



The VHPA AVIATOR

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The Newsletter of The Vietnam Helicopter Pilots Association ~ Issue 29-06 ~ Nov/Dec 2011



We're featuring two photos of the Marine Corps' E-model Huey on our front cover this year. The main photo shows an UH-1E from HML-167 as it refuels in Marble Mountain prior to carrying members of Bob Hope's Christmas Show from Da Nang to Chu Lai in 1970. The smaller photo shows another Marine Corps Huey, this one serves as an improvised dressing room for another USO troop at one of the more remote fire bases in I Corps.

We have over ten pages devoted to Christmas in Vietnam stories in this issue. We start with page five and finish with a nice story on our back cover. We also devote our centerfold to Bob Hope and his great service to the members of the United States Armed Forces, both in Vietnam and after we all returned home.

*So please enjoy this 2011 version of our
Christmas in Vietnam issue of the VHPA Aviator
and the best of Holiday Wishes to you and your family!!*

David Adams, Editor/Publisher and Kay Taylor, Graphic Designer



IN THIS ISSUE

★ Christmas of 1967 in Bien Hoa	5
★ More than a gunship pilot	8
★ Preview of our 2012 Reunion	12
★ Looking For	14

★ Welcome to the VHPA	17 & 18 & 19!
★ TAPS	24
★ VHPA Chapter News	33
★ New Membership Application form	23

RETURNING FIRE: IN THE BEGINNING....

by VHPA Life Member

Col (Ret) James W. "Pete" Booth

This book is the factual story of the development of armed helicopters in the US Army and their first employment in combat. The story is dramatically told by the courageous men who lived it-flying daily into enemy infested areas and facing murderous fire from anti-aircraft weapons.

In late 1961 the US Government deployed five unarmed Transportation Helicopter Companies (H-21 lift ships) to South Vietnam where they quickly came under fire by the Viet Cong. By October of 1962 a company of UH-1 helicopters equipped with weapons cobbled together from machine gun and 2.75 inch rockets systems left over WWII and Korea stores were deployed to protect them. Designated the Utility Tactical Transport Helicopter Company, but widely known as the UTT, they quickly became known for professionalism and the courage of its crew members. These men became the basis for all the armed helicopters deployed to Vietnam.

The UTT Company's legacy is strong and endures today, the US Army's Apache program is a direct descendent of these men. Today the US Marines and US Navy also have strong armed helicopter programs as does every major military power in the world. This is their story also.

Our Author, Col (Ret) James W. "Pete" Booth is one of a handful of officers whose vision and energy prodded a cautious Army to initiate and over time embrace the concepts of Armed Helicopters and Air Cavalry.

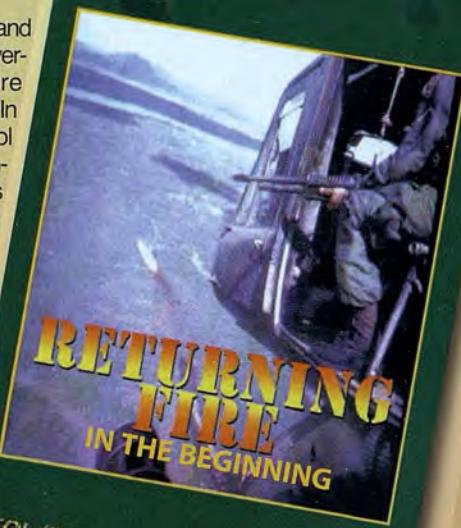
As a Captain and aviation instructor at the US Army Armor School (USAARMS) in 1958 he developed the doctrine for, and introduced Armed Helicopters and Air Cavalry into School instruction. He oversaw the arming of four H-34 helicopters assigned to a Fort Knox unit with .50

caliber machine guns and 4.5 inch rockets then oversaw several major fire power demonstrations. In 1959 the Armor School put on a special demonstration for the Army's Chief of Staff, General Maxwell Taylor. Gen Taylor approved Air Cavalry as an Armor Force program that very day.

This book is the factual story of the development of armed helicopters in the US Army and their first employment in combat told by one who was there from the beginning. A true "Must Read" for all rotary-winged Aviators!

Personalized, autographed copies are available directly from the Author ... E-Mail:

The book is also available on-line through AuthorHouse Press (www.AuthorHouse.com), the VHPA's book Store (PeerlessBookStore.com), all major on-line distributors (Amazon, Barnes and Nobels etc) or your local book store can order you a copy – reference ISBN # 978-1-4567-4522-6



COL (RET) JAMES W. "PETE" BOOTH

INTERESTING LINKS FLOATING AROUND THE INTERNET

Details of a plan on how you can help the Veterans of World War II visit their Memorial in Washington D.C.

http://media.causes.com/1060527?p_id=175378540

Gim'me A Huey! A U-Tube Humorous Tribute to the Huey Helicopter

<http://www.justhelicopters.tv/Play/TabId/267/VideoId/201/Homage-To-Huey.aspx>

The greatest pilot we never saw, the story of Jim Rhyne - Air America and CIA Pilot

http://www.air-america.org/newspaper_articles/Jim_Rhyne_Story.pdf

Video of flight deck operations aboard the nuclear powered Aircraft Carrier USS John Stennis

<http://www.tailsp.in/aircraft-carrier-uss-john-c-stennis-launching-aircraft>

A musical tribute to the Veterans of Vietnam – a “play list” of over 250 songs from that era (60's & 70's) all ready to stream directly to your computer. “We've got to get out of this place” by the Animals can be found 1/3 the way down of Play List One

<http://chu65nang67.us/nam/vietnam.html>

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 the VHPA Officers, Committee Chairmen and/or Staff listed in this publication.

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

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www.VHPA.org

FROM MIKE LAW, PRESIDENT OF THE VHPA

FIVE IDEAS PLEASE

(2841)

First and once again I want to thank all those who attended Orlando Reunion. While the Executive Council and the National Reunion Committee are already working on the New Orleans Reunion in light of the things we learned from last summer's Reunion, one of the stand-out aspects of that Reunion was the wonderful folks from VHPAF (the Florida Chapter) and the other volunteers. Yes, our attendance numbers were lower than expected. Most everyone I know has at least one or two 'for sure' reasons why this happened, however, there were lots of smiles, lots of good times, lots of positives!

The Executive Council would like you to know that the Orlando Reunion did not lose money. We have settled all our invoices and we have issued all of the refunds checks - If you believe you are still due a refund, please contact me. We made certain everything was captured in our budget and expense Excel tools and while our CPA has yet to audit and officially bless the Reunion P&L statement, us "worker bees" believe the Reunion was cash positive. This should be especially important to the membership at large. By this I mean assume we have 8,200 dues-current members and what if only 9% of them come to a party that loses money? Then we would have to use our General Fund to make good on the shortage and that's NOT FAIR AT ALL to the other 91% who couldn't make it!

Second and I want you to know this is 100% my fault (I was the Reunion Chairman and this was one of my responsibilities) - the VHPA still owes refund checks for the San Diego Reunion - especially those who signed up for the CH-21 and UH-1B helicopter rides. The good news is that "we know who you are" and hopefully by the time everyone reads this paragraph, this error will have been corrected. Continuing the theme from the Orlando Reunion, perhaps to no one's surprise the San Diego Reunion was also cash positive. We "blew past" our breakeven attendance factor at least 45 days prior to arrival! To the Marriott's credit they used some creative bookkeeping to save the VHPA several \$K's. Mucho smiles from all concerned!

Now to "close the loop" on the subject of Reunion financial risks to the General Fund, a few years back the Executive Council established the Reunion Reserve Fund (RRF). While the RRF is a logical fund within the General Fund, the goal is to make certain the VHPA's Annual Budget reflects the status of all logical funds. The R2010 and R2011 surpluses go into the RRF to 'protect' the General Fund in the event of a Reunion 'rainy day.' The Executive Council has set a goal to make all these P&L and Annual Budget statements available to the membership in 2012.

Third and especially for those members who enjoy the paper or CD versions of the Membership Directory, please know that D2011 was mailed in October - so you should have your copy already. If stuff happened and you don't have your copy - now would be an excellent time to bring this fact to our attention. We are good but we aren't clairvoyant! Remember all dues current member can read the

Lets Smoke on this...

by VHPA Columnist
Charlie Gossett

“Why We Went”



Let's Smoke on This - Christmas in the Nam

All over the world a lot of different things happen on December 25th. If you are away from home and in a hostile area, I don't think it matters if you celebrate Christmas as a religious day, or a holiday, or not at all, but it was still a day not like the rest for those of us in Vietnam.

Over there, you could receive a present from Sir Charles, delivered not by sleigh but by a mortar tube or rocket launcher. Maybe you got a package from home that was mostly eaten by your friends while you were out flying! I wasn't in Vietnam for Christmas Day in 1970; I was walking down a corridor at the LA Airport but there I did get a present from two college-type girls. I was dressed in my Greens and blissfully walking along when these two young women came up to me and started screaming, “Baby Killer”! “Warmonger”! and then they gave me a gift of spit. Bad start for coming home!

Anyway enough of that - “Let's Smoke” on this - Christmas in Vietnam.

I did spend Christmas of 1972 in Vietnam, safe from the college girls! I can't remember the day very well and was probably flying a mission, most likely I was celebrating with a can of Turkey C-Rats and pound cake at the club. Do you remember that even in the most remote village and with the most illiterate Vietnamese, they could reach in to a new case of Cs and pull out the pound cake? Anyways, that Christmas Day I thought about my wife back home and what the family was doing but all that just made me feel sad. For me, Christmas could trigger a mixture of feelings, even in the best of times let alone in these sorts of times. I was in good company though; being with friends in the same adverse situation brings you closer to each other. I do remember there was a high alert for the Phu Bia/Da Nang area, as the bosses were certainly worried about a Tet type of offensive. In 1972, the NVA had brought their big guns down south of the DMZ and were capable of doing some real damage. “Merry Christmas”, from Uncle Ho! Killing Americans on their religious holiday would be news worthy and would give the anti-war activists back home even more fodder. In Vietnam we were just worried about having to fight both of them.

Today I'm thinking about our fellow pilots flying in Iraq and Afghanistan and what they're going to do for Christmas of 2011, but I'm sure a lot of them will be doing what we did some 40 years ago. I imagine that by now they have something a lot better than pound cake in their MRE's but I'm also sure their personal feelings won't be too distant from ours. I also worry their enemies who wouldn't think of letting them have a quiet day either. So many different emotions a soldier experiences, but I hope they will have at least a few peaceful moments and can enjoy being with each other.

I have my own gift for you this year, I'm cutting my article short! I want to give more space for others to share their experiences. I'll spend Christmas this year thinking about friends of long ago and of our sharing that day in 1972 together in Vietnam. I hope I've gotten you to “smoke” about your own experiences of spending a Christmas in Vietnam.

A merry and safe Christmas to you and your families.
Charlie Gossett Blue Max 49J

FROM MIKE LAW, PRESIDENT OF THE VHPA

Directory on www.vhpaservices.com and those who want a paper or CD version can “pre-pay” with HQ for \$10 each.

Fourth and I hope this puts a smile on your face! The response to the new Life Membership Dues structure (page 21 in Sep/Oct issue and page 15 in Jul/Aug issue) has been impressive. For example, I reviewed the updates our HQ staff made to the VHPA Membership Database on Monday, September 19th. Six new Life Members recorded on just that one business day! One guy who happens to be 75 years young had mailed in a \$99 three-year renewal earlier in the month. Then he read the new Dues structure in The Aviator – so he calls HQ and says, “If I read this correctly, for \$1 more I can be a Lifer?” True! A 75 year old can be a Life Member for just \$100! So he pays his buck with a serious smile on his face!! What a hoot!

Fifth – Have a Merry and a Happy Holiday Season! Maybe you can call a Vietnam or Flight School buddy and wish him the same? Tell him that you'll get ‘all caught up’ with life and times during the New Orleans Reunion!

God Bless, Mike Law
[REDACTED]
or president@vhpaservices.com

New!

“Kicking the Hornets’ Nest”
By Joe Kline

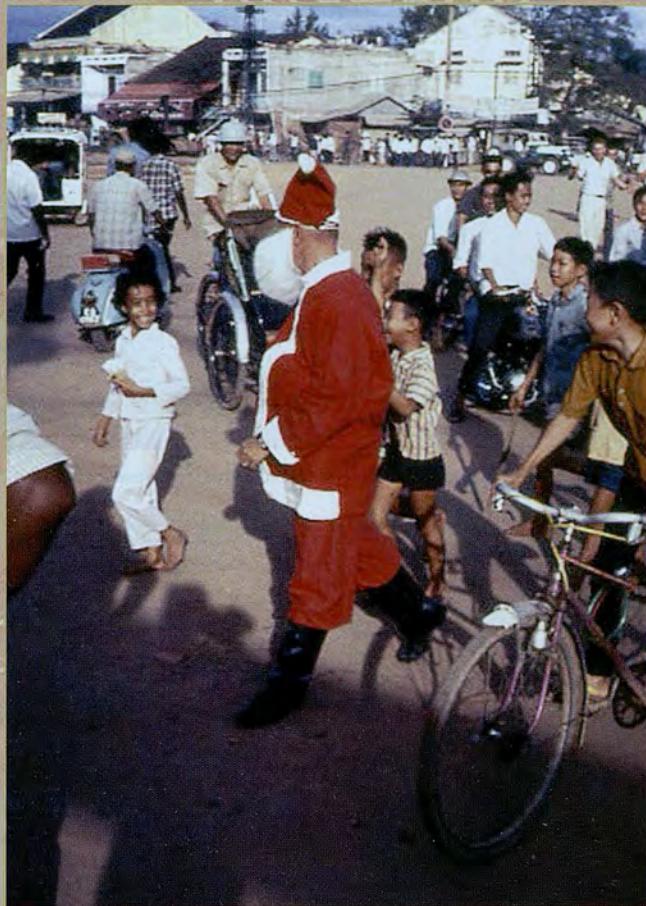
Full color, highly detailed limited edition print. 20" X 24"
Can be customized with your unit markings \$125.00,
\$80.00 for standard print. Price includes postage.



Satisfaction Guaranteed.



Joe Kline Aviation Art.
Gilroy, CA 95020



Christmas Day 1967

118th Assault Helicopter Company
in Bien Hoa, Vietnam



CHRISTMAS DAY MENU

Shrimp Cocktail	Crackers
Roast Turkey with Cornbread Dressing	
Giblet Gravy	
Cranberry Sauce	Glazed Sweet Potatoes
Mashed Potatoes	Buttered Mixed Vegetables
Assorted Relish Tray	
Butter Flake Rolls	Butter
Fruit Cake	
Mincemeat Pie or Pumpkin Pie with Whipped Cream	
Assorted Nuts	Assorted Candy
Assorted Fresh Fruit	
Tea	Coffee
Milk	



334th ARMED HELICOPTER COMPANY
118th ASSAULT HELICOPTER COMPANY
571st TRANSPORTATION DETACHMENT
573rd TRANSPORTATION DETACHMENT
198th SIGNAL DETACHMENT
320th SIGNAL DETACHMENT
APO SAN FRANCISCO 96227

VHPA Secretary/Treasurer Tom Payne sent us these photos and remembrances of Christmas Day 1967 while he was assigned to the 118th Assault Helicopter in Bien Hoa, Vietnam. Photos include "Santa" on his way to bring gifts to a local Vietnamese Children's orphanage and copies of some pages from the dining facilities special Christmas Dinner menu that evening.

334th ARMED HELICOPTER COMPANY

Commanding Officer	Major Donald L. Becker
1st Sergeant	1SG Earl D. Richins
Mess Sergeant	SSG Henry Medina

118th ASSAULT HELICOPTER COMPANY

Commanding Officer	Major Evans J. Guidroz
1st Sergeant	1SG Julius D. Baratz
Mess Sergeant	SSG Jerry J. Tennent

571st TRANSPORTATION DETACHMENT

Commanding Officer	Major Robert D. Hagee
1st Sergeant	1SG Randal B. Turner

573rd TRANSPORTATION DETACHMENT

Commanding Officer	Captain George H. Fasching
1st Sergeant	1SG John R. Huffman

198th SIGNAL DETACHMENT

Commanding Officer	1Lt. Albert R. Croteau
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320th SIGNAL DETACHMENT

Commanding Officer	1Lt. William M. Wolf Jr.
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Editor's note: In last year's Christmas in Vietnam (Issue 28-06) we ran a story on page 4 that was titled "The Very First Bob Hope Christmas Show". In this story, the author Colonel (Ret) Thomas E. Anderson described the Bob Hope show given in the afternoon of 25 December at Vinh Long AAF in Vietnam. But in the same story, Col. Anderson talks about a "highly classified" mission that had started the day before. No sooner that issue "hit the streets" than I received an e-mail from John Schmitt saying that Col. Anderson's story brought back some great, and not so great memories of December 24 & 25th, 1964. John also went on to say that Bob had actually given a show before noon on the 25th at Ton Son Nuit Air Base, and then flew on to Vinh Long for Col. Anderson's show.

As the Editor of the Aviator, I frankly had no interest in running John's letter. As far as I was concerned there was no use in trying to figure out exactly where and when Bob Hope's "First Christmas Show" actually occurred – after all it has been over 45 years and to me there's no use in "sharpshooting" or "correcting" anyone's memories. I feel that doing so can easily lead to our member's not sending me anything to print in the Aviator; a scenario that scares me to death.

But then I realized that the basis of John's claim was intertwined with the description of the "highly classified" mission that ran in Col. Anderson's story. In last year's Aviator, the story there didn't give us a lot of details on the mission, mostly that it was classified "secret" and consisted of several lift and support units. John Schmitt's story provided us with more details of what turned out to be an attempt to rescue three U.S. POW's before they could be spirited out of South Vietnam and into North Vietnam. Now this story, about the attempted rescue, was something that I was definitely interested in running in the Aviator.

Through several exchanges of e-mails, John was able to provide us with more details of the mission and several photos of both that mission and the Bob Hope show that he attended. When you read the following story, remember that the year was 1964, long before most of us flew in Vietnam and that the mission included 165+ helicopters. That truly must have been something to see back then and who really cares if Bob's first show was at Ton Son Nuit or Vinh Long; what really matters is that one of them was just the first in what proved to me many, many chances to escape the realities of War in Southeast Asia.

My sincere thanks go out to Col. Anderson and (CW3) John Schmitt for both sending us their memories of 24 & 25 December, 1964.

David Adams, Editor



December 24 & 25th, 1964



POL at Tah Ninh, 24 Dec 1964. Over 100 helicopters gather to refuel and brief for tomorrow's missions.

Dear David,

The Nov/Dec 2010 VHPA Aviator story of the first Bob Hope show in Viet Nam brought back memories of 24 & 25 December 1964. I went to my Viet Nam slides and found several photos taken on those two days of both the POW rescue mission we attempted and the Bob Hope Christmas Show I attended at Ton Son Nuit AB on Christmas Day in 1964.

It all started in the late afternoon Dec 24, when at least Raider 21, Lt. Paul Murray (who would be injured Dec 29th near Binh Gia and never fly again) and myself, Raider 22 were dispatched to Tay Ninh where we joined hundreds of others for the night. It was MRE's and a tent that night, the only time I slept in a tent. No stockings were hung for Santa. We shared the airfield that day with over 100 helo's from many units, all there to support two large lift missions designed to confuse and distract the enemy from our mission, an attempt to rescue three American POW's from a prison camp barely clicks away from the Cambodian border. These aircraft were undoubtedly part of Col. Anderson's story last year of his highly classified, 165-ship mission. Up before daybreak, we were off to provide high coverage for the helo's that initiated the rescue by spraying the area with a gas, probably CS but rumored to be much more potent. Those spray ships were covered at low altitude by at least Raider 26, Capt Jack O. Johnson, Raider 23, Lt. Carl Mangold and Raider 24, WO John Barber who had left Bien Hoa before dawn. As were the crews of all the low ships in the mission, they were wearing gas masks.



Our Author, John Schmitt in front of his gunship in 1964



Two gunships from John's unit fly in support of the POW rescue mission.



CS gas rises from the jungle just as the POW rescue mission kicks off



Then a lone Helicopter (nick named the “Suicide Chopper”) dropped SSG Bennett, the Ranger Advisor to the 33rd Vietnamese Ranger Battalion, and his seven man Ranger combat team into a one-ship landing zone near the Cambodian border. The LZ was close to a NVA POW camp where three American POW’s were reported to be imprisoned. All volunteers, SSG Bennett’s snatch team landed and quickly worked their way through the camp but the enemy had already moved the prisoners across the border, the camp was empty.

Once the failed mission was over, our flight was released and we returned to Saigon. When we walked into Flight Operations that day, the Op’s Officer said no wasn’t surprised the camp was empty, he then showed me that day’s (25 December) copy of the Stars and Stripes newspaper. Inside their Christmas Edition was a story about the POW rescue mission we had just returned from.

After a quick stop at my hooch I went to Christmas Church Service at our chapel, and then it was over to the flight line for the Bob Hope show. I found a great spot only about 30 feet from the stage and the other “Raiders” from that mission arrived just as the show started. Having just returned from the mission being very sweaty and still carrying their weapons and chicken plates, Bob, equipped for our show with a golf club, commented that he hoped those guys were friendly’s. He went on to say the same thing when a pair of F-100’s screamed overhead.

His troupe that day included Les Brown and his band, Jerry Colonna, John Bubbles, Peter Leeds, Miss World Ann Sidney, Pattie Paige, Anna Maria Alberghetti, Jill Saint John and Anita Bryant. General Westmoreland himself thanked Bob’s Troupe for coming. That afternoon at least two of our unit’s gun ships escorted Bob Hope’s C-123’s down to Vinh Long where we sat in a hanger while he did his show, we then all flew back to Saigon for the night. We tried to live up to our motto, “Have Guns, will Travel”

As an aside, just four days later I would listen helplessly as Ranger Bennett and his radio man were themselves taken prisoner at Binh Gia in South Vietnam. They were both held in a series of increasingly harsh POW Camps and the VC came to hate SSG Bennett for his belligerence and non-cooperation. On 24 June 1965, the Vietnamese National Liberation Front (NLF) announced on Radio Hanoi that Harold Bennett had been shot in retaliation for communist terrorist Tran Van Dong’s execution by the South Vietnamese authorities after he was caught trying to bomb an officer’s billet in Saigon. Sgt. Bennett was the first American Prisoner of War to be executed in retaliation for the death of a communist at the hands of the South Vietnamese officials. His Radio Operator, Sgt. Charles Craft, eventually was released from confinement and survived the war. There are several references to both men available on the internet, I urge everyone to learn more about their incredible stories

WO John M. Schmidt, Raider 22
E-Mail: [REDACTED]



The Raider's Base Chapel. All decorated for Christmas Day services, 1964



Bob with all his “girls” on-stage at the conclusion of their show



General Westmoreland presents the Troupe with a Certificate of Appreciation for their efforts.



Bob on-stage with Ann Sidney, Miss World of 1964. Notice the golf club in Bob's left hand.

MORE THAN A GUNSHIP PILOT.....

This man was a hero...

As the 40th anniversary of the loss of Ted (Tits) Taylor approaches, my memory of this great friend and man is as vivid and heartwarming as ever. Clearly, Ted Taylor was one of the bravest and kindest men I ever knew. It is time his incredible story of commitment and dedication be told. A day does not pass, after all these years, that my thoughts of Ted don't remind me how incredibly lucky I was to have known him. And how blessed I was to come home. On July 15, 1971 we lost Ted Taylor.

Ted and I bonded immediately as we both had pregnant wives back home carrying our first born children. The anticipation of being father's, and the overwhelming desire to get back home to be the father and husband we both aspired to be were passions we constantly discussed. We even had a bet as to which bride would deliver first; His son Sandler or my son Joe Jr. Ted's DERTOS date was October 71, mine September 71. He was Assault 29, I was Assault 24.

We flew together in the 101st Airborne's, 2/17 Air cavalry, Alpha Troop in Quang Tri, Viet Nam. We both flew Cobra's in I Corps with some of the very finest pilots ever to fly in Viet Nam. Men like Herb Hood, Gary Green, Mike Wise, Robert Baker, Vern Mushgrove, Davy Holman, Bat Masterson, Bruce Dury, Bill Helmig, John Dorenberger, Marco Frye, Harvey Curry, and so many more great pilots and friends.

