank (and support) our Advertisers, and our EC. Without their support, we would never be able to afford this oversized and "budget-busting" Aviator.

Last, please keep those stories and pictures coming, I really don't even care if all you want to do is fuss about something, I'll do all I can to get the story into the Aviator. But sometimes I can't break the Copyright "code", or I simply don't have the room (Doyle Earles - that part is for you), so please forgive me if your story, or letter doesn't make it into the finished product.

Thanks again for all your support - and see you in San Diego!
David Adams



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BOOK REVIEWS

By VHPA Life member JOHN PENNY

DEAD MEN FLYING by MG Patrick Henry Brady, MOH, with Meghan Brady Smith is a compelling memoir of his service with the 57th MED DET (The Original Dustoff) and his second and even more eventful tour with the 54th MED DET where he earned the Medal of Honor. Brady gives an excellent, articulate narration of his experiences in the early days of the 57th; the first helicopter unit in Vietnam dedicated to aero medical evacuation. Beginning as an "orphan" unit whose aircraft were regularly cannibalized for parts, the 57th became a highly respected battlefield asset.

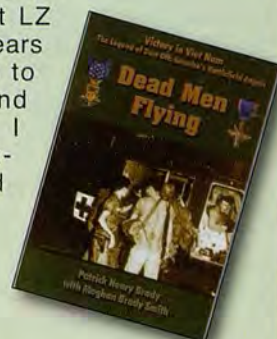
"The legend" of Dust Off was personified by Major Charles Kelly; referred to by some as "Mad Man Kelly." Brady's narrative brings to life Kelly's personality and unwavering struggle to bring the Dust Off concept into its own. Kelly went to great lengths to let ground units know about the 57th and its capabilities; flying night time circuits in the Delta to promote the 57th and its ability to respond to American or ARVN units regardless of darkness, weather or enemy fire. Kelly knew Dustoff was not just a ride to a hospital, but a provider of immediate care with an onboard medic. Brady was greatly influenced by Kelly's leadership of the 57th and a disciple of

Kelly, who makes no bones about the scorn he has to this day for those conducting medical evacuation to a lesser standard.

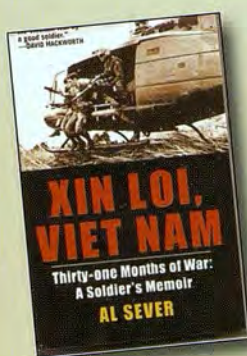
During his second tour in August 1967, Brady took these standards to the 54th MED DET. The war had changed dramatically, with a massive increase of troops in country and troops in need of medical evacuation. In Brady's words, the 54th covered "an AO from Hell," centered on Chu Lai and extending north to Da Nang, south to Duc Pho and westerly to the Laotian border. Brady's narrative of his many missions in bad weather, mountainous terrain, and how he learned to climb mountains with a helicopter in low visibility make for gripping reading to say the least.

Brady pulls no punches about his feelings regarding the U.S. military's withdrawal from Vietnam without a victory. However, he argues the "The American Soldier still found victory - in humanitarianism." American soldiers in Vietnam served a unique role by providing humanitarian care for the people of Vietnam. Some veterans continue this involvement to this day. Brady sees this unprecedented helicopter recovery of the wounded and the dead from the Vietnam battlefields as the core of this humanitarianism.

Brady relates the story of a flight school IP discussing pilot assignment options; describing a passing Dust Off pilot as "a dead man walking." Brady came to know this all too well during his service with Dust Off and believed strongly that his unswerving faith in God carried him through his many tough missions. Brady's service and courage have become a legend of Dust Off. His book also preserves the legacy and honors the courage and determination of "America's Battlefield Angels," with whom he served. Many young men were lifted from a hot LZ those many years ago to return to their lives and loved ones. I highly recommend you read this book.



Dead Men Flying: Victory in Vietnam: The Legend of Dust Off, America's Battlefield Angels, (290 pages with photos, \$21.95) by Patrick Henry Brady, ISBN: 978-0-557-26239-7 is available from <http://www.merriam-press.com>.



XIN LOI BY AL SEVER is a gripping and haunting memoir of his Vietnam service as a crew chief with the 116th AHC, C/7/1 CAV, FLIR NETT, and the 282nd AHC. He dedicated this book to his fellow crew members; many of whom were KIA. "Xin loi" as you may remember translates broadly to "sorry about that." For Sever the term is deeply rooted to his feelings surrounding the futility and tragedies of his personal experience while serving 31 months in Vietnam; most of it

in high intensity aerial combat.

