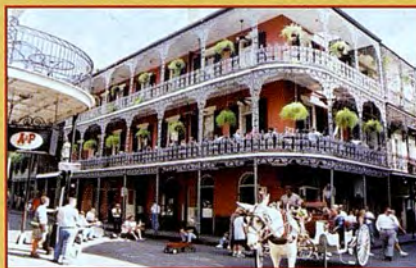
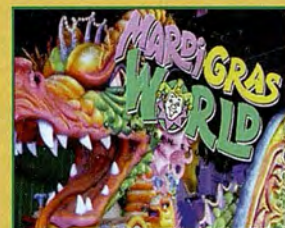
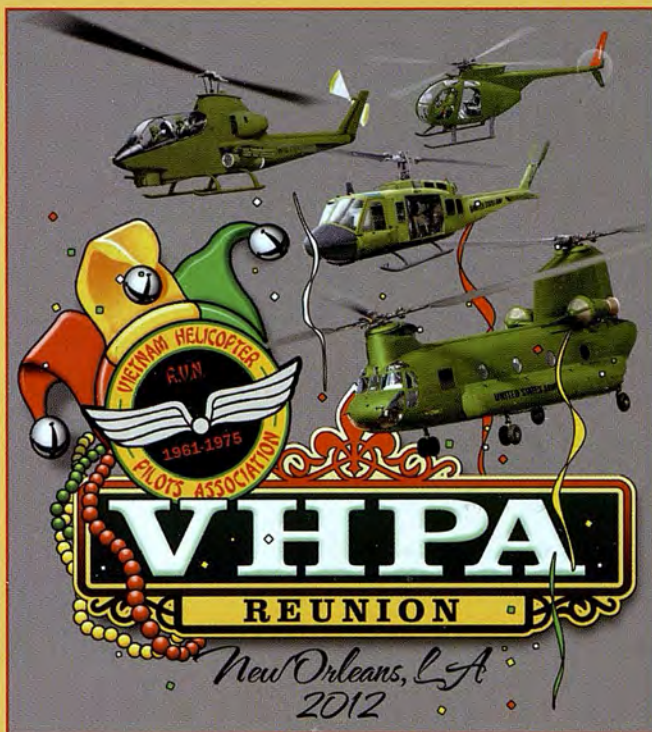




The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association ~ Issue 30-03 ~ May/June 2012



2012 Reunion information runs on pages....10 through 17

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MEMBERSHIP in VHPA IS GROWING

Our newest Member # is 15385 and our LIFE Memberships are growing by leaps and bounds. Sherry Rodgers, VHPA HQ Star, is having great success and our Association's Membership Numbers should top 16,000 by this time next year.

And new members just keep popping up.

Returning from Spring Break I'm sitting next to a guy and his wife from just outside St Louis, Missouri. Noticing that I am a Ranger fan we talk a little about last year's World Series. He asks if I live in the Dallas area and he casually mentions he worked at Bell Helicopter in Ft Worth. I asked if he flew helicopters and he tells me yes. Turns out he went through ROTC at the University of Illinois, graduated in 1956, attended Fixed Wing at Camp Gray in San Marcus, Texas, was then stationed at Ft Benning, went to Germany and then returned to Ft Wolters to get his Rotary Wing transition. He did a tour in Vietnam in '67-'68 on one of the maintenance ships off the coast.

He had heard of VHPA but never joined. His name is Donald Ball and now he's a new member! Let me know if I can help you get your friends to join the VHPA!

Mike Sheuerman

Membership Chairman of the VHPA

or e-mail:

Looking for Original Photo



CLASS 67-25 A-2 4TH WOC COMPANY
U. S. ARMY PRIMARY HELICOPTER CENTER--FT. WOLTERS, TEXAS

FROM: [REDACTED] NAME: [REDACTED] POSITION: [REDACTED] NAME: [REDACTED] POSITION: [REDACTED] NAME: [REDACTED] POSITION: [REDACTED] NAME: [REDACTED] POSITION: [REDACTED]

Looking For – the original, complete photo of this Fort Wolters' flight section. WORWAC Flight Class 67-25, Section A-2, 4th WOC Co.

If anyone out there has a copy of this photo, please contact Simon Williams

(E-Mail: [REDACTED]);

he's wanting to fill in the missing names.

New Aviator Delivery Options Now Available

For several years now the VHPA has loaded an electronic (PDF) version of The Aviator on www.vhpaservices.com about the same time the paper version comes off the printing press. However there was no way to notify our membership that the newest issue was uploaded, our members just "stumbled" over it when they visited the site. Well we have just incorporated a great new e-mail service within the VHPA that allows us to easily notify any and all members that the new issue is available on the website. So we are pleased to announce that effective immediately, there are now two new options for receiving your Aviator.

Option one - This option allows you to receive an e-mail notification that the new issue is now available on www.vhpaservices.com. You can then go to the website, download and read the new issue about two weeks before your printed hard copy arrives in the mail.