After Lam Son 719 and the fierce fighting in February, March, and April of 1971, and the loss of so many friends and comrades during that conflict misery, we all hoped that the summer of 71 would bring some resolution to the war. Ted and I spent many nights in the thatched room hut we called the O Club sipping rot gut Rheingold Beer (yuk). We laughed and we cried every night, putting another X on the calendar before we flopped into our rat and bug infested hootch, a hundred yards down the sandy path from the 'club'. But the next day always brought the call from the TOC to head back out to the AO. ...Kick the tires, light the fires and off we went.

On July 15, 1971 I was based for temporary duty in Dong Ha on the DMZ. I had been forced down by a fire at POL when I had my front seat refuel the Cobra after a mission. He was a new guy and not that familiar with the "pressure" of the hose at POL. The force knocked him off the rocket pad but not before he sprayed the entire aircraft with JP 4, and the aircraft caught fire right there at Quang Tri Airport. Now, here we were, fire shooting thru the AC vents while I filled out the log book. 78 each, 17 pound HE rockets aimed directly at the 5th Mech's Division headquarters right across the runway. I guess 101st rules were that ONLY the AC refuels a hot aircraft. My punishment was to be grounded for 2 weeks while division ruled on my indiscretion. The little fire engine from across the runway arrived a bit late as the magnificent Cobra burned nearly beyond recognition. I had leaped out of the cockpit and away from the ship in record time. My front seat was no where to be found, his exit from the AO was even faster than mine.

At approximately noon on July 15, Ted was flying with a red team and a CC ship just west of the Bong Song river and a few miles south and west of Khe Shan. At approximately 1500 feet AGL, Ted felt the horrible shudder and force of a 37mm. The force blew out the engine and forced Ted and his front seat, 6 foot 4 inch Howard Becker, to make some rapid decisions. Severe pressure under the most difficult of conditions, Ted called out clearly "going down" as I listened from my radio perch in Dong Ha.

Surrounded by very steep and jagged mountains, Ted's rapid fire decision was to go to either the road along the mountainside, or the Bong Song river. Ted chose the river because he felt the end of his autorotation would have been more dangerous to the road rather than to just settle into the water. Unfortunately he just did not know how deep the waters were beneath that raging river.

As the aircraft settled into the raging river the slick was right there for the recovery, the aircraft tipped quickly to the left and the two pilots scrambled to escape the sinking aircraft. I believe chicken plates weigh 16 pounds, neither Ted nor Howard had time to get rid of theirs. Both big men struggled to reach for the life saving Huey that was right on top of them. The slick and



its crew chiefs were ready and able to bring both pilots into the safety of the cargo door.

Completely exhausted, Ted reached up and had both arms on the floor of the cargo compartment. The fact is Ted Taylor was home free. He was going to be extracted safely and be back at the miserable thatched roof hut of an O club that evening.

Ted, in the arms of safety, looked back over his shoulder and saw the struggling 6'4' 225 pound Howard Becker struggling badly and losing his battle to get to the slick. With crew chiefs struggling to keep Ted in the safety of the cargo floor, he yanked himself away and dove back into the raging waters to save Howard Becker. You see, Ted Taylor had not only integrity, he also had the courage to back it up. There is no integrity without courage. Ted Taylor, from Columbia South Carolina had an overdose of both. His act of bravery was not initiated because of panic, no, Ted Taylor was simply responding to instinct. He would never turn his back on a comrade. He struggled valiantly to get Howard into the slick. Exhausted and losing the battle of the rushing waters, both pilots were swept away.

Ted Taylor was never found. A day or so later Howard's body was found and returned home. Ted Taylor was the best friend I had while stationed in Vietnam. His humor, his passion, his incredible commitment to his responsibility as a pilot, and his dedication to his family were the signs of one truly special man.

A couple years ago I heard from Ted's son Sandler (now 40), (like my 40 year old son Joe). In our short conversation I tried to gracefully and respectfully explain how incredibly talented, loving and brave his father was. Ted's wife Muriel, I never did get to speak with nor any other members of his extended family. My purpose in sharing this totally factual event with the VHPA is only to reaffirm to that wonderful family back in Lancaster, South Carolina that their son, brother, father, husband and friend was the classiest and bravest man I ever met. He was truly a great warrior of that awful war. He was, and is the model of what a Vietnam helicopter pilot was all about. This family should know that he made a huge impact on everyone he touched. They should know how he treasured his wife, his parents and his friends.

I miss Ted every day of my life. I was blessed to get back and raise my own precious sons. When times are tough I always think of Ted and how he would respond to adversity. His friendship, his memory, his incredible passion for his family will be with me forever. The notion of hero is thrown around too loosely today. Ted Taylor, Assault 29, 2nd/17th Air Cav, 101st Airborne division, Quang Tri Vietnam. Now that is a HERO. Oh, God Ted how you are missed and I hope to one day again sip a Rheingold with you.

Joseph M Sheridan

*Assault 24 - 2nd 17th Air Cav, A Troop,
Quang Tri Vietnam, 1970/71
www.joesheridan.com*

To the Editor of the VHPA in response for your request for Christmas in Vietnam stories...

Christmas of 1966...

I was in the Navy Support Activity (NSA) Hospital, Marble Mountain, because of wounds received in a MedEvac mission near Hill 55 in I Corps. Little did I know it at the time, but Christmas 1966 was only a few days into what turned out to be a 2 1/2 year sojourn in many Naval Hospitals.

On Christmas Eve I was looking forward to a hearty Christmas dinner and celebrity visits the next day. BUT about 1700 Hours on December 24 along came a Corpsman and put the

"Nothing by Mouth" on my bed. I had already had 3 operations and thought why now, especially on Christmas day.

I ended up spending the better part of Christmas day with Arthur Henry Holmba, MD in the operating room at the NSA Hospital, Marble Mountain. Thankfully the evacuation trip back to USA commenced shortly there after.

Arthur Nussel USMC (Ret'd for a long time)

E-Mail: [REDACTED]



Always a Pilot

Once the wings go on, they never come off, whether they can be seen, or not. It fuses to the soul through adversity, fear and adrenaline and no one who has ever worn them with pride, integrity and guts, can ever sleep through the 'call of the wild' that wafts through bedroom windows in the deep of the night.

When Pilots Retire

When a good pilot leaves the 'job' and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times. We know in the world of flying, there is a fellowship which last long after the flight suits are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is.

Author Unknown



D Troop, 1st Squadron, 10th Cavalry Regiment

deployed in Vietnam from 1966 through 1971
is having a Reunion in Las Vegas, Nevada
from 12 through 15 April, 2012
and you are invited to join us!

Reunion Headquarters is the South Point Hotel and Casino



Email Doug Donnell at:

or Ron Adams at:

for full details.



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email: [REDACTED]

VHPA Satisfied Clients

- Dan Fox
- John Shafer
- John Penny
- Lanny Julian
- Terry Opdahl
- Korean War Vet Satisfied Client
Kenny Hames Photos of War Tour
1952-53 Heartbreak Ridge & Sugarloaf

VHPA'ers in the News



From the Editorial Column of the San Antonio Express news ~ 27 April 2011 by Retired Army Maj. Gen. Patrick Brady.

Maj. Gen. Brady earned the Medal of Honor in Vietnam where he flew more than 2,500 combat missions and helped rescue 5,000 wounded. Full details of his life are available at www.generalbrady.com.

I was surprised at a recent e-mail from a Vietnam Helicopter Pilot who challenged the fact that I claimed to have flown more than 2,000 combat missions and helped rescue over 5,000 wounded soldiers in two years. He said no other pilot came close to that "level of activity." Really?

This doubter just highlights the remarkable accomplishments of the Vietnam chopper crews especially the dustoff'ers (Aeromedical-Evac crews). Their accomplishments were reinforced at our recent meetings of both the Dustoff Association and the Army Aviation Association of America, or AAAA. At the AAAA meeting, I met a Dustoff pilot who had 3,300 combat hours in two tours and he was shot down 16 times. I'm sure there were pilots in Vietnam who had more combat time and were shot down more often, but I wonder if there was a pilot in any of our other wars who was shot down even 16 times?

But the main purpose at me being at that AAAA meeting was to escort into the AAAA Hall of Fame one of my medics from Vietnam Steve Hooks. Steve is a tall gangly farm boy from Iowa and typical of the Dustoff crewmen who helped save thousands of souls. He and I were members of the 54th Dustoff combat operation for five days one time and already with eight ships (five on this day alone) shot up and several other crewmembers wounded. Then we were called into a "secure" area to pick up 11 wounded GIs.

As we landed two communists came up out of spider holes beside my chopper and shot both Hook and my crew chief. I moved the bird into a keyhole in the jungle while the friendlies killed the communist and when things settled down, the crew chief was hanging in his harness and I was sure he was dead.

Hook disappeared. He reappeared alone dragging some of the 11 wounded into the chopper. Everyone else in the LZ was down and shooting back. Hook's back was covered with blood as he loaded all the wounded. Once airborne the back of the chopper was a mess as he waded through the bodies applying lifesaving aid. He noticed a spurt of blood from the crew chief's artery, applied a tourniquet and saved his life. All this time, Hook was bleeding and unhooked so I could not order him to treat his own wound. I was afraid he might bleed out. I finally reached back and motioned to one of the wounded's first-aid pack and Hook's back. The wounded soldier got the message and stuck the bandage in Hook's wound while Hook continued to treat the others. We got all the wounded, including my crew, to the hospital alive. The crew chief rotated, but Hook recovered only to be more seriously wounded later.

That time his ship was hit by a mortar leaving 14 pieces of shrapnel in his brain and severing his brachial artery. On board was a crew chief Hook taught mouth-to-mouth resuscitation and he used it on Hook. The fact that I got to him as soon as I did and that we had a rare neurosurgeon at our hospital saved his life. The details of Hook's survival are miraculous.

Many Dustoff crew members kept track of their patient tally. Hook helped rescue more than 3,000 patients in less than a year. His unit evacuated (40 men, three flyable choppers) 21,435 patients in 310 days; 8,644 missions (four each night) and 4,832 combat hours, 4.4 patients per hour. An average mission was 33 minutes. We had two pilots with more than 1,000 combat hours. That works out to more than 4,000 patients in one year! One Dustoff pilot rescued 7,000! I only had 1,624 combat hours in two years.

*So there were many pilots beyond my "level of activity"
among the truly remarkable air warriors in Vietnam.*

THE CUB INN is a newly constructed, 5,000-square-foot log cabin that offers a unique charm that blends our love of aviation and the great outdoors. We are located in the Sierra Nevada Mountains in the quaint town of Groveland, California, just 25 miles from the Northern entrance to Yosemite National Park. The Cub Inn is the life-long dream of husband and wife team, Piper Cub owner and pilot Charleen Beam and VHPA Lifetime Member Joe Riley.

Artfully sited on three acres, the lodge is surrounded by majestic pine trees and a crystal clear blue sky. We offer rooms that sleep either two or four people and all our rooms have their own private bath. Our guests start each day with a hearty country breakfast and are invited to join us in the living room each evening to enjoy a glass of wine and a lite snack.

Full details and booking information are available on our website:
TheCubInn.com
You can also give us a call at:
209-962-0403 (land line) or [REDACTED]

We proudly offer discounts to all veterans and members of the VHPA, CHPA, EAA and AOPA.

VHPA 2012 CALENDAR

MAKES THE PERFECT HOLIDAY GIFT!

The Vietnam Helicopter Pilots Association and Acclaim Press are pleased to present the new VHPA 2012 Calendar, hot off the press and available for immediate shipment. This is the 19th calendar produced by the VHPA.

The goal of the VHPA calendar project is to refresh the memories of all those who flew and worked on helicopters in Southeast Asia during the Vietnam War era, and to record, preserve and display the events and activities that were important to veterans of that period.

Each month features photographs depicting the machines & people that flew over Vietnam, plus detailed captions about what is pictured. This VHPA Calendar also commemorates the 2,188 helicopter pilots who died or whose bodies were not returned (BNR) from Southeast Asia during the Vietnam Era (1961-1975).

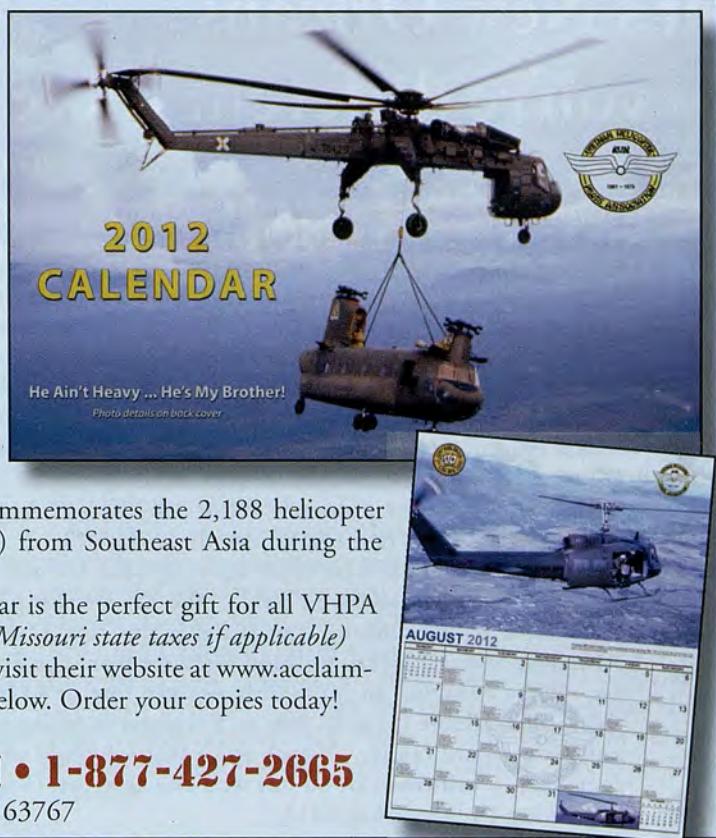
Printed in full-color, this 17x11-inch (BIG) wall calendar is the perfect gift for all VHPA members and their families. **Only \$14.95!** (plus shipping & Missouri state taxes if applicable)

To order, call the publisher toll-free at 1-877-427-2665, visit their website at www.acclaimpress.com, or send your check/money order to the address below. Order your copies today!



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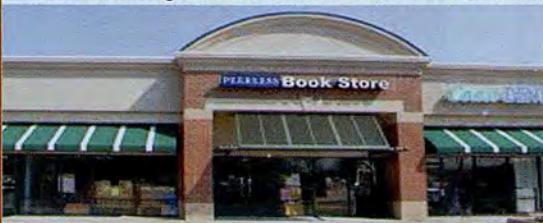
Peerless
BOOK STORE



Co-owner Susan Clotfelter Jimison, wife of VHPA Member Mike Jimison, Pink Panther 21 ~ announces the stocking of a special line of Vietnam War Military History Books at their store in Alpharetta, Georgia.

Signed copies of *Tom Marshall's Price of Exit* have arrived already. More VHPA Authors, including *Mike Sloniker*, *Chuck Holley*, *Frank Anton*, *John Boden* and *David Ballentine* are also on-hand. Titles include **Primer of the Helicopter War**, **Strength and Honor**, **To The Limit** and many, many more.

Susan is now working on stocking all the titles on John Penny's list of the VHPA specific books. Call with your requests. [REDACTED] email [REDACTED] or order through the website at Peerlessbookstore.com.



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It's New Orleans - you're different there!

By Gary Roush

Where do you go when it is time to get away? What if you knew of a place where the scenery isn't all that changes? A place where centuries old architecture is the backdrop for a culture so invigorating, it'll rouse your spirit. Visit the most fun and authentic city in America, New Orleans. It's back from Katrina better than ever! You are invited to the one and only New Orleans 2012 VHPA reunion. You will truly be different there. There is something magic about New Orleans that does not exist in any other city.

Come find out for yourself from 30 July - 5 August 2012. Although the core reunion is just three days (2 - 5 August), we have so many people who show up early that we will be starting our events on Tuesday, 31 July. We are working on putting together a great reunion. The hotel is the New Orleans Hilton Riverside and it's within walking distance from the French Quarter. We're enjoying an incredible nightly rate of \$119 and these rates are available from 27 July to 8 August so bring your friends and your entire family. Watch for a full schedule of events and registration information on our web site at <http://www.vhp.org> beginning 15 December 2011.

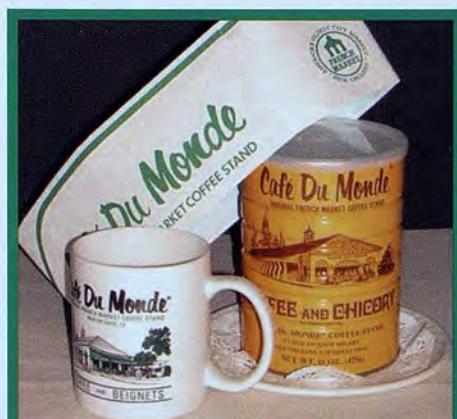
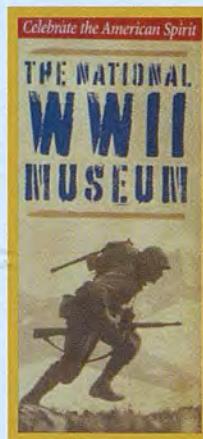
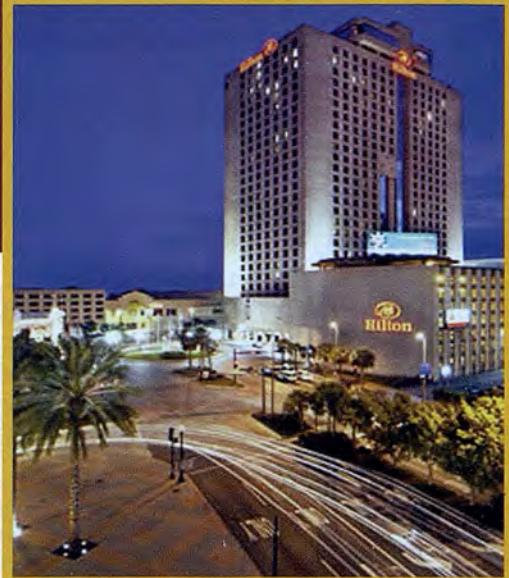
Many things are within walking distance to the hotel but if you don't want to walk, the Riverfront Streetcar is just out the front door. Explore to the French Quarter, share the excitement of the Warehouse/Arts District, or try your luck at the Harrah's Casino across the street. Connected to the hotel you'll find the Riverwalk Marketplace featuring more than 140 shops and restaurants.

Great Food? Nightlife? Ah, the nightlife – It's all here, waiting for you and Hilton puts you front and center of it all! The Aquarium of the Americas, the IMAX Theatre and the Arts District are all located one block from the hotel, the French Quarter is just 3 blocks away, it's 5 blocks to the Louisiana Children's Museum, 8 blocks to the Jax Brewery and Jackson Square, the National World War II Museum is just 9 blocks away. Not enough so far? Then it's 1 mile to Mardi Gras world, 7 miles to the Audubon Zoo and 15 miles to TPC Louisiana Golf Course and the International Airport.

Hope to see you in New Orleans - you're different there!

Gary Roush
National Reunion
Committee Chairman
www.neworleanscvb.com

Visit
www.VHPA.org
for the latest
information on
Reunion 2012



Christmas Trick or Treat, thanks to some beautiful Australian girls...

It was Christmas Day, 1967 and I was an FNG assigned to HHC, 1BDE, 1CAV. I had been with my unit only a few weeks and was flying sandbag in a UH-1H that normally flew C&C for one of the maneuver Battalions and the occasional ass and trash mission. I think my AC was Dave Gray.

In any event, we were assigned a mission to fly an Australian rock band from LZ English to FSB Mustang, in the middle of the An Loa Valley, one ridgeline over to the west. The An Loa Valley had been the scene of major fighting earlier in the year and had been de-populated, deforested and pretty much de-everything else. The rice paddies had a sheen of chemical residue clearly designed to make them infertile and the valley uninhabitable. It worked.

My AC and I flew over to pick up the band and discovered that not only was it a band, it was a very special band. It was an all girl Australian band dressed in mini-skirts. Now as I said, I had only been in country a few weeks, but it was clear to me that this was a gift from the Gods.

We loaded the girls and their gear (for some reason our CE and DG were particularly solicitous), cranked up and departed for Mustang. I got to fly more than normal so the AC could carefully scrutinize the back seats to insure our passenger's needs were being met. After landing and shutting down, the girls and their equipment were unloaded and carried into the FSB.

Mustang, like most 1st Cav. bases was spartan to say the

least. The muddy entrance path wound through concertina wire, minefields, berms and bunkers. Built more to discourage the enemy than to encourage guests, it was not exactly welcoming.

When I caught up with the entourage, they were in the process of setting up the band's equipment for their performance, wiring it to a 10K, and getting the word out to the troops that the USO had arranged a special treat. As the troops who weren't guarding the perimeter gathered, it was clear that there wasn't much joy in Mudville.

Like most Cav. firebases, there was a decided lack of performance space. This (or perhaps it was the miniskirts) explained why the stage was set on top of the mess bunker. The girls, miniskirts and all, were perched about 10 feet above their audience.

The looks on the trooper's faces ranged from sheer joy to utter despair, sometimes at the same time. Some couldn't watch and simply walked away. Some couldn't take their eyes off the promised land. The girls performed their act and I can't honestly recall what they played. It could have been Mo-Town, it could have been Mozart, but I believe in my heart that Don Mclean was in the audience that day and, even though he didn't write it until 1971, I'm pretty sure he started mulling over the words to American Pie that day.

Bob Potvin

Christmas Day of 1966 with the 25th Infantry Division

When this fine Christmas day in "lovely" Chu Chi, Vietnam with Co A (Little Bears), 25 Avn Bn, 25 Inf Div began, I had the honor of drawing one of the long straws for the one mission we were tasked to fly that day. Since December 25th also happened to be the "hump day" for my tour I was hoping to have the day off, but that was not to be so I grabbed by gear and beat it over to the flight line. Ops told us we were to fly an "individual" on a "mission" starting at 10:00 hours, length of flight would be approximately one hour. As might be expected our "passenger" was nearly 45 minutes late. 'O did I mention that Bob Hope and his Troop were scheduled to put on their show at the air base starting at 12:00 hours?

When our passenger (a Special Forces Lt Col) showed up we loaded up him and a bunch of little boxes he brought with him into the bird and took off. Clearing the traffic pattern, he said to climb to 1500 ft and head ____ degrees (my memory has faded - I can't recall what the exact heading was). After about 10 minutes he said to land at the smoke, which we did, he then stepped out of the chopper and gave a man waiting for us on the ground a small box and a bottle of whiskey. Before takeoff our passenger instructed us to climb to tree top height and fly another new heading, then land at the smoke. Upon arrival he again he delivered a small box and bottle of whiskey to the soldier waiting in the LZ but by this time I had recognized all the ground personnel to be Special Forces A-Team members. This went on for at least five more stops, take off, climb to tree-top height, fly a X degree heading and land at the smoke. At the last stop our passenger said "you can fly

heading XXX back to Chu Lai but keep it low-level for at least the first five minutes - I'm staying here" and he got off carrying the last small box and not one, but two bottles of whiskey. Due to the short flight time between stops and no record of the headings we had been flying, none of us were sure where we were but to no one's surprise, upon reaching altitude, home was straight ahead and about 30 minutes away.

The bird was trying to run hot and would not reach max speed but I noticed the longer we flew the cooler the EGT started running, so I kept adding power, after all Bob Hope and all those pretty girls were waiting for us. The crew chief asked if was I pushing it a little hard, I told him what I was doing and he said go for it! By the time we reached Chu Lai the EGT was running below the red line with everything else at red line, it was even flying a lot quieter than it was when we started. We made it back to base with time to spare for the entire crew to attend The Bob Hope Show!! It was a very good show and a great way to spend what was left of Christmas Day.

I've often thought about that "mission" and that "passenger" and have always hoped his Christmas Day was just as enjoyable as ours was but even if it wasn't exactly enjoyable, I suspect with the help of those two bottles of scotch it was just as memorable. Now, if I could just find out what was in all those little boxes!

Benjamin R Crabtree
2Lt at that time
Little Bear 4

LOOKING FOR

Looking for pilots on a mission in May of 1968

I was assigned to the 196th LIB HHC's aviation unit from Dec 1966 thru June 1968. During Operation Delaware, the 196th Light Infantry Brigade was brought up from their home base of Chu Lai to Camp Evans area to cover the southern part of the 1st Cavalry's AO until the 7th Cav finished cleaning up the A Shau. On May 8th 1968 a LRRP team came under attack and members of Bravo Company, 4th/31st 196th LIB came to their assistance. However, they also came under enemy fire and were pinned down. This encounter resulted resulting in several men being seriously wounded.