Sever's journey from small town Pennsylvania to a UH-1C gunship in Vietnam is an oft told story of a young man's desire to find excitement. His arrival "in country" and his six months progression through "the mill", the maintenance shop, and the "slicks" were not particularly exciting to Sever. All that changed when he joined the "Stingers" of the 116th AHC at Cu Chi, and quickly found he had many things to learn when it came to crewing on the underpowered and overloaded gun ships. Things like not shooting the blades or rockets, and how to distinguish U.S. troops from the enemy forces in the "green bushy blur." He also learned how to accurately drop a hand grenade in forward flight.

Sever was a fast learner and some of those lessons were hard. The kind of missions he flew in the 116th and C/7/1 were often "down in the bushes" close combat against determined opposition. He notes the repetition of seemingly futile missions created apathy and a callous "xin loi" attitude among the crews. Losses among the crews also made them fatalistic about their own longevity, but they fought on.

It might seem surprising that when his DEROS approached he considered extending, despite the poor odds of survival and against advice of his fellow crewmembers. He listened and went home; however, it was tough and disillusioning, as it was for many Vietnam veterans. After a year in a boring job, heavy drinking, and feeling guilty, he returned to Vietnam; joining C/7/1 in the Delta. He reflects on his return and refers to the troops he served with as "the reason that I had come back, the reason I wanted to stay."

Sever is explicitly accurate in the details of the missions he flew. Some of these missions had particularly tragic outcomes that Sever regrets to this day. His narratives of his actions are always honest, often blunt, and very well written. Sever notes the first rule of Roger's Rangers: "Don't forget nothing." I highly urge you to read this book where nothing is forgotten.

Xin Loi, Vietnam: Thirty-one Months of War: A Soldier's Memoir (332 pages, \$7.99) by Al Sever, ISBN: 978-0891418566 is available from Amazon, and other book suppliers.

1LT Louis E. Porrazzo Ice Skating Rink Re-Dedication Ceremony

By Bert Chole

Those of us who flew in the Air Cav know how much we loved our Blues. Their work was hard and incredibly dangerous, and on September 27, 1967, the Blues Platoon Leader for B troop, 1/9 Cav, Lieutenant Lou Porrazzo was killed in the An Lo Valley, Vietnam while leading his men in combat operations against a North Vietnamese Army unit.

In 1968, the City of Boston, MA dedicated the East Boston Ice Skating Rink in honor of 1LT Porrazzo. One of the boys who grew up skating in that rink for the past 43 years is now a Boston Police Officer and is the coach of the East Boston High School Hockey Team, Mr. Robert (Bob) E. Anthony. The question he asked himself over the years was "Who was Lieutenant Porrazzo and why is this building named after him?"

He decided to get the answer to those questions and contacted the family of Lt. Porrazzo, read several books written about Bravo Troop, and decided it was time for the youth who skated in that building learned something about this Lieutenant Porrazzo. He made the decision to re-dedicate this building and have the family and those he could find, who served with Lou, be present for the re-dedication ceremony.

On Saturday, January 2, 2010 the first annual Lieutenant Louis Porrazzo Hockey Game was held in the 1LT Louis E. Porrazzo skating rink in conjunction with the re-dedication ceremony. The personnel who served with Lou in Vietnam and could attend on this day arrived in Boston on Friday, January 1, 2010. Mike Maier and his wife Mary flew in from Washington State, Barry MacAlpine and his wife Kim flew in from Michigan, Terry Conner flew in from Ohio, John Flanagan flew in from Kentucky, John Larensen and his wife Kathy drove down from Connecticut, Joe Rawl flew in from South Carolina, Jim Pratt flew in from Florida and Bert Chole and his wife Eileen also flew in from Florida. Lou's sisters, Denise Parisi, Shelley DeMarco and their families were present for this re-dedication ceremony.