Option two – opt for the same e-mail notification, download/read your Aviator from the website and not have us go to the expense of mailing a hard-copy of

the magazine to you. Let's face it – more and more people are reading their favorite newspapers and books electronically these days and we're just following that trend. So, if you are constantly on the go, tired of worrying if your magazine will ever catch up with you and/or fed up with the delays inherent in our overseas mailings - this option might be for you!

If you wish to sign up for either of these options, simply contact HQ via email at hq@vhpa.org or call 800-505-VHPA (8472) and tell them you want to sign up for the e-mail notification of each new Aviator's availability. Then let us know if you want that notification with, or without the paper version following later through the mail.

If you have questions about either option please contact Mike Law at [REDACTED] or [REDACTED]

Let me assure you, this is in no way an attempt to go to an all-electronically delivered Aviator. We'll be mailing out printed hard copies till no one wants, or needs them anymore.

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: Aviator@vhpa.org

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Founder	Larry Clark

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VHPA Membership Directory	Gary Roush, Editor
VHPA Memory Map Project	Ron Bower
VHPA Scholarship Program	Tom Payne
VHPA Aviator Newsletter	David Adams, Editor

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Official Web Site of the VHPA
www.VHPA.org
Email: **Aviator@VHPA.org**

FROM MIKE LAW, PRESIDENT OF THE VHPA

Three ideas please.

(2841)

May 15, 2012 is an historic day for the VHPA. For the first time in the VHPA's approximately 30 year history, HQ will open for business in its own commercial office space.

The VHPA's new address is 2100 North Highway 360, Suite 907, Grand Prairie, Texas 75050. The HQ e-mail address remains hq@vhpa.org. The toll free phone number remains 800-505-VHPA (8472). The fax and local number will change. Please look to www.vhpa.org for these numbers.

You can Google the new office's address and see it is directly south of DFW airport. It is about 12 miles from our previous location in Grapevine.

As part of our relocation our Secretary/Treasurer, Tom Payne, will be the account owner on our office lease, contracts for equipment leases, monthly subscriptions etc. This is a prudent way to do business versus having each year's President take-over all these accounts.

Texas is a good choice for our office as we enjoy sales tax exception there.

The new office has three business rooms in the front plus a small warehouse/storage area in the back.

When HQ relocated from California to Texas the VHPA purchased its own computers versus having the contractor provide them. It is now relatively simple to relocate these computers from the contractor's office to the VHPA's new office.

More good news concerning our new office will follow in the coming months.

Second, THANK YOU to all those who have or will register to attend our Reunion in New Orleans in August. As of April 1st 569 pilots, 558 adult guests, and 22 children had registered for a total of 1149. Even 120 days out, the New Orleans Reunion has now surpassed the TOTAL attendance for Phoenix 2007 and Orlando 2011 and will soon pass Philly 2009. Using the April 1st numbers for San Antonio 2008 and San Diego 2010 and their total actual attendance, New Orleans is on track to best these two VERY SUCCESSFUL Reunions by more than 30%!!! These are pretty heady numbers!!! The leadership team is GRATEFUL people are turning out in their numbers.

We don't know if it is our recent use of blast e-mails, having the Online Reunion Registration open in December, not meeting on the 4th of July, a new city, great tours, a completely full schedule, being an "up year" for the every other year cycle, super presentation in the Aviator – we just don't know!?!?! We plan to ask everyone to complete a survey to help us learn what you are thinking. THANK YOU!!!

Third, July 2014 will be yet another historic time for the VHPA when the Galt House in Louisville, KY hosts our first Reunion in that city. The Ohio River LZ Chapter was part of the team that put this deal together. More details will follow in the coming months on this subject. The Executive Council is excited that this deal, coupled with the VHPA running HQ versus a contractor and not using a reunion hotel contractor for the contract, offers the real possibility of having a reunion registration fee at or below \$20!

Exciting times ahead for sure!

Questions – suggestions – call Mike Law [redacted] or [redacted] or any member of the Executive Council.

I Had A Dream.....well, maybe a brain cramp

.....By Steve Bookout

We were looking at the old photo album a few months ago and were reminiscing about days gone by when I served with the Razorbacks gun platoon in 120th Assault Helicopter Company. One photo has me kneeling alongside one of our platoon's B-model gunships, the door is clearly visible and adorned with a large red, running razorback hog. The thought slowly occurred that it would be rather cool to have that door on display for future generations. Our Vietnam helicopter aircrew heritage is largely pictorial, so how about having something to show that is real, can be touched, and examined?

Since there was less than the proverbial snowball's chance of obtaining an original piece of helicopter art, perhaps a door could be found somewhere that could be replicated in late-era Razorback Armed Helicopters platoon fashion. Thinking back several years about the places I had seen derelict Huey's setting parked in the grass, weeds, or used for static training purposes, I started making phone calls. Surely there has to be a Huey pilot's door out there somewhere that was no longer needed?

On the 33rd attempt (was that an omen since my call sign had been Razorback 33?), pay dirt was struck. The fellow at the other end said "You want



Van Lehn, Hannigan, and Jerry Hujar, the crew of "Captain Guts" at Nha Be in Vietnam

what?" and I replied "Just a couple of Huey helicopter doors for display purposes." The line was silent for a moment and then came "Umm, how about the whole helicopter?" From that point, I believe you can see where the conversation went.