Back in our operations I was able to record the radio conversations between Bravo Company on the ground and the Command and Control aircraft and other aircraft units trying to assist those on the ground. One such assistance was coming from a pilot, whose call sign was Potato Masher 46, was dropping flares above their ground position all night.

The next morning, May 9th, med-evac aircraft made an attempt to fly out the wounded. However, in spite of air cover from a couple of gunships, the med-evac aircraft received several hits from enemy fire and were driven off. One of the pilots flying the gunship, whose call sign was Cobra 16, advised Command and Control that after moving some equipment in his aircraft, he thought he could pick-

up two wounded after expending his ammo. Both gunships did just that and were able to pick-up the most seriously wounded men. I don't know if those pilots received a commendation for their efforts, but they should have.

I have put my recordings of that night on a CD, which last about 1 hour and I have already mailed copies to a few of the ground troops who were there. In addition I mailed copies to the Command and Control pilots who were part of the 196th LIB aviation unit.

Unfortunately I have no way of identifying those crews who flew the flair ship and/or the gunships that night/day. If you men are out there and would be interested in receiving a copy of the CD, or have any questions on this project, please feel free to contact me at the below listed E-Mail address.

Thank You,
Lloyd Crowl

E-Mail: [REDACTED]

Looking For pilots flying from Bearcat in 1968-70

I've been trying to find pilots I used to work with in Vietnam when I was an Air Traffic Controller at Bearcat. I manned their tower daily from July 1968 till April 1970.

One is a Pilot that was nicknamed 'Cricket', he would make a sound like a cricket while I

gave him pattern directions. I just found a reference in a book about Vietnam that says his name might be Mr. Chandler.

The other pilot I'm looking for was a maintenance pilot at the time at Bearcat. He nicknamed me 'Running Bear' in Bearcat Tower and called himself 'Little White Dove'. I've used that call-sign ever since. I appreciated the lessons he gave me in hovering.

If anyone out there could help me, or suggest other ideas on how I could find these two men, feel free to contact me at the below address.

Eugene (Gene) Hansen, Graham, WA
Phone: [REDACTED]

E-Mail: [REDACTED]

Looking for anyone knowing CWO Paul Rasmussen

I am the daughter of Paul Rasmussen and I am seeking information from anyone who might have known my Dad. All I know is that he graduated flight school with Class 69-13 and immediately went to Vietnam, I don't know which unit he served with while over there. Another fact that might bump your memory is that he was killed in a helicopter accident on October 14, 1982 just outside of Boise, Idaho.

Thanks for all that you do.
Julie (Rasmussen) Osina
E-Mail: [REDACTED]



MILITARY HISTORICAL TOURS (MHT) is proud to offer VHPA two choices in 2012 for our moving tours back to Vietnam. Come back with brother VHPA Aviators to visit places that have deep meaning for all helicopter pilots; names like: Saigon, Cu Chi, Dong Tam, Phouc Vinh, Bien Hoa, An Loc, Long Bien, Da Nang, Vung Tau, Quang Tri, An Khe, Pleiku, Tay Ninh, Dong Ha, Song Be, China Beach, Khe Sanh, Hanoi, Hoi An, Hue City, Quy Nhon, and many more. Our 15-day tour for **Only \$2495** for 2012. Register now to get back in country.

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Tour Leader: John Powell, 1/9 Cav

Your dollars still go far today!

Walt Winters recognized by the FAA

On 17 Sep 2011 VHPA Life Member Walt Winters received the prestigious Wright Brothers Master Pilot Award from the Federal Aviation Administration (FAA) in front of his fellow members of the Rocky Mountain Chapter of the VHPA.

The FAA award recognizes pilots who have demonstrated skill, professionalism, and aviation expertise by maintaining safe operations for 50 years or more. Recipients are recognized in the Wright Brothers Master Pilot Award Roll of Honor located online at FAASafety.gov and at the FAA Headquarters in Washington D.C. FAA Safety Team Manager, Gina Moretto, presented the award.

Walt started flying while serving as an enlisted man in the USAF, he used his own money to earn his student pilot's license in 1955. After leaving the Air Force in 1956 he used this Korean War GI Bill to get a private pilot's license and continue building up his hours. In Feb 1966 he received a direct Warrant Officer commission and started US Army helicopter training with class 66-14. He served with the 116th AHC as a STINGER during 1966-67. Then he was stationed at Ft Stewart until leaving



active duty in 1968. He joined the Colorado Army National Guard in 1970 and served with them full time from 1971 until he retired in 1994 as both a fixed wing and helicopter pilot. Walt has owned or been a part owner in several fixed wing aircraft until earlier this year, he has more than 4,000 helicopter and 7,000 fixed wing hours.

Another Close Call

By Robert C. Scarbrough, Phoenix 54

Phoenix drew ash and trash this month, doing single ship re-supply, while the Lancers and Kingsmen are getting their ass's kicked on combat support in the ASHAU. I am heading west with C-rations and ammo. In-a-Goda-Da-Vida plays in my head while I have sex with the most gorgeous red-head you have ever seen, it's really a great day. Peter pilot calls for smoke spoiling the daydream, goofy-grape, we've got a single ship hover hole just south of Rendezvous. "I've got it" I say.

Peter pilot hands over the controls and lights up. At the bottom of the hole I hover for a moment letting the smoke clear. Clear left - clear right, we set down to unload. While sitting there getting rid of our load, I notice that something is different today. Nothing is the right color, peter pilot is my best friend but I don't know his name. Our rotors are turning furiously, but there is no sound, odd like the twilight during an eclipse, or an aura just before a migraine.

We're unloaded and ready to back-haul some grunts, as they start to climb in I realize I know all of them, Las Hermes, Forsythe, Herndon, Swanson, Eggelston, Arnette and Manes (and all Phoenix KIA).

They get in, chicken plates on and helmets in their lap. They give me the thumbs up which I return. Turning around I get to the business of taking off. I roll the throttle up, Rotor, N1, EGT all in the green, Clear left, Clear right.

An explosion throws up dirt and fire at two-o'clock, then

another even closer....they're walking mortars in....I pull pitch but the collective won't move. I pull harderIt comes out of the floor in my hand dangling wire and cable like a newly severed limb. At twelve o'clock I am horrified to see a short silhouette, he aims a RPG at us and I see his soul as he pulls the trigger. The grenade comes in slow-motion, heading straight at me, the main rotor turns like the second hand on a wind up watch, tic....tic....tic.

The grenade pushes through the windshield sending plastic shards everywhere. I raise my hand to my face as though it will help. The grenade explodes in my face.... I scream.

My wife turns over to comfort me, "Dreaming again Robert....the war is over, go back to sleep".

Back to sleep my ass! Drenched with sweat, wide awake and a little shaky, I totter downstairs for the liquor cabinet. Pouring a double, me and Jack Daniels share the darkness with few Valium. In a few minutes I drift off, it was just another close call, like so many others.

The war's been over for forty years now, all my passengers have been dead that long. "But if I could have only taken off, I could have gotten them out". Well.....there is always tomorrow night.

Faithfully yours,
Robert C. Scarbrough

EIGHTEEN VHPA APPLICANTS RECEIVE SCHOLARSHIPS FROM AAAA

This year 35 VHPA descendants applied for our four VHPA \$1000 scholarships. Of that group, 18 applicants were awarded scholarships totaling \$20,500.

Three decedents were chosen for our continuing VHPA Scholarships; Melissa A. Farkas, Darah L. Hall and Lela M Ruck. Our newest VHPA Scholarship, the VHPA's 361st AWC "PINK PANTHERS" Heritage Scholarship, was awarded to Kelsey L. Ogg, the grandson of Tom Grant (Panther 5), who served with the 361st from August 1969-1970. For 2012, plans are almost complete for the award of five VHPA dedicated scholarships!

In addition to the four above named recipients of VHPA Scholarships, an additional twelve VHPA applicants received scholarships totaling another \$16,500.00! Twelve received \$1,000.00 awards, one received a \$1,500.00 award and one more received a scholarship for \$3,000.00!

*Here is a list of the recipients -
Congratulations to them all!*

Mary C Rasher ~ Katherine E Vanover

Hope E Hardy ~ Madeline C Chais

Mary R Rassas ~ Robyn N Murray

Jordan P Speare ~ Kelsey L Ogg

Melissa A Farkas ~ Darah L Hall

Lela M Ruck ~ William A Otto

Mathew T Otto ~ Brittney R Grant

Tyler E Ogg ~ Ellen Kaasik

Emily M Patterson ~ Abbey L McConnell

If I somehow missed YOUR name, please let me know as soon as you can. And Gentlemen, PLEASE get your descendants to apply for next year's awards. AAAA awarded 210 scholarships in 2011 and VHPA applicants received almost 9% of them.

If you have any questions about the VHPA/AAAA Scholarship program, please contact Tom Payne or Mike Sheuerman through VHPA HQ. Again, congratulations to all the recipients, thanks to all who applied and please do so again in 2012.

*Mike Sheuerman
Scholarship Committee Fundraising*

COMBAT HELICOPTER PILOTS ASSOCIATION



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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

WELCOME TO THE VHPA!

Look the list over and if you recognize anyone, give them a call, drop them a line or send them an e-mail welcoming them into our Association. Full contact information is available either on-line in the Member Services section of our website, or through our staff at HQ by calling 1-800-505-VHPA.

Line 1, Last, first, MI and/or nickname of new member; double asterisks (**) ID new life members

Line 2, his current city and state, branch of service

Line 3 -5 , his (Flight) Class and Vietnam (VN) Unit(s) served with, if that info is available

We start this section with a list of 18 New Members that were inadvertently left out of these last two issues. That's right instead of 215 new names; there really should have been 233 new names added during the period 2 February through 8 August, 2011!

Alsip Bernard
Perryville, Kentucky, US Army
Flight Class: 67-3
Vietnam Unit(s): 2/20 ARA 1 CAV in 68-70; 142 TC CO in 71

Berry Carl S
Daleville, Alabama, US Army
Flight Class not provided
Vietnam Unit(s): 116 AHC

Brown Gary A.
Aptos, California, US Army
Flight Class: 69-16
Vietnam Unit(s):
B/227 AHB 1 CAV in 69-70

Collier, Elmer
El Paso, Texas, US Army
Flight Class: 67-19
Vietnam Unit(s):
71 AHC in 67-68; 117 AHC in 71-72

Fellerhoff, John H 'Jack'
Bozeman, Montana, US Army
Flight Class not provided
Vietnam Unit(s): 9 INF DIV in 55-56

Fishburn, Ronald M 'Fish'
Purcell, Oklahoma, US Army
Flight Class: 61-6Q
Vietnam Unit(s): 57 MED in 63; 119 AHC in 64; 221 AVN in 67-68;
17th CAV in 72-73

Foster, Donald A 'Don'
Holden, Maine, Army
Flight Class: 69-48
Vietnam Unit(s): 15 TC 1 CAV in 70-71

Macie, Melville E 'Mel'
Killeen, Texas, US Army
Flight Class: 66-15 66-13
Vietnam Unit(s): 1 SIG BDE in 66-67
244 AHC in 70

Mandeville, Leslie M. 'Les'
Denton, Texas, US Army
Flight Class: 68-503 68-1
Vietnam Unit(s): B/227 AVN in 68

Marshall, Kenneth B.
Clifton Springs, New York, US Army
Flight Class: 68-515 68-27
Vietnam Unit(s) not provided

McCabe, Laurence W. 'Lam'
Frankfort, Kentucky, US Army
Flight Class: 67-17 67-11
Vietnam Unit(s): A/25 AVN 25 INF in 67-68; 48 AHC in 71-72

McDonald, Thomas M. 'Mike'
Saint Petersburg, Florida, US Army
Flight Class: 69-17
Vietnam Unit(s) not provided

Mendez, Stephen A.
Tucson, Arizona, US Army
Flight Class: 69-39 69-37
Vietnam Unit(s) not provided

Palmer, Richard A.
Macon, Georgia, US Army
Flight Class: 69-26
Vietnam Unit(s) not provided

Patteson, Harry O.
Rural Hall, North Carolina, US Army
Flight Class: 68-22 68-20
Vietnam Unit(s): A/227 AHB 1 CAV in 69 HHC 227 AHB 1 CAV in 69-70

Patton James D. 'Pat/Jim'
Enterprise, Alabama, US Army
Flight Class not provided
Vietnam Unit(s): 6 AIRLIFT PLAT in 58-59; 8 TC CO in 63-64

Peach Arthur E.
South Easton, Massachusetts US Army
Flight Class: 69-26
Vietnam Unit(s): 158 AVN 101 ABN in 70-71

Ryan, John F.
Pine Plains, New York, US Army
Flight Class: 70-29
Vietnam Unit(s): ACT/11 ACR in 70-71

Here's the list for this issue (period of 10 August through 3 October, 2011) There's another 121 names appearing here!

Amis Thomas W. 'Tom'
Jacksonville, North Carolina, Marine Corps
Flight Class: 56-26
Vietnam Unit(s): HMM-363 in 65-66;
HMH-462 in 68-69

Bailey, August A.
Mandeville, Louisiana, US Army
Flight Class: 71-21
Vietnam Unit(s) not provided

Bell, Carroll W
Okolona, Arkansas, UA Army
Flight Class: 64FW 64QC

Vietnam Unit(s): 498 MED CO in 67-68
Bradley, David D.
New Franklin, Missouri, Marine Corps
Flight Class not provided
Vietnam Unit(s): HMM-165 in 69-70

Brinkman, Michael D. 'Mike'
Indianapolis, Indiana, US Army
Flight Class: 70-12
Vietnam Unit(s): 129 AHC in 70

Cardile, Frank
Amelia Island, Florida, Air Force
Flight Class not provided
Vietnam Unit(s) not provided

Cassarini, John R.
Columbus, New Jersey, Air Force
Flight Class: 55-K
Vietnam Unit(s): HQ 3 ARRGp in 71-72

Castillo, Oscar G
Corpus Christi, Texas, US Army
Flight Class: 71-34
Vietnam Unit(s): 135 AHC in 71-72
F/4 CAV in 72

Clayton, William C. 'Bill'
Star, Idaho, Marine Corps
Flight Class not provided
Vietnam Unit(s) not provided

Coakley, Stanton W. 'Stan'
Killbuck, Ohio, US Army
Flight Class: 68-524 68-44
Vietnam Unit(s): 174 AHC in 69-70

Conger, Lewis P.
Bossier City, Louisiana, US Army
Flight Class: 64-3
Vietnam Unit(s): 335 AHC in 66-67
HHC 145 AVN in 67

Conley, William J. 'Wild Bill'
Dudley, Massachusetts, Marine Corps
Flight Class not provided
Vietnam Unit(s): HMM-463 in 67-68
HMM-163 in 68

Coonce, Warren S **
Eagle River, Alaska, US Army
Flight Class: 68-24 68-42
Vietnam Unit(s): 205 ASHC in 69-70

Corbett, David C. 'Tuna'
New Bern, North Carolina, Marine Corps
Flight Class not provided
Vietnam Unit(s): HMA-369 in 71-73

Cressall, William F **
Mesa, Arizona, US Army
Flight Class not provided
Vietnam Unit(s): UTT in 62-63
D/227 AWC 1 CAV in 65-66

Culp, Russell D. 'Russ'
Dothan, Alabama, US Army
Flight Class: 66-23 66-21
Vietnam Unit(s): D/1/4 CAV 1 INF in 67-68

Davis, Willys E
Lakemont, Georgia, US Army
Flight Class: 58-36
Vietnam Unit(s): HHC/159 ASHB 101 ABN in 71-72

Demien, Arlie W.
Laguna Beach, California, Marine Corps
Flight Class: 62-37
Vietnam Unit(s): VMO-6 in 65-66

Denny, Rex C.
Celeste, Texas, Marine Corps
Flight Class not provided
Vietnam Unit(s): HMM-161 in 65-66
1 MAW in 69-70

Dowdy, Roy G. 'Bud'
Geneva, Alabama, US Army
Flight Class: 65-20
Vietnam Unit(s): 162 AHC in 66 A/2/17 CAV 101 ABN in 69

Duesing, Gregory W.
Southlake, Texas, Marine Corps
Flight Class not provided
Vietnam Unit(s): HML-167 in 70-71

Dunn, James J. 'Jay'
Kapolei, Hawaii, Marine Corps
Flight Class not provided
Vietnam Unit(s) not provided

Dzingleski, Norman 'Zinger'
Toledo, Ohio, US Army
Flight Class not provided
Vietnam Unit(s): 4 AVN 4 INF in 67-68

Fairfield, Rupert E.
Milton, Florida, Marine Corps
Flight Class not provided
Vietnam Unit(s): VMO-2 in 66 VMO-6 in 67-68

Franklin, Raymond D
Cincinnati, Ohio, US Army
Flight Class not provided
Vietnam Unit(s) not provided

Galenis, Vincent P.
Barberton, Ohio, US Army
Flight Class: 68-8 68-10
Vietnam Unit(s) not provided

Gayler, James M.
Covington, Georgia, US Army
Flight Class not provided
Vietnam Unit(s): 114 AHC

Gigler, Byron K. Minneapolis, Minnesota, Marine Corps Flight Class not provided Vietnam Unit(s): HMM-164 in 68-69	Hlavaty, Edward L. 'Big Ed' Lillie, Louisiana, Air Force Flight Class not provided Vietnam Unit(s): 37 ARRS in 69-70	Landau, Harry J. 'OJ' Saint Johns, Florida, Marine Corps Flight Class not provided Vietnam Unit(s) not provided	Minson, David C. Littleton, Colorado, US Army Flight Class: 65-2 Vietnam Unit(s): 937 ENG in 65-66 478 HHC in 68-69
Gillespie, Kenneth E Perrin, Texas, US Army Flight Class: 67-23 Vietnam Unit(s): 192 AHC in 68 D/1 CAV in 71	Hoag, Stuart H. 'Stu' Winfield, Kansas, Air Force Flight Class: 54-A Vietnam Unit(s): 37 ARRS in 68-69	Laster, J. M 'Joe' Fort Worth, Texas, US Army Flight Class: 69-48	Mistyhn, Walter S. Belmar, New Jersey, US Army Flight Class: 69-22
Giilland, Robert D Milton, Florida, US Army Flight Class: 67-14 Vietnam Unit(s): 101 AVN 101 ABN in 67-68; 3 BDE 82 ABN in 68 7/17 CAV in 71-72	Huckemeyer, Merlin R. Morehead City, North Carolina, Marine Corps Flight Class not provided Vietnam Unit(s): HMM-362 in 66-67 HMM-165 in 71-72	Lindner, Uwe Bayonne, New Jersey, US Army Flight Class: 67-14 Vietnam Unit(s) not provided	Moore, Carlton R. 'Carl' Statesville, North Carolina, US Army Flight Class: 67-20 Vietnam Unit(s) not provided
Gudvangen, Jerome L. Germantown, Tennessee Air Force Flight Class: 68-F Vietnam Unit(s) not provided	Jensen, Donald E. 'Don' San Jose, California, Air Force Flight Class: 53-E Vietnam Unit(s): 38 ARRS in 70-71	Lungulow, Peter Toledo, Ohio, US Army Flight Class: 70-2 Vietnam Unit(s): 336 AHC in 70 C/16 CAV in 70-71	Moore, James E. 'Jim' Pine Mountain, Georgia, US Army Flight Class: 57-11FW 58QC Vietnam Unit(s): 478 HHC 1 CAV in 67-68; MACV
Hagan, James T. 'The Haig' New Bern, North Carolina, Marine Corps Flight Class: 56-19 Vietnam Unit(s): VMO-6 in 69	Joiner, Richard K. 'Dick' Woodstock, Maryland, Marine Corps Flight Class not provided Vietnam Unit(s): VMO-2 in 65-65 VMO-6 in 65	MacHarg, Donald E. Stone Mountain, Georgia, Marine Corps Flight Class not provided Vietnam Unit(s): HMM-364 in 68-69 HMM-402 in 69-71	Morrison, Michael K. ** Idaho City, Idaho, Marine Corps Flight Class not provided Vietnam Unit(s) not provided
Hageman, Dwight C. San Antonio, Texas, Air Force Flight Class: 57-D Vietnam Unit(s): 38 ARRS in 68-69	Jones, John G. 'Grant' Corpus Christi, Texas, Marine Corps Flight Class not provided Vietnam Unit(s): HML-367	Makeever, Harrison A. San Diego, California, Marine Corps Flight Class not provided Vietnam Unit(s) not provided	Mosher, David L. Peoria, Arizona, US Army Flight Class not provided Vietnam Unit(s): 174 AHC in 66-67
Hamilton, Robert E. 'Bob' North Bend, Ohio, Marine Corps Flight Class not provided Vietnam Unit(s): HML-367 in 70-71	Jones, Rodger L. Woodbridge, Virginia, Marine Corps Flight Class: 71-2 Vietnam Unit(s) not provided	Martin, Stephen A. Littleton, Colorado, Air Force Flight Class: 72-10AF	Moss, David G. Lafayette, Colorado, US Army Flight Class: 67-22 67-14 Vietnam Unit(s) not provided
Harris, Robert G Salem, Oregon, US Army Flight Class: 65-8W Vietnam Unit(s): 179 ASHC in 67	Kalen, Herbert D. Angel Fire, New Mexico, Air Force Flight Class not provided Vietnam Unit(s): 37 ARRS in 67	Mast, Jacob W. Midlothian, Virginia, US Army Flight Class: 64-3 Vietnam Unit(s): HHC 15 MED 1 CAV in 67-68	Mostella, Kenneth E. Greenville, South Carolina, US Army Flight Class: 71-10 Vietnam Unit(s): C/159 ASHB 101 ABN A/2/17 CAV 101 ABN
Heath, John J. Austin, Texas, US Army Flight Class: 66-15 Vietnam Unit(s): 155 AHC in 66-67 11 ACR in 69-70	Karamarkovich, George M. Springfield, Virginia, Marine Corps Flight Class not provided Vietnam Unit(s) not provided	McLendon, Walter H. 'Mac' Warrenton, Virginia, US Army Flight Class: 66-22 Vietnam Unit(s): 25 AVN 25 INF in 67-68 11 GS in 70-71	Murden, Raymond L. 'Ray' Bluffton, South Carolina, Air Force Flight Class: 59-A Vietnam Unit(s) not provided
Helmich, Bruce L. Madeira Beach, Florida, US Army Flight Class: 72-6 Vietnam Unit(s): H/10 CAV in 72	Kenyon, Lawrence R 'Larry' Milledgeville, Georgia, US Army Flight Class: 62 65Q Vietnam Unit(s): 18 AVN CO in 63 HHT/7/17 CAV in 67-68	Metoyer, Herbert R. Southfield, Michigan, US Army Flight Class: 57-02 Vietnam Unit(s): AVN FIELD MINT in 62-63; THAILAND in 67-68	Nash, Robert L. 'Bob' Hillsboro, New Hampshire, US Army Flight Class: 67-26 Vietnam Unit(s): 313 AVN DET in 68-69
Hendrie, Richard E. 'Clutch' Cedar Key, Florida, Marine Corps Flight Class not provided Vietnam Unit(s): VMO-2 in 66-67	Kerr, Keith K. Norman, Oklahoma, Marine Corps Flight Class: 59-26 Vietnam Unit(s) not provided	Meyer, Charles E. Austin, Texas, US Army Flight Class: 69-3 Vietnam Unit(s): 195 AHC in 69-70	Neal, Paul G. Sanford, North Carolina, US Army Flight Class: 60-3 Vietnam Unit(s): 2/20 ARA 1 CAV in 66-67; 4/77 ARA 101 ABN in 68-69
Hestand, James E. Fernandina Beach, Florida US Army Flight Class: 66-9W Vietnam Unit(s): 128 AHC in 66-67	Kizer, Clyde Richard Nokesville, Virginia, US Navy Flight Class not provided Vietnam Unit(s) not provided	Michal, Lavern H. Enterprise, Alabama, US Army Flight Class: 63-2W Vietnam Unit(s) not provided	Neal, William J. El Paso, Texas, US Army Flight Class: 67-5 Vietnam Unit(s): 17 AHC in 67 11 ACR in 67; 120 AHC in 71
Hicks, Robert E. 'Bob' Garland, Texas, Air Force Flight Class: 56-Q Vietnam Unit(s) not provided	Klein, Dennis M. 'Denny' Belmont, Michigan, US Army Flight Class: 68-16 68-26 Vietnam Unit(s): 92 AHC in 68-70 192 AHC in 71	Miller, Bobby W. Mission Viejo, California, Marine Corps Flight Class not provided Vietnam Unit(s): HMM-263 in 69-69	Nightingale, Paul L. Fort Worth, Texas, US Army Flight Class: 67-18 Vietnam Unit(s): 190 AHC in 67-68
Hilderbrand, Douglas A. Federal Way, Washington, US Army Flight Class: 66-18 Vietnam Unit(s): 129 AHC in 66 2/20 ARA 1 CAV in 67	Kopsa, Louis D. 'Lou' Columbia, South Carolina, US Army Flight Class: 66-20 Vietnam Unit(s): 240 AHC in 68 619 TC DET in 68	Miller, Frederick W. Fletcher, Oklahoma, US Army Flight Class: 68-14 Vietnam Unit(s): HHB/1/30 ARTY in 70-71; HHB/108 ART GRP in 71	Norris, James R. 'Jim' Decatur, Alabama, Air Force Flight Class not provided Vietnam Unit(s): 71 AHC in 66-67; HHC/12 CAG in 67; A/4/77 ARA 101 ABN in 69-70; HHB/4/77 ARA 101 ABN in 70 A/377 ARTY 101 ABN in 70
Hines, Kennon D. Spearfish, South Dakota, US Army Flight Class: 71-36B4 Vietnam Unit(s) not provided	Kulikowski, Bogdan M. 'Mike' ** San Tan Valley, Arizona, US Army Flight Class: 70-16	Miller, Hal H. ** Yakima, Washington, US Army Flight Class: 70-12 Vietnam Unit(s): 59 AVN in 70-71	Page 18 The VHPA Aviator