Members of the 1/9th Air Cav gather for dinner after the re-dedication ceremony.
Left Back row: John Flanagan, Jim Pratt, Bob Anthony, Terry Conner, Mike Maier
Left Front row: John Larensen, Joe Rawl, Bert Chole, Barry MacAlpine

Friday evening the members of Bravo Troop, Lou's family members, Bob Anthony and some Hockey Team coaches met in the hotel next to the airport. It was an opportunity for all to meet for the first time and we had a wonderful and enjoyable evening with Bob honoring the Bravo Troop members by presenting each of us an embroidered jacket with the 1-9 crossed sabers, and the 1LT Louis E. Porrazzo, Memorial Rink and 2010 Re-Dedication embroidered around the crossed sabers. An American flag on the left sleeve, a First Cavalry Patch on the right sleeve and our name embroidered where the right pocket patch would normally be.

On a cold, snowy Saturday morning we got in two vans, accompanied by Denise and her husband Paul, and drove to Lou's grave and honored him with a hand salute and some silent prayers. That evening we assembled at the rink and were joined by

two active members of the 1-9 Cavalry, Captain Edward Stoltenberg, Charlie troop Commander and 1LT Walter Gradzik, Bravo Troop, White Platoon Leader. Imagine my surprise to meet the Platoon Leader of the same platoon I was the leader of 43 years ago. The Boston Police Gaelic Column, represented by Sgt Joseph Cheever's, a Member of the Gaelic Column, played the Star Spangled Banner on his bag pipes. The Honor Guard from the JROTC

unit of the East Boston High School was present and several council members of the City of Boston and many of the youths that skate in this rink were also present.

Bob Anthony opened the re-dedication ceremony on behalf to the Commanding General of the First Cavalry Division, Major General Daniel Bolger, with CPT Stoltenberg and LT Gradzik presenting an American flag that had been flown in Iraq in a UH-60 helicopter and presented it to the Porrazzo family. This was followed by the unveiling of the portrait of Lou Porrazzo by Captain Stoltenberg and Bob Anthony. John Flanagan spoke next about Lou and introduced the Honor Guard, Barry MacAlpine, one of Lou's Squad Leaders,

spoke next about Lou and had also brought a Bravo Troop Guidon which was used in the opening ceremony. I was the last speaker and talked about his being a scout pilot and platoon leader of the infantry platoon and his death on September 27, 1967. Following these remarks we moved into the skating rink and watched as the East Boston High School Hockey Team skated around the rink led by the Bravo Troop Guidon carried by one of the members of the team.

Following the game Bob Anthony and the owner of the Jevile's restaurant, a well known East Boston 60 year old restaurant, treated the coaches, the eight members of Bravo Troop and their wives to a fabulous dinner.



Saturday, January 2, 2010. Members of Lt. Porrazzo's family and his unit gather at his grave site to honor him with a hand salute and silent prayers.

Bob Anthony had a cavalry saber in a presentation case on display for this ceremony and is going to present it to the East Boston High School JROTC unit next week. It will be presented to them in honor of 1LT Louis E. Porrazzo, the First Cavalry Division and Bravo Troop 1-9 Cavalry.

The work, effort, devotion and money Bob Anthony committed to this ceremony cannot be measured. It was truly a labor of love that gave the city of Boston and those members of the First Team, who were able to attend, a sense of pride and an overwhelming feeling of gratitude for Bob Anthony.

The City of Boston and the First Team are blessed to have Robert E. Anthony as a member of both teams. His dedication, respect and love for the soldiers serving our country is seldom voiced, much less demonstrated by the public.

*From these old soldiers a hearty
Well Done! and Thank You
to Bob Anthony and
the City of Boston.*



Presentation of the American flag flown in honor of LT Porrazzo in Iraq, by the members of today's First Team.

Left to right; Shelley DeMarco, Denise Parisi, CPT Stoltenberg, LT Gradzik, Bob Anthony behind Shelley.

Galloway: a farewell after 50 years of newspapering

By Joseph L. Galloway | McClatchy Newspapers

To quote Mr. Dickens they were the best of times and the worst of times. This is Galloway writing "30-" and a farewell to this weekly column after almost seven years and wrapping up half a century in the newspaper business.

Oh, I will still write an occasional op-ed piece when the bastards in Washington, D.C., blast across the line into moron territory, and there's always another book waiting to be written.

From that first day in November of 1959 when Jim Rech, managing editor of The Victoria (Texas) Advocate, hired me as a reporter to this day when I say my goodbyes I have, with few and momentary exceptions, loved all of it.

This is not going to be an obituary for the newspaper business. I have loved being a reporter; loved it when we got it right; understood it when we got it wrong. I hope print-and-ink daily newspapers will outlive me by many years. Somehow.