Turns out the old girl was built in 1966 originally as a D model. She saw combat in Viet Nam like us and hopefully she still had something that could be salvaged for posterity. After two days on the road and 12 hours plus driving time, I arrived back home with two pilot's doors, a jump door, instruments, and a rear radio compartment door. Then a couple of months later a phone call was received asking if I needed some more chopper parts as this time, a damaged H model was to be scrapped out. Hey-hey-

hey! Road trip!

The Huey goddess smiled and then graced us with several other doors, instruments, a forward battery compartment door, twin collectives, a jump seat and the left armor-plated, pilot's seat. Gas and time was all they cost me. Most of the parts were pretty grungy and had to be hosed down to make them presentable and to facilitate repairs. Watching the water run out of the inside of the doors, I wondered if any of the red mud accumulating on the drive had originated in the Nam. Next step was enlarging my Vietnam photos containing razorback hogs in them to create patterns for the upcoming paint work.

The right hand pilot's door was the 5th project and took about 70 hours to refurbish and replicate. Replacement parts are hard to come by and quite expensive when you do find them. A new pilot's sliding window was quoted from two sources at an incredible \$720.60! Even a used and crazed over acrylic window handle is \$30 and that doesn't include the 3 mounting screws. Since this was a bit over the budget, the decision was made to fabricate as many parts as possible. The local auto glass shop sold the Plexiglas to make the window for a measly 38 bucks. The handle was made from two pieces of scrap bonded together. Window channels were outrageous as well, so after cutting 4" off a pair of channels for a 1950 Ford sedan, they snapped into place like they were made to do so. It appears that Bell used standard auto arts for some of their components; just don't tell that to anyone in Army Procurement.

Slowly, but surely, these various projects are taking shape and I'm enjoying myself immensely. Currently, I have components displayed in Colorado, Hawaii, Indiana, and Iowa (additional sites to be realized later including England), so perhaps a teensy bit of my Vietnam heritage preservation goal has been achieved. I must also send out "Many Thanks" to Jeffrey Kron of the Indiana Guard. Jeff took an interest in all of these projects early on and has provided much technical advice/support that this writer has long since forgotten (IF I ever knew it to begin with). Jeff continues to lend me a hand almost weekly.

"Here are a few photos of my projects for all to enjoy – Isn't Retirement Great!"

Steve Bookout, Razorback 33
E-Mail: [REDACTED]



Steve saving all they will let him from 462, July 2010



Our Author, Steve Bookout in Vietnam



2012 - our Author Steve Bookout
at home in Newton, Iowa

It was just a simple "Bus Run" into Da Nang

By Dennis DeWine

Many of my flights the latter part of 1971 were spent delivering full loads of soldiers (about 30 in each trip) in an Army CH-47 Chinook from the most northern LZ's of I Corps south into the air base at Da Nang. Most of these missions were in support of the Army's desire to help soldiers when it came time to return to CONUS, or to go on R&R. In the monsoon season, low ceilings and rain forced most of these missions to fly under Instrument Flight Rules (IFR) conditions, a practice shunned by almost all Army rotary wing pilots. At that time few Army pilots were trained for IFR flight, nor were our aircraft equipped to navigate in IFR flight conditions. In other words, in Vietnam IFR flight was an emergency for most Army Rotary Wing Aviators and their aircraft.

I did have an edge as an Instrument Flight Examiner/Instructor (IFE) and was very comfortable (most of the time) in the clouds. Some of that flying was as exciting as combat flying and dodging bullets with water leaking into the cockpit, no navigation except radar assist and only poor Non-Directional-Beacon (NDB) signals to navigate and land by.

One such flight stands out. One day, because of all the emergencies declared by several jet fighters who were either low on fuel and/or flying with damage, we could not get a clearance into Da Nang with our crew of 5 and at least 30 passengers. We held high as long as we could hoping for an opening in the traffic, but eventually we were forced to declare our own emergency when we reached the point that we didn't have enough fuel to make our alternate. As luck would have it, we had lost radio contact with approach and were



forced to broadcast our intentions and emergency decent in the "blind."