Opgrand, David Alexander Oriental, North Carolina, US Navy Flight Class: 54-39 Vietnam Unit(s): HS-8 in 64-66	Petrevich, Denis J. Whitehouse Station, New Jersey US Army Flight Class: 66-23 66-21 Vietnam Unit(s): 281 AHC in 67-68	Reese, Lawrence D. 'Larry' Geronimo, Oklahoma, US Army Flight Class: 67-7 Vietnam Unit(s): 71 AHC in 67; 174 AHC in 67; 355 AVN in 70	Sager, John C. Titusville, Florida, US Army Flight Class: 65-22 Vietnam Unit(s): 229 AHB 1 CAV in 66-67
Panhorst, Frederick H. 'Fred' Peachtree City, Georgia, US Army Flight Class: 67-23 67-19 Vietnam Unit(s): A/25 AVN 25 INF in 68; B/25 AVN 25 INF in 68-69; HHC 1 AVN BDE in 71; HHC/12 CAG in 71 HHC 145 AVN in 71-72	Pewitt, Robert B. 'Bob' Grove, Oklahoma, US Army Flight Class: 67-1 Vietnam Unit(s): C/7/17 CAV in 67-68 F/8 CAV in 68	Richter, Leroy J. Winder, Georgia, US Army Flight Class: 68-20 68-24 Vietnam Unit(s): 114 AHC in 68-69	Scheipe, Donald S. Wernersville, Pennsylvania, US Army Flight Class: 68-1 67-25 Vietnam Unit(s) not provided
Panska, James E. Murdock, Nebraska, Marine Corps Flight Class not provided Vietnam Unit(s) HMM-161 in 68-70	Poor, William T. Canton, Georgia, US Army Flight Class: 55 FW 58 QC Vietnam Unit(s): HHC 13 CAB in 66 1 ARVN DIV in 66; 221 AVN in 67	Riddle, Bruce C. Bardstown, Kentucky, US Army Flight Class: 68-515 68-27 Vietnam Unit(s) not provided	Shrode, Morgan E. 'The Raider' Killeen, Texas, US Army Flight Class: 68-6 Vietnam Unit(s): B/3/17 CAV in 69-70
Parrish, Gregory D. Hummelstown, Pennsylvania, US Army Flight Class: 68-520 68-36 Vietnam Unit(s): 101 AVN 101 ABN in 69-70	Porter, Lloyd B. Houston, Texas, Air Force Flight Class: 71-46AF Vietnam Unit(s): 3 ARRGPs in 71-72	Ringgold, Donald G. 'Jake' Riverside, California, Marine Corps Flight Class: 62-2 Vietnam Unit(s): HMM-361 in 65-66	Smith, Charles W. 'Bill' ** Unionville, Virginia, Marine Corps Flight Class: 55-25 Vietnam Unit(s): HMM-161 in 65-66
Paskevich, Anthony Chagrin Falls, Ohio, Marine Corps Flight Class not provided Vietnam Unit(s): VMO-2 in 68-69	Purser, Thomas E. Fayetteville, North Carolina, US Army Flight Class: 56-6 Vietnam Unit(s): 116 AHC in 65-66 3 BDE 82 ABN in 68; 146 RR in 69-70	Robbins, Wayne A. Bath, Maine, US Army Flight Class: 67-20 Vietnam Unit(s): D/1/10 CAV 4 INF in 68-68	Stearman, Jackie A. Gallatin, Tennessee, US Army Flight Class: 69-35 Vietnam Unit(s): 235 SQDN VNAF in 70-71
Patneau, Robert A. Lexington, North Carolina, Marine Corps Flight Class not provided	Rawlins, William Y. ** Fallon, Nevada, US Army Flight Class: 71-14 Vietnam Unit(s) not provided	Robertson, William D. Virginia Beach, Virginia, US Army Flight Class: 71-32 Vietnam Unit(s) not provided	Stewart, Richard F. Silverdale, Washington, US Army Flight Class: 70-18 Vietnam Unit(s): 57 AHC in 70-71 52 CAB in 71
Pearson, William C. 'Bill' Austin, Texas, US Army Flight Class: 70-30 Vietnam Unit(s): 238 AVN	Reed, avid L. Newport, Rhode Island, Marine Corps Flight Class not provided Vietnam Unit(s) not provided	Roeder, Stephen L. 'Steve' Overland Park, Kansas, US Army Flight Class: 70-28 Vietnam Unit(s): 229 AHB 1 CAV in 71-72	Tindor, Thomas A. Savannah, Georgia, US Army Flight Class: 69-45
Penland, Ronald C. 'Ron' Mission Viejo, California, Marine Corps Flight Class not provided Vietnam Unit(s) not provided	Reese, Donald J. West Farmington, Ohio, US Army Flight Class: 69-1 Vietnam Unit(s): 128 AHC in 69-70	Rohner, John D. Houma, Louisiana, Marine Corps Flight Class not provided Vietnam Unit(s): MO-2 in 67; HML-167 in 71; HMM-165 in 71-72	Whittle, Claude N. 'Whit' Cumming, Georgia, US Army Flight Class: 68-508 68-12 Vietnam Unit(s): 3/17 CAV in 69-70
Peterson, William J. 'Willy Pete' Hurst, Texas, Marine Corps Flight Class not provided Vietnam Unit(s) not provided	Roney, Michael E. 'Mike' Milwaukee, Wisconsin, US Army Flight Class: 67-26 Vietnam Unit(s): B/7/17 CAV in 68-69	Winston, James E. Tyrone, Georgia, US Army Flight Class: 68-16 68-26 Vietnam Unit(s) not provided	

VHPA MEMBERSHIP NUMBERS REALLY GROWING..... by Mike Sheuerman

Membership in VHPA is really growing. The Association has added almost 200 new members since July 1st of this year. Member #15000, Edward F Johnson, joined June 30th and today, September 30th, Donald J Reese, JR became Member #15191. Welcome to VHPA. What took you guys so long?

Please look at the Welcome to the VHPA column in this issue of the AVIATOR and if you see a name of a man you served with in flight school or Vietnam, served with in the Reserves or flew with in the civilian world, "go on line" to MEMBERSHIP SERVICES section of www.vhpaservices.com. In there you will find his mailing address, his phone number and hopefully also his email address all provided in the hopes that you will contact him. Buddy Arnold, a guy I knew from college and a new member of VHPA, sent me an e-mail naming three guys he flew with in the 229th, 1st CAV in Vietnam called or e-mailed him when they saw his name in the magazine. Now that's what VHPA membership is all about.

The new Management Company has made the recruiting of new members and the retention of old members a huge priority. Sherry Rodgers is the main employee of MRP assigned to VHPA and she enjoys her job. I receive several phone calls weekly from her letting me know how many new guys have signed up that day. She has real

passion for her job and when you come to New Orleans next August, please look her up and tell her you appreciate all her efforts. She's the best we have ever had doing what she does for VHPA.

And don't forget to take a strong look at the new LIFE MEMBERSHIP program. The cost savings are good and it takes away the worry of paying dues each year plus it saves the Association on labor and postage. Sherry tells me she's already had hundreds of calls inquiring about the program.

If you know a man who is not a member and want me to contact him, just let me know, my email and cell number are listed below. Over 48,000 of us trained to fly helicopters from 1956 to 1975, over 44,000 flew one or more tours in Vietnam. Even taking in to account those who are or have been members of VHPA, those who died in combat and those who died after tour, we still have around 20,000 -25,000 pilots out there who we want to get to join VHPA. *Your help is greatly appreciated!*

Mike Sheuerman
Membership Chairman

Editor's Note: The most remarkable response to last year's call for Bob Hope in Vietnam memories came from our member Ron Miller. Ron, a retired Army Major served three tours in Vietnam and had the honor of flying gun cover at Long Binh for Mr. Hope's 1966 Christmas Show. But the great thing about Ron's story is that he went on to have a life-long relationship with Mr. Hope and now Ron wants to share that story with us.

Ron has led a very interesting life. While in the Army he served as the Army's representative on "Green Berets" starring John Wayne. After leaving the Army he remained in the entertainment business by being involved in three Vietnam POW Documentaries and he eventually became the Associate Producer of a POW Documentary called "Beyond Courage—Surviving Vietnam As A POW". For the movie, Ron's production company took six POW's back to Hanoi in 1993 and filmed in several NVA prisons, including the infamous Hanoi Hilton.

But it was Ron's "daytime job" that kept Bob Hope involved in Ron's life. In the 80's, Ron became involved with then President Reagan's Vietnam Veterans Leadership Program. Ron ran the program designed to provide employment training and small business assistance to Vietnam veterans for all of Georgia. In 1986, Ron wanted Mr. Hope to MC their annual fund raising event but his NBC contract prevented him from doing so, the event was to be carried live on Ted Turner's network. When Ron found out that Mr. Hope was going to be in Atlanta in June of 1986, he thought why not gather support for another gala just to be held in Bob Hope's honor?

So, on June 10, 1986, Georgia's Salute to Bob Hope was held in the famous Fox Theater in downtown Atlanta, it was simply a tribute to Mr. Hope given by the Vietnam Veterans of Georgia. The Governor, Secretary of State and many other dignitaries and were there, the rest of the sell-out crowd consisted of supporters of the program and Vietnam Veterans and their families. Bob (and his lovely wife Deloris) added to the evening by coming on stage for over an hour's worth of telling jokes and singing songs, all without the help of a single cue card. Before the show started, in a private reception, Ron presented Mr. Hope with a bronze Eagle inscribed to remember the night and the former USO Performer, Anita Bryant sang Mr. Hope's signature song, "Thanks for the Memories". Everyone there, including Bob and Deloris, were very moved by her tribute.

The main part of today's article is a reprint of some of the Bob Hope chapter from Ron's new book, "Vietnam Special Flight, Inc.", the story of Ron's effort to lease an L1011 from Delta Airlines to take 300 Vietnam Veterans and some family members to the dedication of the Vietnam Veterans Memorial on November 13, 1982. Taken from that chapter are several pictures testifying to Ron's friendship with Mr. Hope and the cast of The Green Berets. I have left out most of what Ron sent me, to see everything you'll have to buy Ron's book. Fortunately it's now available at Merriam Press (Merriam-Press.com), Peerless Book Store and all the major online web sites in both printed and CD form.

Ron is currently working as a Consultant on a movie titled "Perfume River", set during the 1968 TET Offensive in Vietnam. Ron also serves as the National Veteran Adviser to the National League of Families POW-MIA's of Southeast Asia and he's the man who provides the update to the DOD's DPMO program we run in each Aviator. Our thanks to VHPA Member Ron Miller for sharing just a small part of his very interesting life. David Adams, Editor of the VHPA Aviator.

Vietnam Special Flight, Inc.

Author—Ron Miller



On November 13, 1982, Ron Miller personally leased an L-1011 from Delta Airlines and took 300 Vietnam Veterans to the dedication of the Vietnam Veterans Memorial in Washington, D.C. As a result of his remarkable efforts, President Ronald Reagan asked him to form the Georgia Vietnam Veterans Leadership Program, a unique organization that was recognized by the White House in the name of President George H.W. Bush, who honored Ron and the GVLF with the following: "The Capstone of Georgia's efforts for the Vietnam veterans and their families. Hopefully they will be the last to be honored in this manner." Ron Miller, GVLF



The Raider's Base Chapel. All decorated for Christmas Day services, 1964



The Raider's Base Chapel. All decorated for Christmas Day services, 1964



1967 – Ron Miller (3rd from left) is shown here with John Wayne (2nd from left) on the set of The Green Berets

By R

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apter Six – My friendship with Bob Hope...

on Miller

tationed at Chu Chi, Vietnam with the 116th Assault Helicopter Company. The unit was equipped with 6-30 Cal. Machine Guns and 14 aerial rockets. The unit had been 25th Infantry Division which had been stationed in Hawaii. One day we learned that Bob Hope would be bringing his famous USO show to our area.

that I would be flying anti-mortar patrol in the area around the show. Several would be in attendance and the Commanders were concerned the Viet Cong would launch mortars into the show site with the possibility of killing and wounding us and maybe even killing some of the performers. Think of the world they could do that.

ships to the big headquarters areas called Long Binh, and we provided contact. The show had completed and the performers had left the area. We knew the start of the performance, and we arrived a little early to take aerial photos of thousands of troops gathered at the site.

ately had a soft spot when it came to American Servicemen at war. For decades, he had traveled around the globe with some of the top entertainers providing a break for the man or woman who had the opportunity to see his show, and they will tell you what could have happened to them.

created in 1941 during WWII, they approached Mr. Hope in May to host a show at an airfield in California. He was not too sure he wanted to do it, but agreed. He was welcomed by, "...the best audience in the world." His last USO show over the Middle East during Operation Desert Storm.

pe for his lasting dedication to our servicemen and women, the USO dedicated a plaque in Washington, D.C., to "America's Number 1 soldier in greasepaint." He had been a resident since the 1940's, played golf with most of them, mingled with heads of state around the world, but was most comfortable around the military.

ooking at some of my photo albums and discovered the photos of his show and about the possibilities of getting Mr. Hope to do a show for the Vietnam Veterans in Georgia. A few days later, as fate would have it, I read an article in the Atlanta Journal Constitution that Mr. Hope would be coming to Atlanta to perform at the famous Fox Theatre. I decided to write him a letter and ask him to consider putting on a special show for Vietnam Veterans. I included the letter that I wrote to Mr. Hope and his response. Later Mr. Hope informed me that he had a contract with NBC and could not appear on another TV network. We exchanged emails and we started discussing the possibility of him doing a special night for his performance in Atlanta in June 1986. After some time, we managed to put the letter together and the show was scheduled for June 10, 1986.

o have had the experience in putting together the flight to Washington, D.C. over weeks of long days and nights to make the necessary arrangements to make it a reality. The Bob Hope Special was a daunting task, it did not compare to the hard work of making the flight a reality.

Bob Hope was an icon in the American conscience. He was a beloved actor, comedian, hero to Veterans and their families. For years, Mr. Hope was the only citizen to be honored with the title of "Honorary Veteran" by an act of Congress. A few years ago, Mr. Zack Fisher was honored of being named an Honorary Veteran for building the numerous veterans' medical facilities for free lodging for families visiting their family members who were veterans. I had the honor of meeting Mr. Fisher at an event in honor of General William C. Westmoreland. I had a long conversation with him and thanked him for his dedication to our families.

to appear at the beautiful Fox Theater in downtown Atlanta. We met with the Fox and they agreed to rent us the fabulous Egyptian Ballroom, where countless events had been held for decades. It was a superb venue that would be perfect for the show with Mr. Hope and the leaders of the community.

cash would have to be raised to pay for the ballroom decorations, flowers, food, and for Mr. Hope and the miscellaneous expenses to make this a huge success. Our sponsors were Texaco, MCI Telecommunications, Coors and the Coca-Cola Bottling Company, others too numerous to list. One that gave me great satisfaction was Carithers, my hometown of Marietta, Georgia. I stopped in one day and spoke with the owner

and told him about Mr. Hope's tribute to Vietnam Veterans. I also mentioned that I would give him free tickets to the event for him and his family. He said that would be fine, but he was willing to donate the flowers no matter. They delivered the fresh flowers in the afternoon. We were amazed at the number of separate flower arrangements. Mr. Carithers made the center arrangement that was over five feet high and was the most beautiful arrangement that I had ever seen.

The Atlanta Braves, Mr. Bob Larsen, the Military Task Force of the Atlanta Chamber of Commerce, The Gainesville Chamber, the Georgia Department of Veterans Services, Commissioner Pete Wheeler and many others assisted in outreach to the veteran community to announce the performance.

The big night arrived. Mr. Hope and his beautiful wife, Dolores, arrived early and spent over thirty minutes at the reception. Governor Joe Frank Harris, his wife and others greeted them at the reception. Andy Farris, the person responsible for establishing our extremely successful Small Business Program for Veterans, wanted to present our Small Business Awards at the reception. I told him it was a great idea and we presented seven awards to Veterans who excelled in the business arena.

The highlight of the reception was the performance by Marina Alden Bryant, President of World Events, Inc. Instead of trying to remember everything about the performance, I will include the entire letter she wrote to me at the passing of Mr. Hope in 2003. Her performance of "Thanks for the Memories", Mr. Hope's signature song was a masterpiece.

Mr. Hope's performance at the Fox was a smash success. He came on stage, had a huge orchestra, entertained us for over an hour, and without one single cue-card. His wife, Dolores, also sang a few songs. She was great!

Toward the end of the performance, Mr. Hope asked me to come on stage and before thousands of his fans. I read the telegram from President Reagan to Mr. Hope and those in attendance.

I did not have a hard copy of the telegram that evening. I gave Mr. Hope the copy and sent him a hard copy later. As Marina said in her 2003 letter, "Mr. Bob Hope lived his passion to live life to the fullest and to give laughter and entertain. He will be missed but never forgotten."

In February 2009, I visited Palm Springs, California. While there, a friend gave us a tour of the area. He showed us Mr. Hope's home on a hillside overlooking the city. He also informed us that Mr. Hope donated the beautiful large and very expensive home to the city after he passed away. They use it for special events.

I have made some mistakes in my life, some that I regret, but the biggest mistake occurred when Mr. Hope passed away. I was in Los Angeles with Alex Well, Jr. and his wife, Mary Thibaudieu. We were meeting with ALCON Productions, which is owned by Fred Smith, Chief Executive Officer of Federal Express, which I will tell you about later on in the book. I was invited to Mr. Hope's memorial service, but ALCON had scheduled some important meetings with the movers and shakers in the movie industry. They convinced me to attend those instead of the service. A monumental mistake on my part, and I deeply regret it to this day. I also talk about my involvement in the movie effort and Mr. Hope's offer to assist. You can read about them in the Perfume River chapter.

A couple of years later, Ann Margaret performed at the Fox Theater. I called a friend at the Fox and asked her to relay a message that I would be there and would like to meet her. After the show, I was escorted back stage. She traveled with Mr. Hope on the USO Tours. I showed her the picture of Mr. Hope and me that was taken at the Fox. She autographed it and thanked me for my service. She was with her husband, Roger Smith, who was a television star for several years.

Mr. Hope and I continued to correspond until 1991. I have a dozen personal letters from him and his great autograph on two posters, one was a large advertisement encouraging Americans to buy war bonds during World War II. He signed it, "To Ron: Thanks for your service, Bob Hope". He is my favorite entertainer of all time. No one comes close!



The Raider's Base Chapel. All decorated for Christmas Day services, 1964

VHPA'ers in the News

Q&A with Raul Regalado, the CEO of the Metropolitan Nashville International Airport

From the Business Section of *The Tennessean* Newspaper, 3 October 2011 and used by permission.

Nashville airport chief gears up for flying's big return – Excerpt of an Executive Q&A with with VHPA member, Raul Regalado, the CEO of the Metropolitan Nashville International Airport by G. Chambers Williams III staff writer.

Raul Regalado, 66, has been chief executive officer of the Metropolitan Nashville Airport Authority since March 2001, the authority is charged with all operations in running both the Nashville International Airport and the city's general-aviation airport. A native of Los Angeles, he learned to fly in the military, and served as an Army pilot in Vietnam. He retired as a colonel from the U.S. Army Reserve after 29 years of service. He also is a licensed commercial pilot, and flies his own plane for business and pleasure.

Regalado holds a degree in aviation management from Embry-Riddle Aeronautical University and has completed graduate-level course work with the USDA Graduate School and Vanderbilt University's Owen School of Management.

How did you get into the business of running airports?

My first job off of active duty was as an airport manager in Klamath Falls, Ore. Then I started on my way of bigger airports, more responsibility, traveling around. I was a consultant for a while, then went to the Houston airport system as chief operating officer, and then back into the private sector. Then in 2001, a headhunter contacted me about this opportunity, I was impressed with the community and the possibilities and I've now been here more than 10 years.

What kind of growth have you seen here in that time?

We have gone up and down because of things in the external environment. I got here in March 2001; we were in a minor recession at that time. Then came 9/11, a couple of fuel crises, the SARS scare, this major economic recession, and a lot of consolidation of the airline industry. So, we probably are at the same level we were at when I got here but we have come back, because we lost a lot after 9/11. We also lost a lot during this major recession.

You barely had your feet on the ground as the boss here before the 9/11 attacks occurred. What was that like for you?

It was an interesting time. I got here in March, in a minor recession, so we already had to take steps to cut our spending. And as a new CEO, there were some things in the organization that I wanted to change. I reorganized a few departments, made a few personnel changes, and thought I was set to go on for a few years and just run the business. Then, September 11th came and turned everything upside down. I was in Montreal for an international airport conference with airport directors from around the world when the events unfolded. I had a handful of my staff with me and was able to commandeer a conference room at the Montreal airport and we ran our airport from that room. We were able to get home the next day when we chartered an airplane from Nashville to pick us up and bring us back.

What changes have you seen at the airport since 9/11?

Immediately, because everything came to a screeching halt, passengers dropped to zero for at least a few days. We were one of the first airports to reopen after 9/11, but traffic didn't come back right away. People were scared to fly and revenues were down. We put a halt to our capital program, we tightened our belt on operating expenses, we put a hiring freeze in place, and we were very prudent on what we spent. But we ended up the year in the black.

The airline industry seemed to be just about fully back on its feet when the Great Recession hit in 2008. How is the recovery coming now?

First of all, we are recovering. Passenger count is up about 5 percent over last year.



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But it's a slow recovery. If people are not working, if they are concerned about making their house payments, they're probably not traveling. The national recovery is also very shaky and until those issues are resolved, we're not on solid ground.

What capital improvements have been made since you took over the airport?

We have had a very aggressive capital program that we have been able to undertake successfully. The largest single construction project we've undertaken, dollar-wise, is the consolidated rental-car facility, which is substantially complete for our portion. It has now been turned over to the car-rental companies to fit-out their space. We've also spent about \$450 million over the past eight years to reconstruct and realign our terminal ring road and to remodel our terminal building at an additional cost of \$60 million.

How were those projects financed?

We received some federal grants for the airfield projects. There is a tax on airline tickets that goes into a pot, and it gets distributed for system improvements. But it doesn't fund 100 percent, so we have to match that. Some of those projects are funded by the federal aviation programs the state participates in. They have an aviation fuel tax that is distributed to the state airports to help offset the local share. There is a passenger facility charge of \$3 on every ticket sold that comes to the airport plus there is the customer-facility charge tacked onto car rentals that's funding the new rental-car facility.

What was affected most by the recession here, leisure or business travel?

I would say they were down about equally, and now they're coming back about equally. There's about a 50-50 split between discretionary and business travel here, which is a good mix. Business travel has come back. It may not be the same people, or the same businesses, but business travel overall has come back. What we're seeing more than anything is a change in behavior in parking. Local people aren't as willing to pay for parking as they were in the past, so they're now being dropped off and picked up. As a result, our parking revenues haven't come back as strongly as our passengers have. We have also added some competition from off-airport parking sites.