I was a state bureau chief for United Press International (UPI) before I could legally take a drink or vote. My friends and mentors were former President Harry Truman and former Governor and presidential candidate Alf M. Landon. I stood in courthouse corridors on smoke breaks and talked to Richard Hickock and Perry Edward Smith, the In Cold Blood killers. On a freezing cold midnight I watched as the State of Kansas hanged Lowell Lee Andrews by the neck until death for shooting his mom and dad for the insurance money.

In 1964, at age 24, I headed off to Asia to cover a war I was certain was coming in a little-known country called South Vietnam. Within four months the first American troops, Marines, were landing on the beaches of Danang and I was right behind them.

It would be 16 years before I returned to work in the U.S. — years of wars, coups d'etat, disasters natural and otherwise in places like Vietnam, Laos, Sri Lanka, Indonesia, India, Pakistan, Bangladesh, East Timor, Afghanistan, the U.S.S.R.

You grew up fast covering the infantry at war in the jungles and mountain highlands and broad rice paddies of Vietnam. Seventy reporters, photographers and cameramen, many of them friends, were killed covering the war.

We mourn their loss even now, four decades later: the scholarly Bernard Fall, Life photographer Larry Burrows, UPI shooters Kyoichi Sawada and Kent Potter, old colleagues like the effervescent Henri Huet, my buddy Sean Flynn and his sidekick Dana Stone, and a mentor Dickie Chappelle. There were great characters, some left over from covering World War II or fighting in it, like former Guards officer and former rubber planter turned war correspondent Don Wise, Jim Lucas and Jack Foisie and Keyes Beech and George McArthur. There were others: Dave Halberstam, Neil

Sheehan, Syd Schanberg, the AP's Horst Faas and Pete Arnett and Bob Poos, a Korean War Marine who fought at the Chosen Reservoir. My good buddy Leon Daniel of UPI, a Korean War Marine. Also Kate Webb, Gloria Emerson, Betsy Halstead, Maggie Kilgore and Tracy Webb.

We were privileged to march with and get to know some great military commanders at all levels — soldiers and Marines — like my best friend and co-author Hal Moore, Marine commander Lew Walt, Hank Emerson, David Hackworth, Charlie Beckwith, Sam Wilson, Norm Schwarzkopf and on and on. Too many great infantry non-com's and too many bold, brave, insane helicopter jockeys to even begin naming.

It was a pleasure to share a foxhole or a watering hole with any one of them, especially on a very bad day.

There were some fine editors who were willing to gamble that you could deliver on a risky or occasionally even a fanciful proposal. The best one of all I worked for the longest — John Walcott — who was my boss and friend for nearly 20 years at U.S. News, Knight Ridder Newspapers and, most recently, at McClatchy Newspapers.

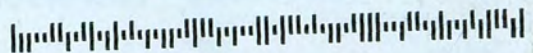
Then there were two others who were a delight to work for and with — Mike Ruby and Merrill McLoughlin, husband and wife co-editors at U.S. News who each possessed their own unique skills that fit together perfectly.

In the end it all comes down to the people, both those you cover and those you work for, with or alongside during 50 years. I can only thank God for putting me on paths that crossed with all those named above and all the others not named here but still alive in my heart.

Finally, I have to say that when I was given this weekly opinion column to write in April of 2003, it was strange new ground for someone who had spent 22 years at UPI where you might be allowed to have an opinion but could never let one creep into your stories, and nearly 20 years at U.S. News whose founder believed in presenting the facts and letting the readers make up their own minds.

There was never a shortage of topics or targets during the remainder of the Bush administration. Nor is there any seeming shortage as the Obama administration wraps up a first year of one disaster after another.

*But in the words of Kenny Rogers
"You've got to know when to hold 'em, know
when to fold 'em."
After 50 years it's time to fold 'em
and move on with the rest of my life...*



VHPA member Curt Knapp took this photo about October 1968 near LZ Sally in northern I Corps. Curt flew Hueys and LOHs in the Aviation Platoon, 2nd Brigade, 101st Airborne Division as TADPOLE 795 (the tail number of his favorite OH-6A).

This CH-54A probably belonged to 478th Heavy Helicopter Company based out of Da Nang during this period. This was the November photo in the 1999 VHPA Calendar with the title "HAVE GUN, WILL TRAVEL."

A Skycrane could make lifting a howitzer look easy.