Da Nang must have heard us and they finally

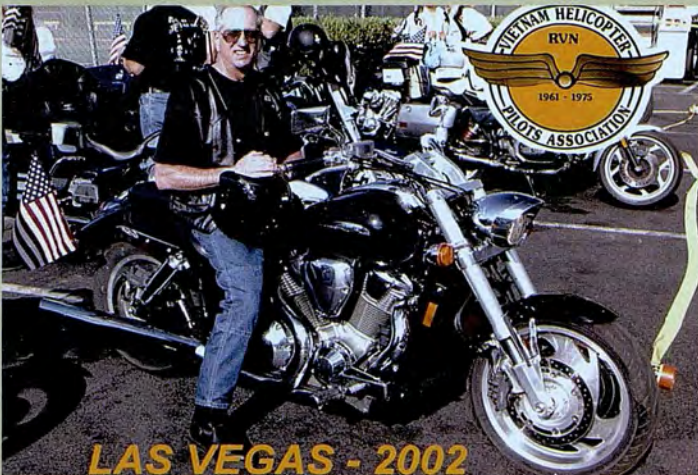
managed to reach us on an alternate frequency. They first asked me to confirm my aircraft type (CH-47) and then instructed me to begin an immediate decent (from 10,000 feet) because, according to him, "we were 5 miles from the end of the runway at Da Nang and well above the normal glide path". We slowed the aircraft and began the emergency decent so as not to over shoot while complying with the controller's instructions to keep us on-line with the center line. All the way down he kept saying "still well above glide path" and I can't remember at what altitude we caught up with the glide path, but we eventually did. And oh yes, at some point on the approach the controller politely informed us that Da Nang was now reporting Zero - Zero (no ceiling, no visibility). I couldn't see the runway lights when the controller told me we were passing over them but we kept letting down and finally, through the chin bubble I saw the grass at the front edge of the runway itself. The last command from the controller was "you are on centerline and brace yourself for impact".

I thought the latter was a strange instruction but didn't give it much thought as we slowed from 40 knots and made a nice and controlled running landing onto the (now visible) runway. When the crash trucks surrounded us on the runway I asked the controller what was going on. Turns out that he thought that we were a C-47 fixed wing aircraft instead of a Chinook helicopter and from his radar vantage, it looked like we were flying right into the ground...


I guess I should have included "Chinook" in my type description.

Dennis DeWine

E-Mail:



Our Author, Dennis DeWine back in the saddle at 2002's VHPA Reunion in Las Vegas



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To the Editor of VHPA Aviator



I read the letter from Thomas Farley about retiring the Huey from Fort Hunter, and have previously read the article about the last Huey retiring at Fort Rucker and I thought you and the Membership might be interested in knowing that only the Army UH-1 has been retired from Fort Rucker. Forty of the venerable old ladies are still flying out of Cairns Army Airfield, but they're now wearing the colors of the US Air Force.

Some background: about eight years ago, the Army retired the last of the UH-1s from training their undergraduate students when they adopted the TH-67 (Bell 206B3). The Air Force, which had been assigning its undergrad helicopter students to the Army's Rotary Wing Qualification Course/Rotary Wing Instrument Course (RWQC/RWIC) before they started their combat skills training with the 23rd Flying Training Squadron (23rd FTS), ran a couple classes of students through the new training and quickly decided they wanted no more of that. So, forty of the Army's H-models were transferred to the USAF inventory. The contract instructors, who had been teaching the RWQC/RWIC courses, came under the control of the 23rd FTS and eventually became a separate division within the training contract. I joined this lucky group about a year later.

About half of those original Army UH-1Hs, now sporting USAF colors, have now been rebuilt into TH-1H's which are amazing aircraft. They have NEW T53-L703 engines, transmission, tail booms and anti-torque systems plus shiny new USAF grey paint schemes. The pointed N-model noses now hold all new avionics for the NEW glass cockpits and we've added an additional 1,000 pounds of gross weight, almost all of which is useful load.

But they are still Hueys! They still feel like Hueys, fly like Hueys, and sound like Hueys. A number of those original H-models are still scheduled for this rebuild but the remainder will be retired. So, the old birds truck on, along with us old retired Army guys who have been with the Contractor for what seems like forever, although our new hires are now retired USAF pilots - and great guys, too.

One more little aside: the dignitaries sitting in the bleachers set up in front of Cairns AAF Ops for the US Army's Huey retirement ceremony had only to turn their heads to the left to see all our UH-1Hs and TH-1Hs lined up on the ramp, ready to go, wearing the USAF logo on their tails and AETC (Air Education and Training Command) logos on their doors. I suspect it was a sight most of them hated to see.

Sincerely,

Jim Crawford

C 3/17 Cav/HHT 7/1 Cav "71-"72

LTC Ret USAR

E-mail: [REDACTED]



The 23rd Flying Training Squadron, AETC (Air Education and Training Command) accepts their first of many TH-1H Huey's from the rebuild contractor, Bell helicopters of Ozark, Alabama.

The Distinguished Flying Cross Society

ANNUAL CONVENTION!

Seattle, Washington ~ August 19-23, 2012
at the Seattle Airport Marriott Hotel

For more information go to
WWW.DFCSOCIETY.NET



or Call the
Reunion BRAT at [REDACTED]

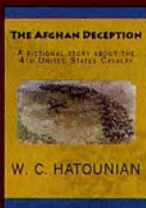
NEW!

"On Heroic Wings, Stories of the Distinguished Flying Cross!"

Details on this new book
on the DFC Website!

All four of Bill's books are
available on his website:

www.MyNovelTales.com



THE AFGHAN DECEPTION

Colonel Martin Daniels and the 4th United States Cavalry are unwittingly thrust into the world of international politics and intrigue in this historical fiction novel set in 1879. The relationship between two colonels of cavalry, one US and one Afghan, could forever alter the fate of the British Empire.

TANK WITCH

Doug Baker, a Vietnam War veteran and his National Guard tank crew are whisked through a warp in time and into another dimension. They have been summoned by a hag witch and find themselves in a medieval land, where they are unwittingly thrown into the social conflicts of the kingdom.