How is the airport's cargo business doing now?

The activity has diminished. Ten years ago, we invested about \$30 million on the west side of the airport to develop an area for cargo activity. We had FedEx, which came in and built a facility and then expanded it. We had other cargo carriers come in leasing space from us then all of a sudden the air-cargo industry took a nosedive, partly because of the economy and partly because of consolidation. China Airlines was flying here from Taiwan, bringing in product for Dell Computers but they lost the contract and they left. Overall, cargo activity has been reduced and I don't think it will ever be what we thought it would be. We're going to have to rethink that whole west side and look for alternative uses.

What do you forecast in the future for this airport, particularly with international service?

Our biggest carrier, Southwest, does not fly internationally, at least not to Europe and I don't think they have any plans to change that. One of our high demand cities is London but it's not one of our offered destinations. We're looking at that challenge because that's what the community says it wants. And that's why we're here, to serve the community.

Raul's full interview is available on-line @ www.tennessean.com, search: Raul Regalado

VIETNAM HELICOPTER PILOTS ASSOCIATION

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SERVICE BRANCH:

COMBAT FLIGHT HOURS:

SOCIAL SECURITY NO.:

Information about each Vietnam unit:

Dates in units		Unit	Location	Call sign
	From:	To:		
1st				
2nd				
3rd				
4th				

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

How did you learn about the Vietnam Helicopter Pilots Association? Referred by?

Was membership a gift? From whom?

TAPS

Charles D. Perrigey – flew in Vietnam with HML-367 in 1969-1970 as Scarface 31

Charles D. Perrigey Jr., 66, of Nipomo, was born in Glendale, Calif., and passed away Saturday, July 16, 2011, at Cottage Hospital in Santa Barbara. He attended San Gabriel High School and East L.A. College.

He enlisted in the U.S. Marine Corps in 1965, and was selected for OCSI, where upon completion he was commissioned as a Second Lieutenant. He completed flight training and became a Marine helicopter pilot. Chuck served in Vietnam as a Gun Ship pilot and Forward Air Controller. He received the Silver Star, Purple Heart and 27 Air Medals for his actions. After active duty, he remained in the Reserves and obtained the rank of Lt. Colonel.

Chuck joined the Los Angeles Police Department in 1972. He served for over 30 years, 25 of which were as a pilot in the Air Support Division, and retired as a Senior Command Pilot. He received the LAPD Medal of Valor in 1998 for his actions during the North Hollywood Bank shoot out. Chuck was an expert in military and civilian aviation, training and aircraft specification design. He held the position of President for the Airborne Law Enforcement Association for an unprecedented six terms.

He enjoyed hunting, fishing, golf and traveling with his family. He belonged to numerous professional organizations, clubs and veteran's organizations. Chuck was married to and is survived by his beloved wife of 41 years, Betty Glenn; two daughters, four grandchildren; his mother and one sister. The family requests donations in Chuck's name be made to the LAPD Memorial Foundation or the First United Methodist Church of Arroyo Grande, California.

Conrad "Buz" Keister – Flight Class 70-17 & 19, Flew in Vietnam 195 with the 117th AHC in 1970-71 as Warlord 13

Conrad "Buz" Keister, 60, of Herald died unexpectedly on July 20, 2011 at his home due to post-surgical complications after a long illness. He was born May 13, 1951 in Philadelphia, Pa.

Buz had been a Herald resident for 10 years after spending time in Cheltenham, Pa.; Fort Wolters, Texas; Fort Rucker, Ala.; Atlanta, Ga.; Valley Forge, Pa.; Wenohah, N.J.; and in California at El Toro, Oakland and Knightsend. He had retired from Kaiser Foundation Health Plan in Oakland and Livermore in 2003 due to illness. Previous employment included FHP, Allergan Pharmaceuticals in California, and Smith Kline Beckman and Coopers & Lybrand in Philadelphia.

Buz was most proud of his military career; he enlisted in the U.S. Army while in high school. Upon graduation from Cardinal Dougherty High School in Philadelphia, he was accepted in the



Warrant Officer Candidate Rotary Wing Aviator Course at the Army's Primary Helicopter School in Fort Wolters, Texas. He completed the Army's Instructor Pilot Flight Training Course given at the 5th Aviation Detachment, Vung Tau RAV, Vietnam and returned to Fort Rucker, Ala., where he was a flight instructor.

After honorable discharge from the Army, he returned to Philadelphia, attended Temple University, made the Dean's List and was a member of Beta Gamma Sigma and Beta Alpha Psi and earned his CPA license. During this time as a CW3 Reserve Warrant Officer, he continued to serve his country in the National Guard at Fort Indiantown Gap near Harrisburg, Pa. After relocating to California with Allergan, he earned his MB in business and finance at Pepperdine University.

Buz served as treasurer of the San Diego Morgan Horse Club, raised Morgan Horses in southern and northern California, was a member with his wife in the Northern California Driving Club (horse and carriage driving), Sacramento Valley Morgan Horse Club, Herald Area Civic Association and Herald Community Club.

Prior to his illness, he enjoyed boating and fishing on the Delta in his Carolina Skiff from the Boat House in Locke. He was a member of the Vietnam Veterans Helicopter Association, American Legion and VFW, and recently became interested in Equi-Ed's start-up program, WAVE (Wounded American Veterans Equestrian) Project. Surviving is his wife and best friend of 30 years, Laura Beth Keister.

Donations in his name may be made to Equi-Ed, Inc. (WAVE Project), [REDACTED] Santa Rosa, CA 95405

[REDACTED] or any military association of choice.

David Franklin Bunting

David Franklin Bunting of Cambridge, MA, died on July 13 at the age of 70, following a year-long battle with brain cancer.

David grew up in Melrose, Massachusetts and played varsity ice hockey at Dartmouth College. After graduating in 1963 he served in the Marine Corps as an officer and helicopter pilot during the Vietnam War. Following his military service, he pursued a series of entrepreneurial ventures while also obtaining a Masters in Management from the Sloan School of MIT. Thereafter he structured investment projects and for the last several years was the managing director of Chatsworth Securities LLC. David's creative bent was seen in the many residences he transformed with a unique use of color, architectural vision, and landscape design. David was an avid sailor and also took up single-scall rowing later in life, competing in the Head of the Charles regatta three times.

His family and friends will sorely miss David's sense of humor, his strength of character, his contagious enthusiasm, and his pleasure in bringing friends together on a regular basis, whether lifelong or newly met. He is survived by his beloved wife, Nia Lane Chester; two children and two step-children. Donations may be made in memory of

David to further brain cancer research at the following address: Massachusetts General Hospital Development Office, c/o Dr. Andrew Chi, 165 Cambridge St., Suite 600, Boston, MA 02114.

Donald C. Gray – Flight Class 68-524 & 68-44

Donald C. Gray of Fort Collins, Colorado passed away on August 28, 2011. He was born in Christiansburg, Va. on November 15, 1940, he attended and graduated from the University of Texas.

In 1967 he graduated from Officer's Candidate School and went on to graduate from Helicopter School in 1968. Don served 20 years in the U. S. Army, including two tours of duty as a helicopter pilot in Vietnam and two tours of duty in Korea. Don's decorations and medals include the Purple Heart and the Bronze Star. Don retired from the military and worked in the private sector for 17 years as a Contractor Administrator, until he retired in October, 2004.

Don enjoyed golfing and spending time with friends and family. He loved NASCAR racing and cooking for his family and friends. Don is survived by his wife Trudy, have been together since November 22, 1992.. He is also survived by two sons, two daughters, one sister, six grandchildren and two great grand-children.

A memorial service will be held on Tuesday, August 30 at 4:00 p.m. at the Allnutt Drake Reception Center in Fort Collins. A Celebration of his life was held at the Island Grill in Fort Collins, CO after his service on August 30, 2011. The family requests that donations be directed to the University of Colorado - Neurological ICU Unit in care of Allnutt Funeral Service, 650 W. Drake Road, Fort Collins, CO 80526.

Donald Lee Nichols – Flight Class 69-46, flew in Vietnam with HMM-364 (1970) & HMM-263 (1971) under the callsign Swift 55

Donald Lee Nichols, formerly of Sherman, Texas passed away August 21, 2011 at the age of 65 at his home in Edmond, Oklahoma. Don was born in Sherman on November 17, 1945 and attended Sherman schools, he was a graduate of East Texas State University in Commerce, Texas and received his master's degree from Southeastern Oklahoma State University.

Don joined the Marine Corps and graduated from Officer Candidate School as a first lieutenant in 1969. He then became a helicopter pilot at Fort Wolters, Mineral Wells, Texas. Don served his country in Vietnam with the 1st Air Wing, Squadron HMM 364 known as The Purple Foxes piloting twin rotor CH-46 helicopters.

After his discharge he and his wife Linda owned and operated a Harley Davidson dealership in Odessa, Texas. Don later moved back to Sherman, where he was a Grayson County probation officer. He also served as a counselor at Grayson County College. As a member of the Oklahoma National Guard he flew Hueys and Blackhawks and supported



TAPS

the Drug Enforcement Agency on drug raids with the Oklahoma State Drug Unit. As a member of the Oklahoma Air National Guard he flew fixed wing Sherpa C-23A's before retiring from service. After his military career, he flew EC-130 helicopters for OU Medical Center as a Medivac pilot.

Don was a member of Central Christian Church in Sherman, the Vietnam Helicopters Association, and Travis Street Masonic Lodge #117 A.F and A.M. in Sherman. Don was an avid motorcycle rider and took many family bike trips with his brother, uncle, cousins and grandsons. Dad as he was affectionately called by his grandchildren, enjoyed burying rolls of coins at Christmas, creating maps for the kids and watching them hunt and dig up the treasure.

He is survived by his parents, one son, one daughter and her husband, four grandsons, two granddaughters and one brother and his family. Don is also survived by his loving and faithful companion, Salome Vaughan of Edmond, Oklahoma and many friends in both Texas and Oklahoma.

Donald Wayne Pickens – Flight Class 70-25

Donald Wayne "Donnie" Pickens a resident of Amite, Louisiana died at 6:20 p.m. on Wednesday, July 27, 2011 at Hood Memorial Hospital in Amite. He was born December 14, 1947 in Alexandria and was 63 years of age.

He served as a helicopter pilot for the U. S. Army during Vietnam and was a retired Lieutenant of the Monroe Police Department.

He is survived by his wife, Leann Yarbrough Pickens, 2 sons and their families, 4 grandchildren; his mother, one sister, one brother, 5 nieces and 1 nephew.

Memorial contributions may be made to the Humane Society or St. Jude Children's Research Hospital. For an online guestbook, visit <http://www.mckneelys.com>.

Douglas Scott – Flight Class 68-515 & 68-27, flew in Vietnam with the 129th AHC in 1968-69 under the callsign Bulldog 17

Douglas Scott passed away on June 15, 2011 at his home. He was born in Houston and was proud of his family's Texas heritage, which extends back prior to the Battle of San Jacinto in 1836.

After graduating from high school, where he was active in ROTC, Doug began working for AT&T, following in his Father's footsteps. That career was put on hold when he received a draft notice from Uncle Sam. He enlisted and served in the U.S. Army from 1967-1971. Doug had always wanted to be a pilot, but he was thinking planes. The Army's testing showed him to be a better candidate to fly helicopters. He was sent to Fort Wolters, Texas, for his initial training and rose to the rank of Chief Warrant Officer 2 (Class 68-515/68-27). He served in Vietnam in '68-'69, where he was known as Bulldog 17 while serving with the 129th AHC. He returned to Texas to recover from a knee injury before becoming a military instructor pilot at the Primary Helicopter School at Ft. Wolters. His awards included the Vietnam Service Medal, Vietnam Campaign Medal with 60 Device,

Purple Heart, and Air Medal with 5 Oak Leaf Clusters.

Doug resumed his work as a cable splicer for AT&T in Houston (later Southwestern Bell), and in 1973 transitioned into management in the engineering department. In 1986, he moved into corporate security. He retired from SWB in 1993. After SWB, Doug worked in several different fields: private investigator, aircraft mechanic, Gulf helicopter pilot, and security coordinator for the Katy ISD Police Department. In 2002, a construction company offered him the position of corporate helicopter pilot, and he went back to flying helicopters. He attended the Bell Schools for annual training, and was very proud to have completed their Professional Pilot Program (P3). At the end of 2007, the company decided to sell their helicopter and he retired for good.

Doug was a member of the Aerial Law Enforcement Response Team (ALERT) in Houston until it was disbanded. This organization flew Huey helicopters to aid law enforcement in search and rescue missions. They also flew at ceremonies when the Moving Wall was displayed and participated in Wings Over Houston. He received a Meritorious Life Saving Award and Medal from US Congressman Kevin Brady in 2001 for piloting a Huey that rescued a total of 91 people during Tropical Storm Allison.

Doug was the proud owner of a 1977 Grumman American Tiger, and was instrument rated and a CFI in both helicopters and airplanes. He was an active member of the Greater Houston Association of Flight Instructors and served on their Board.

The above was sent to the VHPA by Catheryn Scott, she also added these notes: It would be appreciated if you could print the attached TAPS submission in the next issue. Doug was honored to be a member of VHPA, and we were able to attend a couple of the Reunions and we always had a great time. His favorite was the one in the Dallas/Fort Worth area several years ago when we got a tour of Ft. Wolters and the future home of the Texas Vietnam War Museum. That brought back a lot of memories.

Dwight L. Lorenz – Flight Class 56-8 & 57-7, flew in Vietnam with the HHC/1 CAV and with the HHC, 1st AVN BDE in 1965-1966

Dwight Lorenz was born Bennington, Vermont, on August 16th 1932 (Bennington Battle Day) and passed away after a long battle with cancer on June 29, 2011.

He joined the Vermont National Guard as an Infantryman in 1948, graduated from Bennington High School in 1950 and entered active duty with his Guard unit in September of that year. By the summer of 1951 he had received accelerated promotions to the rank of Sergeant First Class (E-6), received credit for one year of college through the Army testing program and qualified for attendance at Officer Candidate School. After completion of the mandatory Leadership School, Lorenz was assigned to the Field Artillery Officer Candidate School at Fort Sill Oklahoma and graduated in

July of 1952. He immediately underwent Parachutist and Jumpmaster qualification at Fort Benning, Georgia, enroute to assignment to the 82nd Airborne Division where he served until transferred to the 2nd Infantry Division in Korea in February 1953. As a newly promoted First Lieutenant, he Commanded of the 2nd Division Artillery Headquarters Battery. In March of 1954 he returned to the 82nd and served in operations and intelligence staff positions until selection for Army Flight Training in December of 1955. After graduation from Fixed Wing Flight Training in August of 1956 Lorenz was assigned to the 2nd Armored Cavalry Regiment. He obtained Instrument and Rotary Wing Flight Qualifications prior to movement of the regiment to Germany in 1958 where he served as Aviation Officer of the regiment's 2nd Battalion and, with one additional aviator, was responsible for twice-daily border surveillance flights and additional Battalion support missions. Upon promotion to Captain in February 1959, Lorenz was re-assigned as V Corps Artillery Aviation Officer, a position authorized for a Lieutenant Colonel. Upon return to the United States he attended the Air Defense Advanced Course in 1961 and then was assigned to Fort Devens, Massachusetts as Airfield Operations Officer and later as Airfield Commander/Post Aviation Officer. In January of 1963, he received telephonic orders to report to Fort Benning, Georgia, within two weeks. He was one of the early arrivals in the 11th Air Assault Division (Test) and participated in revolutionary development of the Air Assault concept as 11th Aviation Group Adjutant in the rank of captain, and as a newly promoted major was the original Battalion Executive Officer and later Company Commander during the formation and operation of the 228th Assault Support Battalion, which was the first such unit equipped with the CH-47 (Chinook) in the U.S. Army. The test phase terminated in 1965 with re-designation of the Division to 1st Cavalry Division (Airmobile) and assignment to Vietnam, with Lorenz serving as Aircraft Maintenance and Supply Officer and then Acting Deputy within the G-4 Section of Division Staff. This assignment ended abruptly due to malaria and he was evacuated to the Army Hospital at Camp Zama, Japan, for recovery. Upon return to Vietnam in December of 1965 he was assigned to the Aviation Staff Section at US. Army, Vietnam (USARV) where he remained until February of 1966 when he was designated Adjutant and Acting Brigade Executive Officer of the 1st Aviation Brigade. He was assigned to Germany in December of 1966. Major Lorenz' initial assignment in Germany was as Executive Officer of the 18th Aviation Battalion upon its activation in Hanau. Upon selected for promotion to Lieutenant Colonel he transferred to V Corps Headquarters where he served as Assistant Corps Aviation Officer and later, Corps Aviation Officer. ON 31 August 1970, he retired at Fort Holibird, Maryland.

Upon retirement Lorenz attended the University of Tampa and completed studies for a Bachelor of Science Degree

in Economics and Business Administration and then returned to Germany as the European Director of Military Programs for the University of Tampa. In 1980 his family relocated to Bennington, Vermont, where he became extremely involved with veterans, civic and fraternal organization administration and projects and, as member of the Retired Reserve, Lieutenant Colonel Lorenz was recalled to active duty in January of 1991 as a result of the Desert Storm Mobilization Program. He was responsible for the voluntary recall of some 200 retiree friends and referrals to assist with the emergency, and was instrumental in overseeing their assignment and orientation, as well as being the staff officer in charge of Casualty Operations planning and coordination at military installations in the United States and Puerto Rico. In 1992 he was released from active duty with a cumulative total of 42 years, 11 months and 23 days of active and inactive military service yet shortly thereafter he transferred to Kuwait to administer a civilian Army support contract until its termination in 1994.

In recognition of his outstanding service to the nation, his military profession, and community he was inducted into the Field Artillery Officer Candidate School Hall of Fame during ceremonies held in 1997. Lieutenant Colonel Lorenz is a Senior Army Parachutist, Senior Army Aviator (Rated in both Fixed and Rotary Wing Aircraft.), and holds the Vietnamese Army Parachutist Badge. For his service contributions he received two awards of the Legion of Merit; two Bronze Star Medals; the Meritorious Service Medal; two Air Medals; four Army Commendation Medals, the Vietnamese Cross of Gallantry with Two Palms, and numerous service ribbons, among which are three awards of the National Defense Service Medal (one of 1,425 to receive the third award.) and the Armed Forces Reserve Medal with 20 Year Hourglass and Mobilization Devices.

He is survived by his wife Heike and numerous other family members, relatives and friends. Memorial contributions in Dwight's memory may be made to Hospice of the Valley, 1510 E. Flower St., Phoenix, AZ 85014. Information provided by VHPA member Harry Bryant

Edward A. Parnell – Flew in Vietnam with the MAG-39 (1968-69)

Brigadier General Edward A. Parnell, USMC (Ret.), died suddenly, on Thursday, August 11, 2011. Ed was the beloved husband of Nancy Parnell, he predeceased by his first wife, Marjorie M. Parnell. He is also the loving father of four children, the loving stepfather of two girls and a loving grandfather to seven grandchildren. He is also survived by his brother, his former daughter-in-law, two uncles and several cousins.

Born in 1926 in Tarrytown, NY, Ed attended Cornell University and University of Michigan until he was commissioned in the USMC in 1946. He became an aviator and served on several aircraft carriers during the Korean War and lead helicopter squadrons in Vietnam. Ed's final assignment was Director, J-1, Joint Chiefs of Staff. After retiring

from the Marine Corps' in 1976, he began a second career at University of Maryland, where he served in various capacities including Director of Development and Director of Alumni Affairs for the UMCP campus as well as University of Maryland, University College.

Interment was at Arlington National Cemetery, in lieu of flowers, contributions may be made to The Wounded Warrior Project at: www.support.woundedwarriorproject.org

Frank Joseph Daniel Vassett

Frank Joseph Daniel Vassett, Major, U.S. Army, Ret., 68, died on Thursday, Sept. 8, 2011.

Born in Providence, R.I., he was a longtime resident of Seaford, R.I. A career officer in the Army, he was a decorated combat veteran of the Vietnam War, and served in Korea, Thailand and Germany. He was twice awarded the Bronze Star Medal, three times awarded the Meritorious Service Medal, twice awarded the Joint Services Achievement Medal, twice awarded the Army Commendation Medal and numerous U.S. and Foreign Awards and Decorations. A Rated Fixed Wing Pilot and Helicopter Air Crew Officer, he held command and high level staff appointments.

He was an expert restorer of antique radios, sound and electronic equipment, an avid student of history and a world traveler. In every respect, he was a gentleman and an officer who lived for Duty, Honor and Country.

Frank was the eldest son of the late Mrs. Lee Costa Vassett and Col. Francis Vassett. He is survived by his three sisters and their husbands, one brother and numerous loving nieces, nephews, great-nieces, great-nephews; and good friend, Barbara James.

Interment, with full military honors, will take place at 1 p.m. Wednesday, Dec. 28, 2011, in Arlington National Cemetery. In lieu of flowers, donations may be made to the Coalition to Salute America's Heroes, P.O. Box 96440, Washington, DC 20090-6440; or www.saluteheroes.org. On-line guestbook is available at: daily-press.com/guestbooks.

Gary Aus – Flight class 71-50, flew in Vietnam with the F/4th Cav and the JMC AVN DET (1972-73)

Gary Aus, 64, died on Sunday, Sept. 18, 2011, while on the trip of a life-time rafting down the Colorado River through the Grand Canyon. Gary resided in Leavenworth, building Ausome homes for you.

He was born in Fullerton, CA, on Aug. 28, 1947, he married Christine Tank on Feb. 16, 1985, in Colorado Springs, CO. He graduated from San Diego State University with a degree in Business and he continued his education later in life when he achieved a Master's Degree from Webster Uni-

versity. He had a distinguished Army career of over 20 years. He achieved the rank of Lieutenant Colonel and received many awards and honors as a helicopter pilot.

Gary retired from the Army in 1992 while stationed at Fort Leavenworth. After retirement, he went on to become a respected member of the community where he was involved in several business partnerships, most recently with Wayne Domann. Gary is a past president and member of the Kiwanis of Lansing. He was a member of the First Presbyterian Church of Leavenworth, where he served as elder and deacon. Gary was a loving husband to Chris Aus and a loving father to Michael Rosenbaum, Meredith (Aaron) Hunt, and Maggie Aus. He was an adoring grandfather "Papa" to two granddaughters. Additional survivors are his nieces, cousins, and aunt and uncle who will miss greatly. Memorials are suggested to First Presbyterian Church, the Lansing Educational Foundation, or Carnegie Arts Center.

Gary E. Lott – Flight Class 70-16

Gary E. "Cowboy" Lott, born May 22, 1944 died Aug. 9, 2011. With great dismay and a heavy heart we must share the news of the passing of a great husband, father, grandfather and friend. After a year long battle with Melanoma cancer, Gary set sail for the final time to meet his daughter, Sherri; who preceded him in death.

Gary was born in Centralia, Illinois and as a helicopter pilot spent his life chasing rotor wash around the world. He flew in Vietnam, Singapore, the Gulf of Mexico, Washington, Alaska and California before retiring from Cal Fire (CDF) in 2004.

He is survived by his wife Linda, his daughter Lisa and their two children, A Vietnam veteran, Gary was laid to rest at the Northern California Veterans Cemetery on August 22, 2011. Donations in his name may be made to The Northern California Veterans Cemetery, P.O. Box 76, 11800 Gas Point Rd, Igo, Ca 96047 or the American Cancer Society.

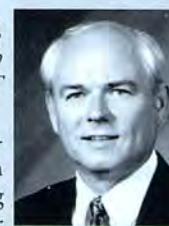
Glenn M. Ebaugh

Flight Class 3-F and 53-L, flew in Vietnam with the 173rd AHC in 1966 under the Robinhood 6 call-sign and later in 1966-1967 with the IFFV.

Long time Woodmoor resident, Lt. Col. Glenn M. Ebaugh, 84, who was an Army Aviator and Army officer died Friday June 22, 2011 in Marietta, Ga.

Lt. Col. Ebaugh was born July 17, 1927 in Jacksonville, IL and was married Aug. 27, 1949 to Roberta J. Stewart who survives.

Lt. Col. Ebaugh served in the Navy, Marine Corps and Army for 29 years. His duty assignments included World War 2 on a Navy LST, in Korea (1956-1957) and Vietnam where he commanded the 173 Assault Helicopter Co. (Robin Hoods). He received numerous awards and decorations including the Military Legion of Merit on two occasions, twice the Distinguished Flying Cross, the Purple Heart on three occasions, the Bronze Star and twenty seven Air Medals plus many other commendations and devices. Lt. Col. Ebaugh had lived



TAPS

in Woodmoor since 1977, interrupted while working for Textron, Inc. in Iran during the Iranian Revolution and also for Bristow Helicopters Group LTD. Of Redhill, Surrey, England in Texas for several years before retiring permanently to Woodmoor in 1982.