VHPA Member Bill Hatounian is a 24-year military veteran and a retired Army Aviator. He served with the 1st Squadron, 4th United States Cavalry in Vietnam and after active duty, he flew with the 997th AHC of the Arizona Army National Guard. He has recently retired from being both a pilot and a Lieutenant with the Phoenix Police Department and is enjoying retired life by writing books, being active and traveling with his wife.

UPCOMING REUNIONS

7/17th Cav Ruthless Riders

3-7 May, Nashville, TN

POC - Barry Speare [REDACTED] or [REDACTED]

121st Aviation Company Reunion

121st Aviation Co. (AML), 121st Assault Helicopter Co., 93rd Transportation Co. (Lt. Hel.), (known as the Tigers & Vikings),
80th Transportation Det. (Avn Maint)

and all other attached and supporting units
June 21 - 24, 2012, Dothan Ft/Rucker Alabama

POC: John Schmied:

[REDACTED] or call [REDACTED]

or Dave Cunningham:

[REDACTED] or call [REDACTED]

Full details also available at: <http://121avn.org>

Veterans of Air Logistics

31 July - 4 August, VHPA reunion in New Orleans, LA

POC: Kenny Bunn: [REDACTED] or go to: VHPA.org

National Reunion of the Distinguished Flying Cross Society

19-23 August, Seattle Marriott Airport Hotel, SeaTac, WA

POC: Reunion BRAT [REDACTED] or go to:

www.dfcsociety.net

B Troop 7/17th CAV & ALL Ruthless Riders

3-7 September, San Antonio, TX

POC(s) - Buddy Harp:

[REDACTED] or [REDACTED]

Rich Hefferman:

[REDACTED] or [REDACTED]

Johnnie Griffiths:

[REDACTED] or [REDACTED]

www.b.717.homestead.com

Vinh Long Outlaws Association

62d Avn Co; Co A, 502d Avn Bn; 175 AHC

and all attached units.

September 6 -10, 2012, Savannah, GA.

POC: Bob Koonce, [REDACTED]

www.vinhloutlaws.com

132nd "Hercules" and the 178th "Boxcars"

26 - 30 September 2012, Williamsburg, Virginia

POC - John Engle: [REDACTED] or [REDACTED]

D Troop, 1/1 Cavalry

March 7 thru March 9, Orlando, Florida

POC - Keith Aakre, E-Mail: [REDACTED]

Want to see your Reunion publicized here? Send details to:

Aviator@VHPA.org



Emu Flying to New Orleans – Possums and Albatrosses Also Welcome

By John Penny

Yes I know that emus can't fly but this is a special kind of emu. VHPA Life Member Mike Perrott, who flew with the Royal Australian Navy in the 135th AHC (call sign Emu) from Sept. 68 to Oct 69, has signed up for the reunion in New Orleans and has let us know he is trying to persuade some of his "mates" from "down under" to join him. To put Mike's desire to be with us in perspective, his journey by the most direct route from Sydney to New Orleans via DFW will take over 16 hours of flight time.

It is a long journey to be sure but it should be remembered that some 61,000 Australians and 3,500 New Zealand military personnel made the journey to Vietnam to serve and sacrifice along with us in a war that was not popular in any of our countries. Australian and New Zealand navy helicopter pilots of the Royal Australian Navy Helicopter Flight-Vietnam served with US pilots in the 135 AHC. Australian and New Zealand Air Force and Army helicopter pilots also served with 9 Sqn RAAF (call sign Albatross), and 161 Recce Flt (call sign Possum) respectively.

All of these units suffered combat losses. We have not forgotten that and we welcome the opportunity to share good times with Mike and all the "Aussies and Kiwis" who flew the unfriendly skies of Vietnam. We may be getting old but we still know how to throw a party and New Orleans is a great place to do that. Be sure and say "good day, mate" if you see Mike!

Note: For those looking for information on the units I mentioned, here are some good websites:

<http://www.135ahc.net/>

<http://www.no9squadronassociation.org/main.html>

<http://www.161recceflt.org.au/index.htm>

Want to set up Vendor Table at the Reunion?

Know any Vendors
you would like us
to invite to our
Reunion?



Please contact our Vendor Room Chairman:

Woody McFarlin

E-Mail: [REDACTED]

Phone [REDACTED]

Home or [REDACTED]

Cell [REDACTED]

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<http://northwestvets.com/spurs/miller-2.htm>

QUESTIONS?

or [REDACTED]



Army Aviation Heritage Foundation

The Army Aviation Heritage Foundation (AAHF) is a national, non-profit, all-volunteer organization composed of over 1000 Members. We are acting to connect the American soldier to the American public by presenting the story of Army Aviation and the American soldier.

We own both fixed and rotary-wing aircraft, from Korea & Vietnam, we participate in Air Shows and public education forums throughout the country in both flying performances and static display roles; we especially enjoy offering Huey and Cobra rides to the shows spectators.

Our Members are of both genders and from both Military and Civilian professions, the majority have aviation experience but it's not required for Membership. We need more Members! All areas of expertise are welcome; pilots, maintenance, public relations, finance etc. We're based at Clayton County Airport (Tara Field) in Hampton, Georgia and our Members are scattered (and utilized) throughout the world.

Full details and Membership Applications are available at: www.armyav.org or by calling 770-897-0444



**SKY SOLDIERS
DEMONSTRATION TEAM**



NEW ORLEANS IS BACK FROM KATRINA

The 29th Annual VHPA Reunion
New Orleans, LA 31 July – 5 August 2012
Hilton New Orleans Riverside
It's New Orleans - you're different here!

better than ever!

Important Last Minute Reunion Hotel Notes about hotel reservation at the Hilton New Orleans Riverside.

Location - Hilton New Orleans Riverside,
Two Poydras Street, New Orleans, LA 70130
Phone Number: 1-800-445-8667

The Hotel lobby and registration desk are on the second floor and the VHPA registration area is on the first (street) level.

Driving Directions - From the West, Follow Interstate-10 to Downtown/East/Slidell, exiting at Poydras St. The off-ramp becomes Poydras St., following Poydras south to its end at the hotel's front circle drive entrance. From the East, Follow Interstate-10 Downtown/West, exiting at Canal St./Superdome. Follow signage to Superdome/Poydras St., turning left onto Poydras St. follow Poydras St. south to its end at the hotel's front circle drive entrance.

Airport Transportation - A taxi will cost about \$35 each way. The VHPA has a special rate with Airport Shuttle. Book airport transportation online with Airport Shuttle for a round trip discount. The link is on the VHPA reunion web site. Changes can be made by phone on 866-596-2699 after the initial reservation is made online more than 24 hours in advance. The discount is not available by calling first. The special rates with Airport Shuttle are \$38 per person round trip and \$20 per person one way.

Early Departure Fee - If you check out of the hotel prior to your reserved check out date, the Hotel will add an early checkout fee to your bill. To avoid this early checkout fee, please advise the Hotel before or at the time of check in that your departure date has changed.

Special Room Discount Rate Reservation end date - Our ability to reserve rooms at the special VHPA rate (\$119.00 per/night) ends on 11 July, 2012, twenty days before the Reunion starts. This means that the hotel will not honor our special \$119 per night room rate for reservations made after 11 July 2012. Be sure and make your reservations early.

All VHPA Group attendees will receive a special self parking rate at the hotel of \$15.00 per day which is a considerable discount over the normal daily parking rate. You will need a special ticket to use when exiting self parking to receive the special VHPA rate which you pick-up each day at the VHPA registration desk on the first (street level) floor. If you are staying in the hotel, you do not need this ticket.

Hotel Health Club - All VHPA Attendees will receive a discounted rate of \$5.00 per day to access the Health & Fitness Center. This is less than half of the normal rate.

Hotel Internet Access - All VHPA rooms will receive a discounted guest room Internet rate of \$9.00 per day which is a discount over the normal rate.

Hotel Check In Time is 3:00 p.m. Check out time is 12:00 noon.

Hotel Room Cancellations - Reserved rooms are guaranteed by your personal credit card which provides the hotel with one night's room fee plus tax. This is required to hold the room. This deposit will be refunded if the reservation is canceled at least three (3) working days prior to arrival. To avoid this cancellation penalty, please be sure to take into account that weekends are NOT working days so this means that you may have to cancel at least five (5) days in advance to avoid a penalty. Also be sure to get a cancellation number.

Need a wheelchair? Please see <http://www.mrwheelchair.com/> or contact them by phone at 800-548-9672. Mr. Wheelchair has an agreement with the Hilton.

Any questions or problems, please let the VHPA or the MRP Staff know.



The 29th Annual VHPA
Reunion
New Orleans, LA
31 July – 5 August 2012
Hilton New Orleans Riverside

*It's New Orleans -
you're different here!*

Reunion Highlights – Scheduled Mini-reunions and TOCs

We will have a record number of mini-reunions and TOCs (Tactical Operations' Centers) at this year's reunion in New Orleans. At the end of March we have these groups already signed up:

361st ACE/AWC Pink Panthers, E/182 Artillery, Army flight class 64-3, 48th AHC Blue Stars, 118th AHC, 176th AHC Minutemen, 335th AHC, D Troop 2/4 CAV, 238th AWC Gunrunners, 128th AHC, Soc Trang, 520th Transportation Battalion, B Company 227th AVN Bn, 2nd ACR Redcatchers, Warriors Remembered, 188th AHC/C Co 101st ABN, Air Logistics, In the Shadow of the Blade, and 170th AHC.

There will likely be several more by the time you read this. The most current list is on our web site at <http://www.vhpa.org>. If you would like to organize a group during the reunion, please fill out the Mini-reunion form on our web site. If we still have room, we will try our best to accommodate your group.

IT WAS A CAREER MOVE...

How This Year's Air Log Reunion came to be

By VHPA Member Kenny Bunn

In June 1973 I traveled to Lafayette, LA to apply for a job with Petroleum Helicopters Inc. At the time, they were the largest helicopter company in the United States (the largest in the world was Bristow Helicopters of Red Hill, England). Air Logistics was a new company just down the road in New Iberia, LA. I was convinced that one of those companies was just clamoring for my 1300 hrs of flight time, my instrument ticket, 23 years of age, and 165 lbs of flying fury.