In addition to his wife, he is also survived by a daughter and her family, a son and his family, four grandchildren and a brother. Memorial service and interment will be at Arlington National Cemetery at a later date.

Harry F. Pellett - Flight Class 69-21

Harry F. Pellett Jr., 64, died Sept. 17, 2011, at his residence. He was born Dec. 29, 1946, in Portland, Maine and graduated from Cheverus High School. After high school he joined the U.S. Army and attended helicopter flight school, followed by a tour of duty in South Vietnam. He received many medals, citations and awards for his service in Southeast Asia.

Upon his return, Harry taught at North East Aro Tech., and was a licensed A & E aircraft mechanic. He worked for Bar Harbor Air Lines and continued his love of aviation as an FAA controller at Bangor International Airport. Harry was a member of the Maine Army National Guard for 25 years with the 112th Medical Air Ambulance Company, retiring as chief warrant officer 4.

After his retirement, he kept active as a bus driver for the city of Bangor. He enjoyed volunteering at Maine Veterans Home, Bangor, as a Eucharistic minister, St. Mary's Catholic Church and the Knights of Columbus. He was a certified presenter for Operation Life Saver of Maine and a member of the Experimental Aircraft Association. Harry had a passion for trains, antique car shows, photography, gardening, writing, his cats and a love of quiet country living.

Harry is survived by his former wife, Joan Fowler of Old Town; their one son and his family, their two daughters and their families, his three half brothers and numerous other relatives and friends. Donations can be made to Bangor Humane Society; Maine Veterans Home, Bangor; and/or Troop Greeters at Bangor International Airport.

Jack Harlan Carpenter - Flight Class 68-6. Served with the 187th AHC in 1968-69 (Widow Deuce) and C/101 AVN, 101ABN in 1971-72

Jack Harlan Carpenter, 66, of Johnson City, Tennessee died Thursday, September 8, 2011 at the Johnson City Medical Center.

He was a native of Johnson City and a veteran of Vietnam, having served in the U. S. Army. He was an Attorney; he served as counsel for East Tennessee State University, with District Attorney's office and as a Public Defender, in his later years he worked his own private practice. Jack was of the Baptist faith, he was member of Lamda Chi Alpha and the Vietnam Helicopter Pilots Association. In addition to his parents, a daughter, Erika Carpenter preceded him in death in 1998. Survivors include: his wife, Jean B. Carpenter, three sons,

two daughters, two grandchildren and several nieces and nephews.

Memorials may be made in the form of contributions to: the Make A Wish Foundation, 510 S. Willow St., Chattanooga, TN 37404 or www.wishetn.wish.org.

James "Jim" Rivo Flight Class 69-43&45, flew in Vietnam with the 189th AHC and the AFAT 2-2 in 1970-71 under the callsign Ghost Rider 12.

James "Jim" Rivo, February 8, 1948- September 8, 2011. Beloved husband, father, grandfather & friend was flown by his chopper to the gates of Heaven to be with the angels after a courageous battle with cancer. Jim passed away peacefully at his home surrounded by family & friends with his beloved "Bear" by his side.

Serving in the United States Army, CW3 Jim H Rivo was a member of 189th Ghostrider & Avengers. He was a true HERO, awarded the Distinguished Flying Cross, Bronze Star & Air Medal while serving in Vietnam. Continuing his passion for flight he then flew as a Life Flight Pilot for Memorial Hermann Hospital for over 20 years. Upon retirement he continued his dedication to his "brothers-in-arms" and commanded the VFW Post 8541 in San Antonio, Texas. Jim touched the lives of many people with his smile, generosity, infectious laugh and maintained his trademark sense of humor all the way to the end.

He is survived by his adoring wife of 40 years, Barbara Ann and his devoted children along with his 8 treasured grandchildren. He is also survived by his proud father Ret. Col Jose A. Rivo & wife Ana, his father in-law & friend Ret. Col Keith F. DuBois along with countless other friends and family whom were blessed to know him.

The Rivo family would be most honored by a donation to the Jim Rivo Memorial Fund sent or delivered to VFW Post 8541, 2222 Austin Highway, San Antonio, Texas 78218. Condolences may be sent to the Rivo family at www.theangelusfuneralhome.com.

James Snyder - Flight Class 69-13, flew in Vietnam with D Troop 1/10 Cav (1969-70) and C troop/16th Cav (1972-1973) under both the Shamrock 65 and the Dark Horse 28 callsigns

U.S. Army, Retired Chief Warrant Officer 4 James G. Snyder (ret.), passed away, Sunday, Sept. 4, 2011, at Nathan Adelson Hospice in Las Vegas, Nevada.

He was born May 22, 1945, in Plainview, Nebraska and graduated from Groverton High School in 1963. Jim served in the United States Army as a Huey and a Blackhawk helicopter pilot and was a veteran of the Vietnam War, where he earned several metals, including the Purple Heart, Bronze Star Medal, Meritorious Service Metal, Republic of Vietnam Cross of Gallantry with Palm and Vietnam Service Metal with one Silver Service Star. Jim was also a member of the Vietnam Helicopter's Pilots Association. Jim's numerous skills included working with wood and "if it wasn't

broke and didn't need to be fixed-he'd make it better!" Jim is now "teaching the Angels to Fly."

Jim is survived by his wife, Becky Ann Snyder; one daughter and her husband, his "second" son, one granddaughter, one brother and his mother.

Jimmy Dale "Jim" Helm - Flight Class 69-5, flew in Vietnam with the 158th AVN, 101 ABN and C/101 AVN 101 ABN in 1969-70 under the Black Widow 30 callsign

Jimmy Dale "Jim" Helm, 65, of Elyria, Nebraska died Sunday, Aug. 28, 2011, at the Veteran Affairs Medical Center in Grand Island.

Mr. Helm was born Oct. 1, 1945, at Russell Springs, Kentucky, he graduated from high school at 17 and immediately enlisted in the United States military, where he served his country first in the Air Force from 1963-1967 and then in the Army from 1968-1971. Jim was a helicopter pilot in the Vietnam war, and received two purple hearts for being wounded in combat. He took culinary training while in the service, and upon leaving, acquired college schooling and degrees in journalism and psychology.

Survivors of the immediate family include his wife, Sandra of Elyria; two sons, one daughter, two stepsons, two stepdaughters-in-law, a sister, one brother-in-law, three grandchildren and two step-grandchildren. He was preceded in death by his parents; and an infant sister, Virginia.

His post military careers after returning home to Kentucky included jobs as a chef, commercial helicopter pilot, newspaper columnist and editor, Associated Press reporter, professional wrestling promoter and announcer and television weather reporter. In 1991, he moved to Nebraska with his wife, Sandra and stepson, Nick. He continued writing and contributing to newspapers and magazines, as well as starting and operating a successful hunting dog kennel where he pursued his passion for working with dogs that he carried with him throughout his life.

Jim was a longtime AA member. He belonged to the Vietnam Helicopter Pilots Organization, VFW and was the Chairman for the Valley County Republican Party. He enjoyed raising and training bird dogs. Memorials are suggested to the Family or the Veterans Affairs Medical Center Hospice Program.

Jimmie Mitchell - Flight Class 66-13 & 66-15 CW3(RET) Jimmie Mitchell of Enterprise, AL, passed away Friday, July 1, 2011, at Medical Center Enterprise.

Mr. Mitchell served in the US Army and was a highly decorated combat Senior Aviator. He was a veteran of the Vietnam War, completing 3 tours of duty in service of his country. CWO3 Mitchell was the original "Mad Dog 88" of the highly honored 240th Assault Helicopter Company Gunship Platoon. After leaving the Army, Mr. Mitchell went on to retire from the State of Florida, Attorney General's Office as a Senior Special Agent.

Mr. Mitchell was preceded in death by his parents, his father-in-law, J. B. McDaniel, one brother-in-law and one nephew. Survivors include his wife, Joyce Mitchell of Enterprise, AL, his mother-in-law, one



TAPS

sister, one sister-in-law, one brother-in-law and several nieces and nephews. Burial, with full Military Honors was held July 4th, 2011 at the Meadowlawn Cemetery.

Gentlemen:

My sincere apologies for not doing this sooner, but thanks to Mad Dog 38 for reminding me that Mr. Mitchell earned the right to Taps with His fellow Aviators. My name is Frank Bay, I was the crew chief and door gunner for CWO Jimmy Mitchell, Mad Dog 88 of the 240th AHC's Gun Platoon. With profound sadness I regret to inform you that CWO Jimmy Mitchell Passed away on 1 July 2011. His passing was sudden and unexpected. He was laid to rest on our Nation Birthday in Enterprise Alabama. Mr. Mitchell was a great AC, a great pilot and took good care of his crew. I personally have had a great relationship with him and I can attest to his love of flying and especially flying Huey Charlie model mini gun ship 66-16704. 704 went down in a classic crash and burn, had it not been for Mr. Wilson, Mr. Mitchell and our Door gunner Dennis Jensen I would not be alive today as they pulled me unconscious from the wreckage. After Mr. Mitchell and I were med-evac'd we both finished our Army commitments, Mr. Mitchell returned to Vietnam for 2 more tours and flew Chinook. He retired after 20+ and I finished my 7 1/2 years. Mr. Mitchell and I enjoyed a long distance friendship for many years, Mr. Mitchell loved our country, was a great warrior and Patriot, He was very proud of the 240th AHC and the United States Army, and especially humble but proud to be an Army Rotary Wing Aviator. I and am thankful for the life I have had thanks to him and the others mentioned. I'm very grateful and Proud to have had his back then and his friendship over the past years. He truly will be missed. I love Mr. Jimmy Mitchell, so when you hit your knees tonight please remember Him and His Family.

Frank Bay

VN 65-66& 67-evac'd (not by choice) Jan 68
Reno, Nevada

E-Mail: [REDACTED]

John Anthony "Tony" Musci – Flight Class 66-7, he flew with the 118th AHC and 335th AHC in 1966-1967

John Anthony "Tony" Musci passed away July 23, 2011 following a long struggle with cancer. Born May 20, 1940 in Blackpool, England, Tony graduated WORWAC 66-7. He flew UH-1D aircraft with the 118th AHC and 335th AHC in South Vietnam (1966-67). He was laid to rest following a private ceremony at the Sacramento Valley National Cemetery, Dixon Cemetery.

Submitted by VHPA Member Bob Hesselbein

John E. Pirkle – Flight Class 61-11, flew in Vietnam with A/25 AVN 25th INF (1966-67) and 179th ASHC and 12th CAG (1969-70) under the callsign Shrimpboat 6

Col. John E. Pirkle, 73, husband of 51 years to Faye Pirkle,



entered into rest on Friday, September 30, 2011. Burial with military honors was held on October 5, 2011 at the Georgia National Cemetery in Canton, GA.

A native of Cumming GA, John graduated from Forsyth County High School. He attended North Georgia College from 1956-1958 and graduated from the University of Georgia in 1960 with a degree in Business. He entered into active duty with the Army in February, 1961 and served until retirement in August, 1988. John was a graduate of the Signal Officers Basic and Advanced courses at Fort Monmouth, NJ, Command and General College at Ft. Leavenworth, KS, Rotary Wing Aviator Course and Fixed Wing Transition Course at Ft. Rucker, AL, Joint Command, Communication, and Intelligence Course at Norfolk, VA. John was the recipient of many awards including The Legion of Merit, Distinguished Flying Cross, Defense Meritorious Service Medal, Two Awards of the Meritorious Service Medal, Vietnamese Cross of Gallantry, and Two Awards of the Bronze Star.

He was a Senior Army Aviator with more than 3,000 flight hours in both Helicopter and Fixed Wing Aircraft. John served in a variety of assignments in the U.S., Germany, and Vietnam. He was a helicopter flight instructor at Fort Rucker, AL, where he taught U.S. and allied officers to fly. He served two combat tours in Vietnam where he commanded an assault support Helicopter Company (CH-47 Chinook). While stationed at Fort Gordon, he commanded the largest tactical Signal Battalion in the Army, a unit comprised of 1120 personnel, 220 vehicles, and communication assemblages. John served on the Army staff in the Pentagon, the Defense Communication Agency in Arlington, VA, and as TRADOC system manager for Combat Net Radio at Fort Gordon.

After retiring from the Army, John started Masters City Classic Car Parts, which specializes in restoration parts for the 1953-1982 Corvettes and Chevrolets. He was a member of the National Corvette Restorations Society since 1987. He was a life member of the National Corvette Museum and was the NCRS representative to the Museum Board of Directors for over 10 years. He was a member of Warren Baptist Church where he served as a deacon and went on several mission trips. He was a Gideon and a member of the Martinez-Evans Rotary Club where he served as Secretary for 12 years. John was a Paul Harris Fellow and was Rotarian of the Year in 2001.

In addition to his wife, John is survived one son and one daughter and their families, one brother, and numerous grandchildren, nieces and nephews. If so desired, memorials may be made to Warren Baptist Church 2020 Vision or Warren Baptist Church Missions, 3203 Washington Rd, Augusta, GA 30907. Please sign the guestbook and send condolences at: www.plattsfuneralhome.com

John G. Daneker – Flight Class 56-13, flew in Vietnam with 93rd TC CO, the 8th TC CO (1962-63) and the 179th ASHC (1967) under the Shrimpboat callsign.

Retired US Army Chief Warrant Officer W4 John G. Daneker of Lexington, KY, died Sep 27, 2011. He was 82 at the time.

Born in White Haven, PA and attended and graduated from the White Haven High School, Class of 1948. John entered the US Army in May 1950 and was assigned to Aberdeen Proving Grounds, MD, where he attended Explosive Ordnance Disposal School. He was assigned to Korea in January, 1951 until December, 1953. He served with the 14th EOD Squad in Northeast Korea and later with the 24th EOD Control Detachment. During 1956 he entered the US Army Helicopter Flight Training School at FT Rucker, AL. After graduating he was assigned to the 8th Helicopter Company at FT Bragg, NC, to fly the H-21 helicopter. In 1959 he was assigned to Schofield Barracks, HI, to fly the H-21 with the 6th Helicopter Company. In February, 1962 he was reassigned to the 93rd Helicopter Company in Danang, South Vietnam and later to the 8th Helicopter Company located at Qui Nhon, Vietnam.

During March 1963, John returned to FT Benning, GA, and was assigned to the first Chinook (CH47) Battalion of the activated 11th Air Assault Division. After qualifying in the Chinook he spent considerable time at Boeing Vertol and the New Cumberland Army Depot performing production flight tests and acceptance test flights of the Chinook for the Army. From 1965 through 1966, John served as an Instructor and Flight Standardization pilot with the 177th at FT Benning, GA, training Chinook Pilots and compiling Chinook companies for deployment to Vietnam. During 1967, he served again in Vietnam with the 179th Chinook Company at Pleiku. In 1968, John was assigned to the US Army Aviation Test Board at FT Rucker, AL, as the Safety Officer and Test Pilot. In 1969, he was selected by the Warrant Officer Branch to write and teach the Safety Portion of the newly established Warrant Officer Advanced and Intermediate courses. During 1971 and 1972, he was selected and served in the Office of the Assistant Commandant at the Army Aviation Center. In 1973, John was assigned to Iran and served with the Technical Assistance Field Team. There he monitored the Iranian Army Flight Training Program and conducted Flight Standardization Checks of the Bell International Pilots and the student end of the phase and final check rides. In 1974, he returned to FT Rucker and was assigned to the Combat Development Command. He retired June 30, 1976.

In addition to his military career, John was also a NCAA Basketball and Football referee. He was the referee in the 1961 Hula Bowl Game in Hawaii and was selected into the Atlantic Coast Conference as a basketball referee in 1957. He was also an International Basketball Referee and traveled to numerous countries representing the United States and U.S. State Department. His awards and decorations include the US Master Army Aviator Badge; Senior Explosive Ordnance Disposal Badger; Bronze Star with Oak Leaf Cluster; Air Medals; Accommodation Medals, Good Conduct Medal; Imperial Iranian Army Aviator Wings; and

TAPS

two Boeing Vertol Rescue Awards for daring night med-evac missions in Vietnam. On July 4, 2005, John was commissioned a Kentucky Colonel for contributions to the community.

John is survived by his wife Vivienne; three sons, two daughters, two stepsons, nine grandchildren, two step grandchildren and three great grandchildren, one brother and numerous aunts, uncles, cousins and his first wife, Roberta in AL. John was a proud Army veteran who loved his many friends that he associated with along the way here and abroad. He lived a happy, full life and loved his family dearly. He will live forever on in our hearts. Contributions and other memorials to Hospice of the Blue Grass, 2312 Alexandria Dr., Lexington, KY 40504 or the Second Presbyterian Church, East Main Street, Lexington, KY, 40507.

Ronald Ehmann, Flight Class 63-4T & 63-4W, flew with the 1st Brigade, 1st Cav Division 1965-66 under the Quarterback callsign.

Ronald L. Ehmann was born on July 8, 1935 in Tomahawk, Wisconsin. He lost his battle with Leukemia on September 22, 2011 in Houston, Texas at MD Anderson Hospital. He was surrounded and supported by loving family and friends.

Ron fought a hard battle against Leukemia for nine months with the help and love of his family, Dr. Borthaker and team. Ron was a dedicated veteran helicopter pilot of the Vietnam War and Commander of the Gulf Coast Chapter 911 of the Military Order of the Purple Heart. He loved to travel the world with his wife Nadine and spend time with his family and friends.

He is survived by his wife, Nadine Ehmann, wife of 27 years. Surviving are two sisters, one brother, two daughters and their families, three step-daughters and their families, five grandchildren and two great-grandchildren. Ron has touched all of our lives and his memories will continue on in all of our hearts and he will be greatly missed. Donations can be made to the Leukemia Foundation.

Kenneth Linville – Flight Class 64-4W, flew in Vietnam with the A/501 AVN (1964-65) and A/159 AVN 101 ABN (1971-72)

Kenneth E. Linville, age 66, of J.D. Willis Circle, Erwin, passed away at 8:35 P.M. Tuesday, July 12, 2011, at the Johnson City Medical Center due to complications from Esophageal cancer.

Kenneth retired in 2003 as Chief Financial Officer of Unicoi County Memorial Hospital. He had previously held positions as Chief Executive Officer and Chief Financial Officer at various hospitals before moving to Erwin. He attended Clear Branch Baptist Church.

Kenneth proudly served his country as a Chief Warrant Officer in the U.S. Army, completing tours of duty in Vietnam as a helicopter pilot.

Kenneth is survived by his wife, Pamela Willis Linville; two daughters, two step-daughters, three grandchildren, five step-grandchildren, one brother and several nieces and nephews.

Memorial contributions may be made to caringbridge.org, and/or to the Esophageal Cancer Action Network at ecan.org. Online condolences and memories may be shared at: [REDACTED]

John M. Stoen - Flight Class 68-16 & 68-26, flew in Vietnam with the D/229th AVN 1 CAV from 1969-1970

Colonel John M. Stoen, US Army, Retired, passed away on August 1, 2011.



Colonel Stoen (Call Sign 'John Boy') served two tours in Vietnam as an Aviation Battalion Helicopter pilot before returning to support military operations in the US, as a Flight Commander for the US Army Aviation School among other prestigious posts in the Reserves. He topped off his military career with a stint as an officer serving the US Joint Forces Command Warfighting Center in Norfolk, VA.

His numerous awards included the Legion of Merit Distinguished Flying Cross, Bronze Star with Oak Leaf Cluster, Master Army Aviation Aviator and the Vietnam Cross of Gallantry with Palm Tree. His passion for flying translated into his civilian life as an Aviation Insurance Broker and Principal in his firm, Aviation Safety Consulting. John was a true blue soldier with a sly wit; his charm and vitality pulled people to him. He had crinkles near his blue eyes from his constant grin - one which hinted he was game for anything.

John is survived by his wife of over 40 years, Cheryl, their daughter Michele and goddaughter, Jodi Penney. He is also survived by four sisters, one brother, one step-brother, four nieces and one nephew. The family requests donations to the Chris Elliot Fund for Glioblastoma Brain Tumor Research. Condolences may also be expressed at www.harryandbryantfuneralhome.com

Kenneth Francis Wilson - Flight Class 66-17 & 66-19, flew with the 281st AHC in 1967 and the 61st AHC in 1969

Kenneth Francis Wilson, 64, died at home on April 11, 2011 after a short bout with lung cancer. Ken was a member of class 66-17 and 66-19, and was a member of the 281st Assault Helicopter Company in Nha Trang in 1967. After a year as an IP at Ft. Rucker, he attended the Maintenance Officer and Test Pilot Course. He returned to Viet Nam in 1969 and flew with the 61st AHC. After leaving the Army in 1970, he attended the University of Washington graduating in 1973 with a degree in Civil Engineering. He was retired from a career in engineering working in cryogenic and vacuum engineering for aerospace applications. He resided in Columbus, Ohio with his wife of 20 years, Nancy. Also surviving are two children and two stepchildren. According to his wishes he was cremated, and his ashes were spread over Lake Washington, Seattle.

Leon Sidney Skeen – Flight Class 69-01, flew in Vietnam under the callsigns Frogman and Sneaky White



Leon Sidney Skeen, 66, of Lake Monticello, passed away peacefully on Saturday, August 20, 2011, at his residence, surrounded by his family. He was born on February 20, 1945, in Charlottesville, the son of the late Elmer S. and Tessie Powers Skeen.

Leon retired with the Albemarle County Police Department with over 10 years of service and retired honorably from the National Guard as a Chief Warrant Officer 4, with over 20 years of service. He served with the United States Army as a helicopter pilot during the Vietnam War. Leon enjoyed fishing, graphic design, motorcycle riding, and playing music with his wife in their band, The Country Light Band. He was a member of the V.F.W and the Charlottesville Host Lions Club. Most of all he loved travelling with his family across the United States.

Leon is survived by his wife, Erlinda E. Skeen; one son and his wife, a daughter and her husband, three grandchildren, one great-grandchild, one sister, one niece and two nephews. Friends may send condolences to the family online at www.hillandwood.com.

Martin Walker – Flight Class 67-05



Martin W. Walker, 69, of Sanford, passed away peacefully at home surrounded by family on Thursday, Aug 25, 2011, following a challenging two-year illness that he handled with strength and grace.

He was born in Tacoma Park, Md. on June 4, 1942. "Marty", as a true patriot and for the love of his country served in Vietnam as a Warrant Officer, Army Helicopter Medivac Pilot, where he was awarded the Distinguished Flying Cross with Oak Leaf Cluster, among other honors.

In 1961, he married Betty J. Wright Walker, his high school and current sweetheart. They shared a wonderful life together and lived in many locations, among them were Maryland, Texas, Alabama, New Jersey, and North Carolina. He was employed by IBM for 31 years, then ten more years at Stanley Works, missing only four days for illness in 40 years. Marty enjoyed his membership of 20 years at Shiloh United Methodist Church, sharing in the church mission work at many Habitat Homes for Humanity, Hinton Rural Life Center, the Chancel Choir and many other church projects. Marty and his son, Duke, traveled to Guatemala to help build a church in 2007. He and Betty retired four years ago to Sanford, where they became members of Poplar Springs United Methodist Church. There, he continued to sing with their choir.

Marty's life was spent loving and enjoying his family. He used his skills as a woodworker to bring Betty's visions to life. That enhanced everything from

TAPS

elementary school performances to making huge banners for the high school soccer team. Making and hauling unique furniture to dorm rooms and seminary rooms was a hoot for him. To be involved and close to his children's lives and their friends, was his total joy. He loved his grand-daughter, eight month old Milli Jean, who brought him enormous pleasure.

Marty is survived by his wife, Betty; his son, the Rev. Duke Walker and his wife, Denise; his daughter, her husband and his granddaughter, little Milli Jean; he is also survived by his mother and two brothers. The family would like to express their extreme gratitude to First Health and Liberty Hospice of Sanford for their unforgettable kindness and caring for Marty during the past two years. The family requests that memorials be sent to Poplar Springs United Methodist Church, 1809 Poplar Springs Church Road, Sanford, NC 27330. Online condolences may be left at www.whitleysfuneralhome.com

Otis R. Key – Flight Class 69-17, flew with the 282th AVN (AML) CO in 69-70.