Arriving at PHI on a Tuesday morning, I entered a modern office building with various maintenance shops nearby, and was escorted to the office of Bucky Ware, the Personnel Manager. He gave me a thorough tour of the facility in Lafayette, all the while extolling the virtues of working for PHI. If hired, I could look forward to living on a manned platform in the Gulf of Mexico and flying the latest in 1950's technology, the Bell 47G. With luck, I might be able to move all the way up to a Bell 47J within a year. And all the while my salary would be a heart stopping \$725 per month while anticipating a \$25/mo raise in 6 months. But first...you have to be hired by the Chief Pilot, Stan Clay. "OK" I said. "When do I see him"? I was told that I would not see him until I impressed Bucky enough to be allowed into His presence. "Are you going to Air Log", Bucky then asked. "Yep...just as fast as I can" I replied. Bucky then stated "Air Log will be out of business within a year".

Getting down to Air Log, I drove up to a 1940 Quonset hut with a Bell 212 inside...in pieces. I walked in to what served as a reception area and was met by a 5'6", 150 lb specimen of tensile strength wire named Otis Henson - Air Logistics first Chief Pilot. He stated I would be flying a brand new Hughes 500C and a new Bell 206B. No offshore living and \$800 a month with a \$50 raise in 6 months - and \$9 a day for per diem. Big Bucks! And could I start right away.

So - for the next 21 years I flew with some of the best pilots and most motivated ground support people that commercial aviation has ever seen. In those years I met some of the most interesting "characters" that were ever assembled in one company. I left in 1994 when I lost my medical, my going away party is still remembered by the place that threw us out. That is when I became a Gentlemen of Leisure. I did go to nursing school and became a Registered Nurse but that was just to pay my bar tab and truck payments.

Air Logistics ended up being the largest helicopter company in the world when it bought Bristow in 1996. In 2006, Air Logistics was no more. The corporation decided to rename the entire company The Bristow Group and move corporate headquarters back to England. They even changed the logo from manly multidirectional arrows to a wimpy little lime green and pink pinwheel.

After 34 years, Air Logistics is no more. But it will come back to life in August, for 4 days, during the VHPA Annual Reunion. We have been granted permission to have the first civilian unit Mini Reunion by the Executive Council. Many thanks to them...and for all the other work they do. Because we are guests of the VHPA, there are some requirements to which we must adhere:

Offshore Logistics, Inc.



- If you are eligible for membership in the Vietnam Helicopter Pilots Association, you must be a dues current member to attend.
- If you are not eligible for membership, you must join as a Subscriber Member to attend any functions of the VHPA Annual Reunion.
- As a Subscriber Member you must register (all adults over 18) and buy tickets to the functions you wish to attend.

You may go to vhpa.org for further information on the Vietnam Helicopter Pilots Annual Reunion. To get information and registration for the Air Logistics Reunion please email me at: [REDACTED]



Kenny Bunn





By New Orleans VHPA Chapter President Vic Lent

THE BIG EASY INSIDER

Time is flying by so I hope you have registered for New Orleans. This Reunion has so much to offer in that the Headquarters Hotel is in the middle of so much activity. Walk to the famous French Quarter. Get lucky across the street at Harrah's Casino. Cruise up and down the Riverwalk Mall without leaving the complex. And somebody out there has to be ready for the Audubon Institute Insectarium or their Aquarium, both about two blocks from the hotel. And let's face it, no matter how many times you have been to New Orleans, you know you are ready to go back again. One of the best almost free things to do is to visit the French Market. You get there by walking downriver from the hotel on Decatur Street or by taking the Street Car line that runs along the river. Better yet, walk there along the river bank and ride the Street Car home. Stop at Cafe Du Monde for Café au lait and Beignets. Then cut through the Farmers Market to the French Market and begin your search through hundreds of vendors tables for that perfect souvenir of your visit to The Big Easy. On the way back stop at an outdoor garden pub to listen to local musicians, grab a burger and down some cool refreshments. Take some pictures at Jackson Square. Visit the St. Louis Cathedral. Tour the Presbytere and Cabildo Museums plus shop at the Pontalba buildings, the oldest apartment buildings in the USA. And Jackson Square is where you hire a buggy for a personal New Orleans tour. Hungry, thirsty on Decatur Street? Try the Crescent City Brewhouse or Cafe Giovanni or The House of Blues. Trying to figure out how to get back to the hotel? It's right between the two tallest buildings on the river. Go to the river, look left and right and proceed accordingly. See you soon.

www.nola.com/jacksonsquarecam

www.crescentcitybrewhouse.com

www.cafegiovanni.com

www.houseofblues.com/venues/clubvenues/neworleans

GOLD STAR FAMILY BREAKFAST - FINDING FAMILIES

by Julie Kink

I've been making an effort to find families of the Louisiana and Mississippi KIA pilots in order to inform them of the VHPA and the reunion, and invite them to the Gold Star Family Breakfast. It's been a "from-the-ground-up" operation. Using 40 to 45-year-old next of kin data compiled by Gary Roush, I started with an internet search of several versions of the KIA's name and their next of kin's names, looking for tribute pages, references on unit web sites, the Virtual Wall, grave site locators, online obituaries, school directories, genealogical sites. I searched internet people-finders, comparing last known residence, approximate age, and other data. I sent letters or emails to 39 individuals and am starting to hear back from some of them. They're very pleased to know there's an organization that honors their loved one and welcomes them to participate in that effort.