Otis R. Key, CW4, RET, passed away September 27, 2011 in Arlington, Texas after a brief and brutal battle with cancer, he was 64 at the time. A memorial service with full military honors was held Saturday, October 1st and as a credit to the type of person Otis was, the service was "standing room only."

Otis was born August 28, 1947 to Jack and Ida Key in Sherman Texas. He attended WOC Flight Class 69-17 and served in Vietnam with the 282th AVN(AML)CO in 69-70. After his tour he left the service and became a Police Officer in Arlington, Texas rising to the rank of Sergeant. We flew together in the US ARMY Reserves with the 300th AHC in the mid to late 70's where he was known as "One-Otis Key", a joking reference to "One-Adam Twelve", the TV police drama. He became a DAC with the Reserves in 1978 and also served as an Instructor Pilot in the Unit. During Operation Desert Storm he was recalled to active duty flying UH-1's in Iraq doing Med Evac and resupply. He retired from the Reserves upon his return in 1991.

In 1984 Otis went to work for FAA as an Aviation Safety Inspector. As was his nature, he rose quickly in the organization to his final position as Manager of the Ft Worth Flight Standards District Office where he worked at the time of his death. He was very well respected by all who worked with him.

Otis loved and adored his two sons, he enjoyed sailing, biking, skiing, playing the harmonica and piano, refereeing baseball and football games, watching hockey, scuba diving, traveling, listening to music, photography, learning and playing Texas Hold 'Em in tournaments. He also completed his Bache-

lor's degree while working full time. He spent his last few years with Diane Russell, they started every day with a dance and enjoyed the simple things in life.

Otis is survived by his two sons and their families, four two brothers and two sisters and their families. "One Otis Key" was one of the really good guys, bigger than life, jovial and outgoing with a great sense of humor. As an IP he was VERY forgiving and a lot of the guys in the 300th owe him for his generosity. A really great guy.

"One Otis Key" will be missed and remembered - Mike Sheuerman

Richard C. Brunell Jr. – Flight Class 58-501 & 68-1, he flew in Vietnam with C/2/17th Cav 101st ABN in 1969 under the Condor 21 callsign and in 1970 with A/2/17th Cav, 101st ABN under the Assault 21 callsign.

Richard V Brunell Jr., 64m passed away on 30 September 2011 in Huntsville, Alabama after a battle with cancer.

When Rick completed his active duty time he joined the National Guard and retired as a CW4. He earned an engineering degree and worked for the Corps of Engineers, spending four years in Saudi Arabia and later went on to retire from NASA.

Survivors include his wife, Nina Yager Brunell, three daughters, three grandchildren, three sisters and numerous nieces and nephews. He was an active member of the Good Shepherd Catholic Church and the North Alabama Chapter of the Vietnam Helicopter Pilots Association. He was really looking forward to the Chapter's project of restoring our UH-1C Huey.

Richard Michael Levy – Flight Class 67-11, flew in Vietnam with 82nd & 247th Med Detachments in 1967-1969

Richard Michael Levy, born Oct. 21, 1947 in Milwaukee, WI, passed away on June 14, 2011, in Lutz.

Raised in Detroit, MI, a graduate of Farmington High, MI. Richard was a Vietnam veteran with over 24 years of service to the Army, he received the following service medals & awards, including: Purple Heart, Distinguished Flying Cross, Army Commendation Medal Award for Valor, Master Army Aviator Badge, Vietnam Campaign Medal, Air Medal with 42 Oak Clusters, 3 Overseas Bars, ARCAM, National Defense Service Medal, & MI Broadsword Medal with 1st Gold Star.

Proud member of the Vietnam Helicopter Pilots Association, he earned his Bachelor of Science Degree from Eastern Michigan University. He was a past Master of the Masonic Lodge & member of Shiner's Egypt Temple.

He retired as a Sergeant from the Pinellas County Sheriff's Office after 20 years of service. While working for the Sheriff's Office he received his Master's Degree in Business

from the University of Tampa.

He is loved, missed and survived by his two daughters and his best friend of over 27 years, Betty Harris, of Lutz; her two daughters and their families and her four grandchildren.

Robert "Bob" Everett Durie

LTC (retired) Robert "Bob" Everett Durie, 83, of Columbus, passed away on Wednesday, June 22, 2011.

Bob was born February 23, 1928 in Brooklyn, NY, and graduated from Brooklyn Technical High School in 1946 and the United States Military Academy at West Point in 1952. He married Elizabeth (Betty) Averill Durie on June 13, 1953 in Montezuma, GA.

During his military career, he attended flight school and became a U.S. Army pilot certified to fly fixed wing aircraft and helicopters. He was a veteran of Korea and Vietnam Conflicts and retired after twenty two years of active duty. Following his military career, he taught science at the Brookstone School for over twenty years. He was an active community volunteer, supporting the Springer Theater, Callaway Gardens, and the Columbus Museum. As a museum docent, he enjoyed planning and leading educational trips to Europe. He was a member of St. Luke United Methodist Church and the Fellowship Sunday School Class.

Bob is survived by his wife of 58 years, one son and his wife and two daughters and their husbands. He is also survived by six grandchildren and one great grandson. The family is requesting that donations be made to St. Luke United Methodist Church or the charity of one's choice in memory of Bob. Condolences may be expressed at www.shcolumbus.com

Ronald F. Young, Jr.

Ronald F. Young, Jr. U.S. Army CWO4 (ret.), age 66, of Gahanna, Ohio, passed away unexpectedly on Tuesday, August 16, 2011.



He was born in Miles City, Montana on January 1, 1945 and graduated from Billings West High in 1963 and enlisted in the Army in 1964. After serving one tour in Vietnam as an Enlisted Member, he was promoted to Chief Warrant Officer after completing flight school in 1970 and served his second tour in Vietnam as a Helicopter Pilot. Later in his Army career he also attended Fixed Wing flight school, enabling him to set the stage for his second career as a Commercial Pilot. During his time in service he was awarded the Bronze Star Medal, two Purple Hearts for Wounds Received in Action, over 30 Air Medals; several with Valor, and many other Medals and Achievements too numerous to list.

TAPS

Though the demands of the Service and family at home were large, it did not deter this great man from pursuing what he encouraged his own children to obtain; a college education. Ronald received a BA of Professional Aeronautics, Area of Concentration: Flight Technology and an AA in Science in Aeronautical Studies in 1982. After 23 years of brave and dedicated service to his country he retired in 1987. Upon retirement from the Army, Ronald worked as a commercial pilot for two separate Corporations before he began his second career, which he loved greatly, with World Airways. He proudly served with what he called his "World Family" until his untimely death.

Words have never been created to fully express the love his children, extended family and friends have for this man. He had a few loves in life; his wife Barbara, his three children, the Military, his family and friends, anything that he could pilot through the sky, Golf, and his beautifully and meticulously maintained Harley Davidson "Screaming Eagle" Ultra Classic.

Daddio, we ache for our loss of your laughter, your advice, your hugs and smiles, your mere presence, but please know that we take comfort that you and Mom are together again. In addition to Ronald's parents he was preceded in death by his beloved wife Barbara Young who passed away in 2007, survivors include his three children, two grandchildren, three siblings, four nieces, two nephews, numerous other relatives and too many close friends to list. He loved every one of them so completely. To share a favorite memory of Ronald, please visit www.schoedinger.com

Ronald R. Garner – Flight Class 68-509 & 68-13, flew in Vietnam with B/2/17th CAV, 101 ABN from 1966-70) under the callsign



Ronald R. Gardner, age 74, a longtime Concord Township resident, and formerly of Painesville, died Wednesday, Aug. 17, 2011, at TriPoint Medical Center in Concord Township.

He was born Nov. 14, 1936, in Cleveland, he graduated from Mentor High School with the Class of 1955. Ron went on to work for Lubrizol Corporation as a supervisor of materials handling for 35 years, until his retirement in 1998.

Mr. Garner was a U.S. Army helicopter pilot during the Vietnam War, receiving two Distinguished Flying Cross Medals. Prior to the Army, he served in the U.S. Marine Corps.

Ronald is survived by his wife, Barbara L. (Abplanalp) Garner; two sons and their families, nine grandchildren, three great-grandchildren, one brother and many nieces and nephews. Online obituary at www.brunners.com.

Ronald Gordon "Rock" Rhoades – flight class 71-27/71-23, flew with the Air Cav Troop of the 11th Armored Cav Regiment and the 62nd Aviation Company in 1971-1972.

Ronald Gordon "Rock" Rhoades, 61, of

Huntsville passed away Sept. 17m 2011 due to injuries sustained in a motorcycle accident.

He served in the U.S. Air Force from 1968 - 1970 and in the U.S. Army from 1970 - 1996. He was deployed in both Vietnam and the Persian Gulf War and earned the Legion of Merit, Bronze Star, Purple Heart, Meritorious Service Medal, two Air Medals with "V" (valor), 22 Air Medals (without "V"), two Army Commendation Medals, four Army Achievement Medals, Master Army Aviator Badge, among numerous other awards and decorations. He retired with the rank of chief warrant officer.

More recently Rock worked at QinetiQ North America as the vice president of the Tactical C4 Directorate. He was a beloved husband, proud grandfather and avid motorcyclist. His sharp mind and ready wit will be missed by many.

Surviving Rock is his wife of 40 years, Linda Probasco Rhoades; one son, one grandson, his step-mother, three sisters, one step-sister and one step-brother. In lieu of flowers, memorials may be made to the Alzheimer's Association , www.alz.org, or the Salvation Army, www.salvationarmyusa.org.

Richard Dean Baker – Flight Class 67-9, flew in Vietnam with the 174th AHC in 1967-1968 under the Shark 3 callsign.

Richard Dean Baker, 65, of Fort Myers, Florida, and formerly of Lafayette, Indiana (Buck Creek), passed away on the morning of Friday, August 12, 2011. He was born in Lafayette, Indiana on June 8, 1946, he graduated from East Tipppecanoe High School in 1964 and attended Indiana State University, where he was a member of Lambda Chi Alpha fraternity. He was married to Kay Anne Byers of Romney, Indiana on May 6, 1967.

Richard joined the military in 1966, completed flight school and basic training, and was initially stationed in Vietnam. He was a Chief Warrant Officer 2 in the US Army, 174th Assault Helicopter Company ("Sharks"), stationed in Vietnam. He later was stationed near Stuttgart, Germany accompanied by his wife. After an Honorable discharge from the Army he joined the US Army Reserves in Indianapolis, Indiana, where he served for many years. He obtained additional Commercial pilot ratings for Single and Multi-engine land airplane and Instrument rating. He then went on to complete air traffic control training in Indianapolis, Indiana. He worked as an air traffic controller for a total of 14 years at towers in Indianapolis Center, Alton Tower, Aurora Tower, and then at Purdue University Tower.

In 1984, Richard and his family moved to Fort Myers, Florida, where he worked for Lee County Mosquito Control District as a helicopter pilot, later to become an Inspector and an Entomological Aid. He also obtained his US Merchant Marine Officer Captain's License from the United States Coast Guard. Richard enjoyed spending time with his family and friends, boating, camping, playing cards, crossword puzzles, and was a long-time fan of Purdue University basketball and football.

Richard is survived by his wife of 44 years, Kay Anne; one daughter, one son, 2 sisters, one brother,

and numerous nieces, nephews, and cousins. The family suggests that in lieu of flowers, memorials be made in Richard's name to the Veterans of Foreign Wars Post 1154, 2660 Duncan Lafayette, Indiana 47905.

Condolences may be offered at www.nationalcremation.com.

Thomas Daniel Casey – Flight Class 63-1

LTC Thomas Daniel Casey, U.S. Army (ret.) passed away September 26, 2011 in Floresville, TX at the age of 74.

He was born in New York City, New York, he graduated Omaha University where he married Barbara.

He entered the service 1961, and retired in 1981. Tom Casey was a combat medical evacuation helicopter pilot (Dustoff) serving our nation in Vietnam. He recruited pilots into the Army Medical Department aviation program. U.S. awards included the Distinguished Flying Cross, Bronze Star Medal, thirteen Air Medals, Meritorious Unit Commendation, combat Medical Badge and Master Army Aviator Badge. His qualifications included both fixed wing (Mohawk) and helicopter instrument. Tom flew crash-rescue helicopters (Flatiron) at the Army Aviation Center. He served two tours in Korea and graduated from Army's Command and General Staff College.

He loved his family, cooking steaks on the grill outdoors, and feeding the deer. In the 1980's he was a pilot for the Texas Governor's Office. Tom enjoyed Model-A cars club travel with Barbara. He was preceded in death by his wife, Barbara Ann Casey but is survived by his daughter, his three grandchildren and his two great-grandchildren.

Burial was held on October 5, 2011 at Ft. Sam National Cemetery with full Military honors. Contributions may be made to the Frank M. Tejeda Texas State Veterans Home, 200 Veteran Drive, Floresville, Texas 78114. Condolences may be provided at www.sunsetfuneralhomesa.com

Thomas William Moritz – Flew in Vietnam with the 128th AHC in 1966-1967.

LTC Thomas William Moritz (ret.) passed away on Sept. 17, 2011, due to complications from pneumonia. His strong faith and prayer sustained him through many illnesses.



Tom was a humble man who led an extraordinary life. Born Nov. 2, 1937, in Wooster, Ohio, he learned the values of hard work and a strong faith, through it all he remained a farm boy at heart. Tom attended the University of Dayton for his undergraduate degree and later earned a Masters in Business Administration at the University of Akron.

After college he began a 21-year career in the U.S. Army, serving as an Airborne Ranger and Helicopter Pilot. His dedication and bravery earned him the respect of his peers and superiors alike. His service included two combat tours in the Republic of Vietnam

where he was awarded the Distinguished Flying Cross, Five Bronze Stars for Valor and 23 Air Medal citations representing over 350 combat missions. Tom's Army career took him to eight duty stations in three countries and culminated with a Battalion Command tour of one of the largest aviation battalions in the U.S. Army. After retirement from the Army, Tom started and ran his own advertising business, TV Facts, for 18 years and then held an advertising position with the Daily Press.

Tom was an avid gardener and cook, both of which he learned while growing up on the farm

in Wooster. He was member in both the Newport News and Kingsmill Garden Clubs and loved to share his passion with friends and family alike. A devout Catholic, Tom was an active member of St. Jerome Catholic Church in Newport News and later, St. Bede Catholic Church in Williamsburg during his retirement years.

Tom's warm smile and keen interest in others made him a true friend, a natural mentor and a beloved husband, father, and grandfather. He always gave unconditional love, support and guidance. He was an unbelievable role model to

everyone surrounding him.

He was preceded in death in 2005 by his wife of 40 years, Joyce Moritz. He is survived by his wife, Dr. Barbara Wyles of Falls Church, Va. Tom also leaves a legacy of five loving children, three grandchildren, one sister and one brother. Tom will be buried at Arlington National Cemetery later this year.

Memorial donations may be made in Tom's memory to the American Cancer Society at www.cancer.org. View and post condolences on our online guestbook at daily-press.com/guestbooks.

Floyd Ray Burchett –
Flight Class 70-40, flew in Vietnam with the 236th Med Det in 1971-72 under the Dustoff 692 callsign.



Floyd Ray Burchett, 65, of Battle Ground, died at his residence on Thursday, September 8, 2011, after a lengthy illness.

He was born on May 13, 1946, in Tippecanoe County, graduated from Battle Ground High School in 1964, and Purdue University in 1968. Ray was attending The Ohio State University School of Physical Therapy when drafted into the Army in 1969. He later earned his Master's Degree from Webster University of St. Louis, MO and was an Honor Graduate of the US Army Command

and General Staff College at Ft Leavenworth, KS. While assigned to the US Army Special Forces at Ft Bragg, NC, he was tendered appointment into the Medical Service Corps to attend rotary wing flight school, which he accepted. After graduating from flight school, he was assigned to aeromedical evacuation pilot duties in Vietnam where he earned several awards, including the Distinguished Flying Cross, the Air Medal for Valor, and the Vietnamese Cross of Gallantry with Silver Star. Ray was rated in both helicopters and fixed-wing aircraft, was awarded Master Aviator Wings from the Army and earned his multi-engine (land), commercial instrument rating from the FAA. In addition to his tour in Vietnam, Ray served in various command and staff positions at many locations throughout the continental United States and Korea. He retired from the Army in 1988.

A short time later Ray accepted an adminis-

trative position at Purdue University, from which he retired in 2003. He was also elected the Tippecanoe Township Trustee/Assessor from 1991 to 2003. Ray enjoyed numerous sports, gardening, and fishing. He was a qualified parachutist and was certified in scuba diving. Ray was a lifetime member of the DUSTOFF Association for medical evacuation pilots and crewmembers, the Vietnam Helicopter Pilots Association, the American Legion, and the Disabled American Veterans Association.

Surviving with his wife, Suzanne Kotowski Burchett, are two daughters, 3 sisters, three grandchildren and several nieces, nephews, great-nieces, and great-nephews. The family requests that memorial contributions be sent to Disabled American Veterans. Share memories and condolences online at www.hippensteelfuneralservice.com.

The Ohio River LZ Chapter lost a great friend and fellow Army Aviator on September 8, 2011. Ray Burchett, your friend and brother-in-arms died peacefully at home in his sleep after a long battle with several illnesses.

Please know how much Ray valued his relationship with each of you. He always loved a good story - both hearing one and telling one - and he truly enjoyed sharing special memories with you.

Thank you for keeping Ray's wife Suzanne and the Burchett family in your thoughts and prayers.

James Miller, Member of the Ohio River Valley Chapter of the VHPA

the powder blue skies and cool temperatures. Savoring for the last time the feeling of flight, as the windscreens before me exquisitely frames and records the slowly changing, tilting senses as I maneuver and silently bank and glide onto what I have long known will be my very last flight and final approach.

Please, give me my old Army helmet, so my old ears can best hear my crew on the intercom, company operations and the sounds of the other radios bringing their chatter to my ears and let us know we have made a positive difference and helped save fellow soldier's lives.

Below, in a forest of trees lies a grassy field long ago set aside for helicopter pilots of old. It looks small, tiny. With some down pressure on the collective and a little right pedal I'll slip her a few inches over the fence. I'll level her off, and then hold her off, with skids skimming the grass tips. The lift of the rotor blades, the sounds of flight, rapidly diminishes.

With cyclic centered, lift fades, a slight tremor, then I cushion her on the ground and she and I are sliding to a stop on a beautiful sod field. The rotor blades come to a stop and remain still. I loosen my safety belt, take off my helmet and slowly climb out. Suddenly there is applause, then bear hugs and slaps on the back. "Hey, you old goat, you really slicked that one on!" I am with old friends.

Welcome Home Ray.

---Adapted from a poem by Dutch Redfield

The Final Touchdown

During the time I was involved in aviation things worked out nicely. Yet I know that I have one more forced landing lurking and waiting for me out there. I believe that at this stage in my life, I am ready for it. Perhaps there will be a warning, maybe not.

Will there be time for me to plan a good approach to this final touchdown? Will it be a hasty no power, no options autorotation to a walloping hard touchdown? Or will it be a soft afternoon peaceful straight in approach into the wind?

Whatever, for this final touchdown, I ask only for a Huey cockpit, so I can, however briefly, smell the JP-4, hear the wine of the engine starting up, hear my crew clear me on the left, and on the right, to feel the exhilaration of "pulling pitch" and taking off into

VHPA CHAPTER ACTIVITIES

ALASKA CHAPTER

Victor Micol, President

MICHIGAN CHAPTER

Charley Martin, President

SOUTH DAKOTA CHAPTER

Harold Pardew, President

ARIZONA CHAPTER

Bill Sorenson, President

MID-SOUTH CHAPTER

"Pete" Norman IV, President

SOUTH MISSOURI CHAPTER

Russ Emory, President

CALIFORNIA CHAPTER NORTH

Ken Fritz, President

MINNESOTA CHAPTER

Ray Wilson, President

ROCKY MOUNTAIN CHAPTER

Phil Lanphier, President

CENTRAL NEW YORK CHAPTER

Tom Mc Millen, President

MONTANA CHAPTER

Todd Brandoff, President

THE ALAMO CHAPTER

San Antonio, Texas

Bob Dillon, President

FORT RUCKER CHAPTER

Roscoe V. Souders, President

NORTH ALABAMA CHAPTER

Jim White, President

SOUTH CAROLINA CHAPTER

(Celebrate Freedom) Chapter

Larry Russell, President

FORT WOLTERS CHAPTER

Mike Sheuerman, President

NEW ENGLAND CHAPTER

Bill Williams, President

SOUTHERN CALIFORNIA CHAPTER

Sven Akesson, President

GEORGIA CHAPTER

Carl "Skip" Bell, President

NEW JERSEY CHAPTER

Jim Purnell, President

VHPA OF FLORIDA CHAPTER

Gary Harrell, President

HAWAII CHAPTER

Don Harlor, President

NORTH CAROLINA CHAPTER

J.D. Lawson, President

VIRGINIA CHAPTER

JT (Tom) Severin, President

LOUISIANA GULF COAST CHAPTER

Phil Nuss, President

OHIO RIVER LZ CHAPTER

Jim Miller, President

WASHINGTON STATE CHAPTER

Mark Hansen, 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.

VHPA CHAPTER ACTIVITIES

CALIFORNIA CHAPTER NORTH

5 November 2011 - McClellan Aerospace Museum will be the site of the Vettes for Vets Car Show and we will have the MOC and the Huey in attendance.

3 December 2011- The Annual Christmas Party in 2010 was held at the Blue Frog in Fairfield, CA. This was such a success with fine food and drink, lots of lies swapped and everyone had such a good time that we are going back again this year with special pricing at both the restaurant and the Hilton Garden Inn next door. Full details are available from any of our POC's

Ken Fritz, President

CENTRAL NEW YORK CHAPTER

As stated in the last issue we have reorganized and are actively looking for new members. If you flew in Southeast Asia during Vietnam and would like to hook up with a great group of guys please contact me at [REDACTED]

Tom Mc Millen, President

FORT RUCKER CHAPTER

Our next meeting will be the first Tuesday in November (November 1) and Bill Baker, DAV Representative will present information on CRSC and Veterans benefits, activities, etc. There will be a question and answer session following his talk.

Roscoe Souders, President

FORT WOLTERS CHAPTER

Our Quarterly meeting will be held at Logan's Road House in Hurst, December 3 at 11AM. Currently, the Chapter is working to update our email contact list and recruit new members. Four joined at the September meeting. As always, the National Vietnam War Museum in Mineral Wells remains a focus of the Chapter. Anyone living in the north Texas area is encouraged to contact me and join us at our next meeting.

Mike Sheuerman, President

GEORGIA CHAPTER

HOLIDAY GREETINGS FROM THE GEORGIA CHAPTER OF THE VHPA. This is an excellent opportunity to reflect on how fortunate we are to still be here to enjoy the holidays with our friends and family members, and to remember those fallen comrades who are no longer with us.

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 organizations, and civic groups who want to learn from people who fought there. One of our members, Jim Torbert, recently gave his presentation to a group of students at Southern Technical Institute in Marietta, GA and it was (as usual) well received. In addition to our meetings, the Georgia Chapter continues to assist other Vietnam veterans groups in the local area with their projects by providing personnel and other resources. We contributed \$500 to assist the Atlanta Vietnam Veterans Business Association with a recent memorial ceremony they did for a young Marine PFC who was killed in Khe Sanh in 1968 (the primary mission of that Veterans organization is to conduct an annual Memorial Ceremony for a Vietnam War KIA from the Atlanta area).

Our principal social activity continues to be the bi-monthly breakfast meeting - the men who participate really enjoy the opportunity to get together with other combat helicopter pilots, swap war stories, discuss VA-related information, and maintain those bonds that were forged so long ago.

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-vhp.org, or contact me at [REDACTED] or via telephone at [REDACTED]

Skip Bell, President

LOUISIANA GULF COAST CHAPTER

We had our quarterly meeting on September 18th at South Side Cafe in Slidell, LA, Victor Lent was elected President for the next year. Planning is continuing for the National Reunion to be held here in New Orleans in August, 2012 but there is a lot of leg work to be done in these next 10 months and all are invited to help!

We are committed to offering a great reunion here in NOLA.

Vic Lent, Incoming President

MID-SOUTH CHAPTER

On 26 September, 2011 members of our Chapter and members of the VVA participated in a Military Funeral with full honors for Sp4 Marvin Foster Phillips, a member of the 114th AHC, 13th Avn Bn, 1st Avn Bde. Sp4 Phillips was KIA in Vietnam on 26, September, 1966, 45 years earlier to the day. Honor Guards from Fort Campbell, KY and the 114th AHC participated in the ceremony. Sp4 Phillips was interred in Gruepp, TN.

Pete Norman IV, President

MONTANA CHAPTER

We had our second meeting of 2011 in Helena, MT on October 7 and 8. The Chapter is still recruiting potential members from the area. If you were an aviator in Southeast Asia between 1963 and 1975 and would like to join our group call me at [REDACTED] or e-mail at [REDACTED]

Todd Brandoff, President

NEW ENGLAND CHAPTER

The New England Chapter enjoyed a cookout at Peter (Pinky) Adams' lodge in Scuitate, MA on Sunday, September 11th. The weather was clear and warm and everyone enjoyed the food and drink. Our thanks to Pinky and his wife who have invited us back next year.

A business meeting is being planned for a mid-winter get together. The time and place have yet to be determined, but will be in the central/ western Massachusetts area and most likely during February. Details are to follow.

As always, we meet the first Monday of each month at Joe's American Bar & Grill, 985 Providence Hwy. Dedham, MA, in the bar/ dining area. This is located just off Route 128/195.

Bill Williams, President

NORTH ALABAMA CHAPTER

NAVHPA set up a display at the Courtland Air Show on 23-24 September, 2011. Bob Weber/Bob Monette provided the sun shelter. Other members provided items to put on display. Jim White and Sam Maki made a handout to tell who we are and what we are about.

A long discussion was held about the UH-1 that we are about to rebuild. We need to get it and the trailer ready in time for the Veteran's Day Parade in November. Fingers crossed. Efforts are underway to get a better position in the line of march. There is a lot of work to be done between now and parade time.

Welcome to our newest member, Don Harp and his wife to our Chapter.

Jim White, President

NORTH CAROLINA CHAPTER

We displayed an OH-6 was at a high school in South Charlotte, NC on September 23rd for a unit on Vietnam. We had four aircraft in Fairmont, NC for an event on October 15th and all of our aircraft were at an airshow in Lumberton, NC on the 28th and 29th of October. All the aircraft were also in Fayetteville, NC for the dedication of a Veterans Park and parade.

We are also looking for a cabin pieces of an OH-58, we have almost everything else on-hand to put one together. Can you help!

J.D. Lawson, President

OHIO RIVER LZ CHAPTER

There was an extensive article in the Sep/Oct issue of the Aviator on the Annual Reunion to be held at the Crown Plaza Hotel, 2501 South High School Rd., Indianapolis, IN 46241 on March 2-3-4, 2012. This will be our 25th Reunion so we are going to do it up better than ever. Please plan to attend. Check our web site for pertinent information at: www.ohrivlz.org

Jim Miller, President

SOUTHERN CALIFORNIA CHAPTER

The Southern California Chapter held its Annual Meeting and election of officers for 2012 on Saturday, October 15th. The meeting was held at the Los Alamitos Army Airfield located at 4442 Doolittle Ave., Los Alamitos, CA. This year's incoming president is Sven Akesson. Sven may be contacted at [REDACTED]

VHPA CHAPTER ACTIVITIES

The SoCal Chapter will be participating at the annual Wings, Wheels and Rotors Expo on Sunday, October 23rd. The Wings, Wheels and Rotors Expo will be held at the Los Alamitos Army Airfield located at 4442 Doolittle Ave., Los Alamitos, CA and we will be setting up a recruiting booth at this event. Submitted by Carl Cortez

Sven Akesson, President

SOUTH MISSOURI CHAPTER

The South Missouri Chapter of VHPA held its third quarterly meeting on 13 August 2011 at Hy Vee Club room in Columbia, Missouri. Election of officers to serve for the next two years was held. Bill Thompson was elected Vice President/President Elect and John Sorensen was elected Treasurer. Russ Emory became President after completing his term as Vice President/President Elect. The meeting was well attended, with several first time attendees, a new member, wives and guests.

Our fourth quarterly meeting is scheduled for the Keeter Center, on the beautiful campus of The College of the Ozarks, Branson, Missouri, on 5 November 2011. The meeting will begin at 1230 hours. Please check our website, vhpsmo.org for more information and make your reservation to attend.

Russ Emory, President

SOUTH CAROLINA (Celebrate Freedom) CHAPTER

We are happy to announce that when you read this we finally got "Maggie" flying. "Maggie" is the Green Beret Cobra, named in honor of Martha Raye that we have been working on forever. First crank went well with minor adjustments needed. We're flying to Fort Bragg on Veterans Day to participate in the downtown parade. Then we plan to stage her at Simmons AAF for a few days in preparation for a short hop to DC and Fort Myers for a celebration of the Green Berets in a ceremony at Arlington for a JFK anniversary. Search for Celebrate Freedom Foundation on Facebook and see some pictures and video. The Chapter has been putting in a lot of overtime getting Maggie back to flying status. It sure was a wonderful sound, smell, and feeling when the igniters started kicking off and then the whoosh of the fuel lighting.

Some of our members will also be participating in the Veterans Day Parade in Columbia, SC and for the first time we're splitting up our assets to two cities for celebrations. We've built a new interstate capable trailer to transport our Cobra around the Southeast without using tons of expensive JP-8. We have a smaller trailer that we use to visit local schools, but now we'll be able to branch out to many more schools, parades and festivals.

NORTH CAROLINA CHAPTER



Robert Inglis, Member of the North Carolina Chapter of the VHPA welcomes Brittany York Miss North Carolina USA to their Chapter display

So, what are you doing this Veterans Day? Get active, educate the kids, tell them to learn STEM subjects! Visit a VA facility and volunteer for something. Fly the flag! March in a parade! Please celebrate your status as a Veteran of the United States.

If you are in or near Columbia, SC, join us and ride in one of the biggest Veterans Day parades in the nation. I'll be in the front as the Mayor of the city will be riding with me in the Chapter's Jeep. If you are in or near the Fort Bragg area, look for our two Cobras and a couple of restored Vietnam-era wheeled vehicles. You're welcome to ride with us as well!

In closing, a hand salute to all of my veteran friends on this Veterans Day.

Larry Russell, President

VHPA OF FLORIDA CHAPTER

The Vietnam area of the Veterans Memorial Park will be completed and will be dedicated on 11 November. The chapter continues to support the schools and Veterans groups in our area with our OH-6. Complete details of all our activities are available by contact me or our President, Gary Herrell.

*Submitted by Jim Basta
Gary Harrell, President*

WASHINGTON STATE CHAPTER

Our state chapter held our first meeting on the east side of Washington at noon the 27th of August at the Longhorn BBQ (East) in Spokane. The turnout was great for a first meeting with 13 members responding to our invitation along with 8 members who drove over from the west side. We started with a little bit of business talk, then followed with a BBQ luncheon then held more discussions about how to get more members to join us. This east side meeting will continue each and every year and the guys are already planning to move the "east side" venue to other cities to help the other central members to reduce their drive times. BTW, we picked up another 10 members and I know we can better that over the next couple of years.

The next get-together will occur at the Veteran's Day Parade in Auburn, WA on 5 November 2011. This is the largest' Veteran's Day Parade west of the Mississippi River, so please come and join your aviator buddies on a short but sweet parade down Main Street. Keep an eye on our website at: vhpa.wa.org for the latest information regarding our meetings, locations and times.

Mark Hansen, President



Another photo of an aircraft from the North Carolina Chapter on display. This North Carolina Chapter OH-58 is the same aircraft that George Hadeler was referring to when he incorrectly thanked the South Carolina Chapter for supporting his 25th Anniversary Celebration of the Save The Montagnard People (STMP) in our last issue.

VHPA CHAPTER ACTIVITIES

SOUTH MISSOURI CHAPTER



Members of the South Missouri Chapter of the VHJPA gather for their 3rd Quarter of 2011 Meeting in Columbia, Missouri, attending are:

BACK ROW: left to right : Ken Carroll, Terry Wilund, Richard Sherman, Mike Schuster, Ron Clifton, Leonard Rutledge, Bob Buxton, Lew Phillips, Herb Silva,

SECOND ROW: Harold Clark, Tom Kerr, Gene Perkins, James Miller, Harris Flanagan, Roger Caffery, Jeff Pepper, Joe Finder, Ralph McClurg, John Wilkinson, Steve Clark, Jim Adams

FIRST ROW: Paul Harvey, Russ Emory, John Sorensen, Bill Thompson, Clint Carlyle

NORTH ALABAMA CHAPTER



Members Jim White and Sam Maki of the North Alabama Chapter of the VHPA man a booth at the Courtland Alabama Airshow to troll for new members and to let people know about us. They met a lot of interested people, had several happy visitors who found their Grand Fathers and other friends up in their year books plus they got contact information on several new prospective members.



John Sorensen, Past President and Russ Emory, President, with South Missouri Chapter flag at Ozark Honor Flight 13 September 2011.

WASHINGTON STATE CHAPTER



Members of the Washington State Chapter of the VHPA gather on 27 August 2011 in Spokane, Washington for fellowship and festivities. You're invited to join them for their next meeting, contact Mark Hansen, President at: [REDACTED] for full details.

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SOLDIER MISSING FROM VIETNAM WAR IDENTIFIED

The Department of Defense POW/Missing Personnel Office announced today that the remains of a U.S. serviceman, missing in action from the Vietnam War, have been identified and will be returned to his family for burial with full military honors.

Army Specialist 4 Marvin F. Phillips, 20, of Palmer, Tenn., will be buried Sept. 26 in his hometown. Forty-five years earlier, on Sept. 26, 1966, Phillips and three aircrew members crashed into nine feet of water, off the coast of South Vietnam, when their UH-1B Huey helicopter was struck by small arms fire. The only surviving crew member was rescued and the remains of a second soldier were recovered by other aircrews in the area. Extensive searches were conducted but no sign of the remaining two crew members were found.

From 1992 to 1998, joint U.S./Socialist Republic of Vietnam (S.R.V.) teams, led by the Joint POW/MIA Accounting Command (JPAC), interviewed witnesses and investigated locations where an American soldier had purportedly been buried. In 2010, the Vietnam Office for Seeking Missing Persons notified U.S. officials that a villager in Tra Vinh Province was in possession of human remains thought to be related to a U.S. aircraft crash. Following an interview with the villager, the remains were turned over to the joint U.S./S.R.V. team. At the time he recovered the remains there were three U.S. aircraft crashes in the water near the villager's home.

Among other forensic identification tools and circumstantial evidence, scientists from the JPAC and the Armed Forces DNA Identification Laboratory also used dental comparisons and mitochondrial DNA – which matched that of Phillips' sister – in the identification of the remains.

For additional information on the Defense Department's mission to account for missing Americans, call (703) 699-1169 or visit the DPMO Web site at www.dtic.mil/dpmo.

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~NEW in 2011~

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Cleburne, TX 76033 or, call 1-817-202-8946 directly.

All products are offered by VHPA Member Charles Lee, Playtex 26 / Liftmaster 26, in 1969.

BOOK REVIEWS

JOURNEY TO THE GOLDEN HOUR, BY VHPA MEMBER RANDOLPH MAINS, is the story of his post-RVN helicopter career and sequel to *Dear Mom, I'm Alive*. This story has many facets and includes his time as a helicopter EMS pilot which he fictionalized in his book *The Golden Hour*. Mains' writing skills and his interesting, and often quite unique experiences flying helicopters make this a particularly good read.

Like many of us, he was at loose ends after serving his Army military obligation. While attending college in California and working to make ends meet for his new family, a pilot friend asked if he would like to try his hand flying "down under" in Australia. What follows is a series of adventures and mishaps including a "Flight of the Phoenix" job recovering a crashed airplane in the northern outback, cattle mustering (read 'herding') with a Hughes 300C and flying on a heli-rig contract with an S-58T in Papua New Guinea where the night time entertainment involved crocodile hunting. Such fun was not to last, as the company lost the contract.

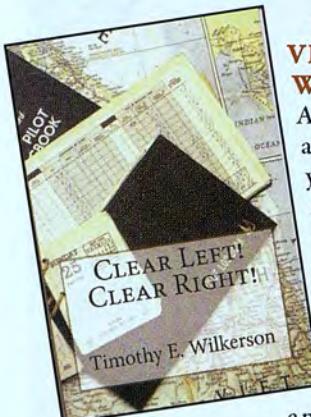
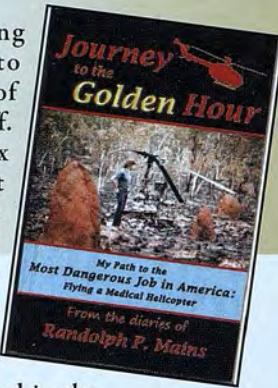
Mains moved on hoping to find more sedate work that involved being at home more often. He learned that a job as a Flight Instructor for Bell Helicopter in Iran was available. It seemed a solid prospect and he felt such a huge company would be unlikely to go bust. However, he did not anticipate the Ayatollah Khomeini for one. After just two and a half short years, Mains and his family were on the proverbial "Last Flight Out" of Iran for Bell Helicopter employees.

Shortly after that, Mains received a call and began his most dangerous job: helicopter EMS (HEMS). It was the beginning of a new era of medical evacuation which took him to jobs in Houston, Phoenix, and San Diego and earned him the HAI's Golden Hour Award. There were hazards, not the least of which was fly-

ing VFR into deteriorating weather, which continues to claim an increasing number of HEMS pilots and medical staff. Throw in long duty hours, lax FAA oversight, employer profit motive, and intense pressure for a pilot to take a flight and you have the makings for a disaster. Mains' book includes a sobering list of the 343 names of HEMS pilots and medical staff that have died in the line of HEMS work since 1980.

Mains left HEMS work and moved on to fly 13 years for the Sultan of Oman and 3 years for the King of Saudi Arabia, after which he retired. But surprise, he came out of retirement to work as a type rating instructor and flight examiner on a 412EP flight simulator in Abu Dhabi. *Dear Mom, I'm Alive* has been optioned for a movie. He also continues to speak on and work for change regarding the unique safety issues of HEMS. He will be a keynote speaker at the Association of Air Medical Services conference in St. Louis in mid-October this year. Many VHPA members have had extraordinary careers. Mains is certainly one of those, and his writing skills make sharing that career well worth your time.

Journey to the Golden Hour: My Path to the Most Dangerous Job in America: Flying a Medical Helicopter (\$20.00, 367 pages) by Randolph P. Mains, ISBN: 978-0986675904 is available in paperback from www.randymains.com/contact.html



CLEAR LEFT! CLEAR RIGHT!, BY VHPA MEMBER TIMOTHY E. WILKERSON, who served with A/4 AVN, 4th INF, call sign Blackjack 19, is a brief but interesting memoir of his 27 year career as an Army helicopter pilot in RVN, as an IP at Ft. Rucker, and in the Army Guard. Wilkerson takes the reader from his 1967 swearing-in to his last assignment with the Guard in 1994 with a straight forward narrative with the use of his daily log of events, excerpts from his flight log,

and the stories behind many of the events he witnessed. Wilkerson describes himself as an "ordinary soldier and ordinary pilot during ordinary times in the military." With 1,135 combat hours I think he is being way too modest.

Check out Wilkerson's web site: www.armyflightschool.org The site also has information about the 4th Infantry Division aviation elements in Vietnam.

Clear Left! Clear Right!

(118 pages with photos, paperback \$23.95, or Kindle \$9.95)

by Timothy E. Wilkerson ISBN: 9781452858470

available from Amazon:

go to: www.timwilkersonbooks.com first for a 20% discount.

NOTED WITH INTEREST

Kontum: The Battle to Save Vietnam
by Thomas P. McKenna

Journey to Myrtos: Vietnam to Crete – Healing the Wounds of War
by VHPA member Robert L. Mitchell Jr.

Returning Fire
by VHPA member Pat Booth

Lords of Darkness – A History of the 45th Avn Bn (Spec Ops) (Abn) & OKARNG
by VHPA member Billy R. Wood

By VHPA Life member: JOHN PENNY



FLYIN' HARLEYS IN PURPLE HAZE BY GERALD R. WHEELER

is a collection of his "narrative war poetry" and is based on his interviews with combat veterans from WWII to Afghanistan. He also writes about his own journey through life from a broken home to his coming of age.

Wheeler's work has been widely published and has appeared in the prestigious North American Review. Wheeler's poems cover several levels of the emotional spectrum. The poem

"Flyin' Harleys in Purple Haze" for which the book is named is a particularly wrenching story of a medevac mission under fire. Many of his poems touch upon the deep feelings and haunting memories that many combat veterans carry their whole lives.

Wheeler served as a MSC officer in the Ohio National Guard and Army Reserve and also protested the Vietnam War. He has a Ph.D. from the University of Chicago and has worked extensively in adult and juvenile criminal justice. He is also a creative photographer of horses. Check out his web site.

Flyin' Harleys in Purple Haze

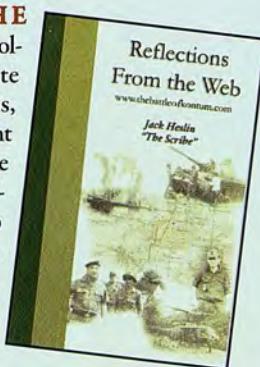
(94 pages, paperback \$14.00 outside Texas, \$15.19 inside Texas)
by Gerald R. Wheeler

ISBN: 9781559483047 available from
www.runningcolors.com

REFLECTIONS FROM THE WEB, BY JACK HESLIN, is a collection of e-mails sent to his web site which is dedicated to the Americans, especially the aviation crews, who fought in the Battle of Kontum. Many of these messages are from veterans, both American and South Vietnamese, who fought in that battle. These e-mails, along with Heslin's replies, make for compelling reading and are poignant reminders of the few Americans who stood by their South Vietnamese allies in a battle that few Americans remember.

Heslin, who calls himself "The Scribe," served a tour with the 119th AHC in 67-68 and with HHC/52 CAB and HHC/17/CAG in 71-72. His knowledge of the Battle of Kontum comes both having "been there" and from the significant research he has done. The web site has received over 5 million hits since 2002 and thousands of e-mails from all over the world.

Reflections From the Web by Jack Heslin
(76 pages, paperback \$14.75) ISBN: 1932388087 is
available from www.thebattleofkontum.com
(the proceeds from the book goes to supporting the web site)



KLONDIKE PLAYBOY, BY VHPA MEMBER JOHN BODEN

is the memoir of a Marine Corps helicopter pilot and his service with VMO-6 in Vietnam. In 1963, after two years of college marked by too much fun and lack of interest in his studies, Boden soon found himself on the path to Vietnam. Recognizing the need to get some "straightening out," he paid visits to all the military recruiters. The Air Force, Army, and Navy all offered deals on schools. When he asked the Marine recruiter what kind of deal he had to offer, he was told the Marines don't make deals; "If you're any good, the Marine Corps will be good to you." He signed on and promptly headed for Parris Island to begin his journey from "Scumbag to Marine."

Boden, unaware the Marines even had pilots, took the battery of tests given to Marine "boots." At the completion of boot camp he was designated a Marine Cadet and sent to Pensacola for training in the T-34 and the T-28 and qualified as a "Tailhooker." Like most of his Marine classmates at the time, Boden was assigned to helicopters and his flight training continued in the H-13 and H-34. During this time he noticed a sailboat tied up near the USS Lexington. A sailboat with girls, beer, and food! He immediately learned to sail and credits this experience for changing his outlook on life and the challenges ahead. You will have to read the book to learn how he managed to find the time for this as a lowly Marine Cadet.

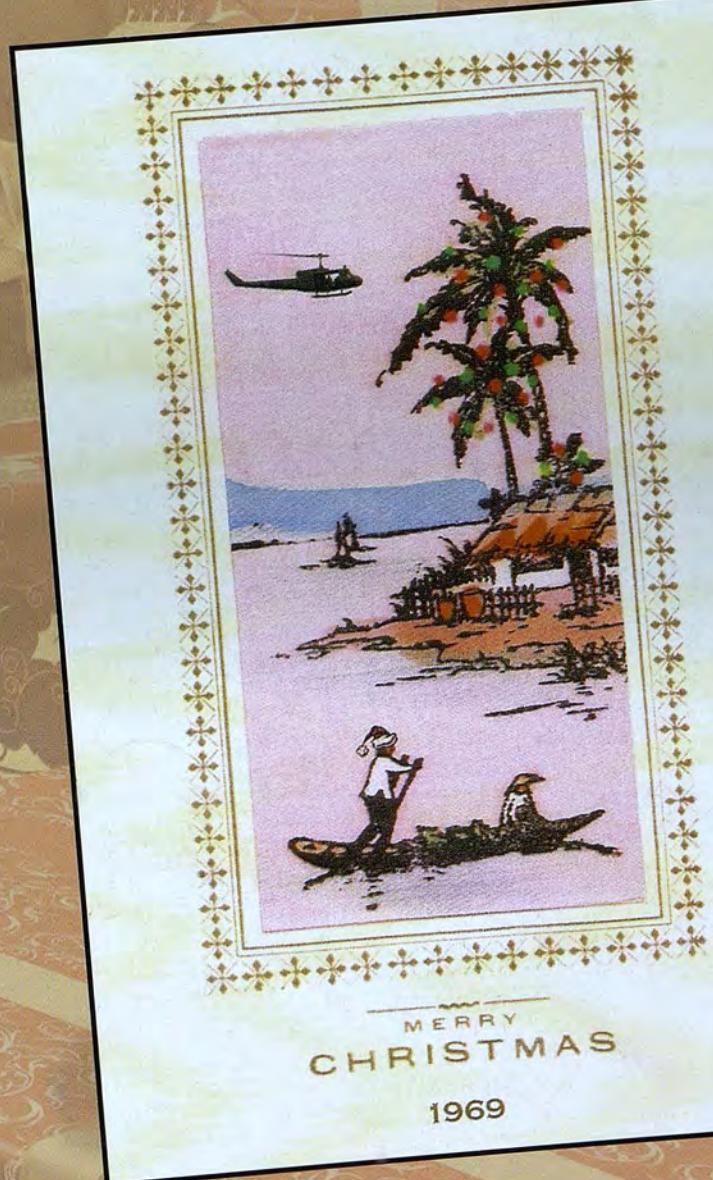
At the end of flight school the newly minted and newlywed 2Lt. Boden, Naval Aviator #7968, reported to MCAS New River and joined VMO-1 where he would spend the next 10 months flying the UH-1E and preparing for RVN. All too soon he arrived in Da Nang on 6/6/66 via Okinawa after a rough ride on a C-130 reeking of its passenger's misery. Assigned to VMO-6 at Chu Lai, he describes his in-county training "like drinking from a fire hose." A baptism of fire quickly followed while supporting and extracting a "Carnival Time" team that was pinned down; an action that resulted in the loss of VMO-6's CO. Gunny Sergeant Jimmie Howard earned a Medal of Honor for this engagement. Boden learned fast and earned the designation of "Playboy," the call sign of pilots designated as a Tactical Air Coordinator. What followed was a "Marine's year" – a 13 month tour of combat duty that included H-34 medevac gun escort, support of the VNAF H-34 "King Bee's" on SOG missions, combat extractions, and flying in hairy weather just to name a few.

Marines like to say that unless you are dead, you are not a former Marine. Boden considers his Marine service the most fulfilling of his life. He has reconnected with the pride he had been missing after his service those long years ago by attending VHPA and Marine reunions and writing this excellent memoir. Marines had a different way of doing things in Vietnam and Boden's narrative is instructive for us predominately Army types. I trust you will find this perspective most interesting.

Klondike Playboy: A Marine Helicopter Pilot's Antics and Adventures from Parris Island to Viet Nam by John Boden
(249 pages, ebook \$9.99, paperback \$19.99, hardback \$24.99)
ISBN: 9781453526712 is available from www.xlibris2.com Photos
and links at www.klondikeplayboy.com



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VHPA Member Stan Coakley sent us one of the Christmas Cards his family is sending out this year.

In 1969-1970 Stan was serving with the 174th Assault Helicopter Company, in the Americal Division and flying out of Duc Pho in the southern half of I Corps. In 1969 he sent his wife a Vietnamese Christmas Card he had bought for her on the economy and earlier this year, while going through some old papers she found it.

Knowing what an unusual Christmas card she had found, Stan decided to "recycle" the card and make it work for 2011, exactly 42 years later. So, he took the card to a local printer, added a Santa Clause cap to the boat driver, Christmas lights to the palm trees and a Huey in place of some birds that appeared in the original version and had two boxes of them printed up.

So - if you know Sam give him a call - perhaps he'll send you one of his "classic but new" Cards.