Along the way I've encountered some incredible stories. A son who's now a physician and singer, who wrote and recorded a song about his dad titled "I Never Knew Him." A sister who became a famous chef. A son who's a Hollywood actor. A brother who also flew helicopters in Vietnam. A father who survived 30 bombing missions in WWII, who first touched his son's name on the Wall last year while visiting DC on an Honor Flight. "I put my hand on Art's name," the 88-year-old said. "You get that feeling that you are seeing it. It is yours, a part of you. That is my boy now."

All these people, families of the buddies whose loss YOU also mourn. What an honor and privilege you have given me, to invite them to your reunion. I would like you to experience that same honor and privilege. If you're in touch with a fallen buddy's family, invite them to attend the reunion with you, to learn about what their loved one did while serving as a helicopter pilot during the Vietnam War.

The Gold Star Family Breakfast will take place on Friday, August 3. It is for VETERANS AND GOLD STAR FAMILIES. Please come, even if you're not bringing anyone with you. Come tell us about the friend you lost. There's healing in our collective remembrance. I'm happy to answer questions about the breakfast or about how to connect with a buddy's family.

Little sister, Julie Kink sister of
WO David Kink C Troop 1/9th CAV KIA 8-3-1969
member of Family Contacts Committee
<http://www.VirtualWall.org/contacts>

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Things to do in the Big Easy...

By VHPA Member Merlin Grade

There is one inexpensive excursion that members might find memorable, fun, and "a touch of New Orleans". That is the St. Charles St. Streetcar.

It can be boarded at Canal St. and St. Charles or along several convenient stops in the Central Business District, and travels through the Uptown area, past historic, architecturally fascinating homes, Loyola & Tulane Universities, and Audubon Park. You are free to get off at any time your whim, thirst, or hunger demands. There are many places to stop.

I recommend riding to the end at Carrollton & Claiborne, then choosing on the way back. Ask the conductor for approximate travel times. Transfer vouchers are available and the ticket price is only \$1.25-1.50 per person (correct change). I'm not sure about price as it has been awhile since I've taken it. These are "working" streetcars, with students, businessmen, and office workers using them for daily commutes, so plan accordingly. See you in New Orleans,



Merlin R. Grade CW2
Wizard1 - Wildcat 17

Notice of Elections two positions on the VHPA Executive Council

The Executive Council is the focal point that keeps our Association running and viable for all our Members. At this year's Annual Business Meeting we will elect men to fill two positions, Vice President (VP) and Junior Member at Large, and each brings a three-year commitment to ensure leadership continuity. Executive Council members have specific duties, but all are expected to attend and assist during the annual national reunion, participate at the annual business meeting, be available for the monthly conference call and to actively attend to VHPA interests.

The requirement for candidates is straightforward: the individual must be an active member for one year prior to the first day of the 2012 annual VHPA National Reunion. The nomination process is easy, as well. You may personally volunteer or you may nominate another active VHPA member who is willing to serve. The nomination, however, must be received in writing (e-mail or letter) by the VHPA EC Junior-Member at Large not later than midnight, June 15, 2012.

To volunteer, nominate, or to discuss the EC duties and election process, please contact Clyde Romero, our current Junior Member at Large and Election Coordinator. He will provide you with an application packet and form to complete and return. The nominee form details basic biographical information which will be posted to the VHPA website by June 20, 2012. This notice fulfills the VHPA policy to notify members and to seek nominees for the Vice President and Junior Member at Large positions.

Clyde Romero

MARDI GRAS WORLD DINNER

6:00pm-10:00pm Thursday, August 2

Did you register late? Are some of the tours you wanted sold out? It's not too late to still register for the Mardi Gras World Dinner.

Experience the feeling of a Southern plantation, delicious New Orleans cuisine, view of the surrounding water, Dixieland, jazz, big band music, and Mardi Gras all in one night.

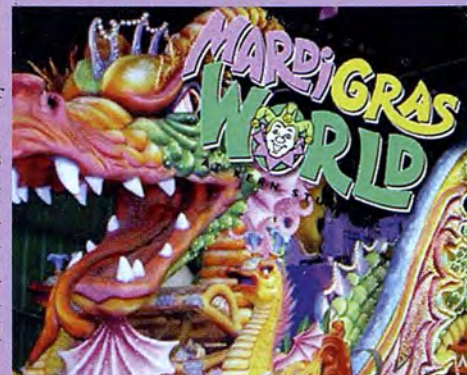
As you step off your coach, walk through the stunning Mardi Gras floats and props stored at Blain Kerns Mardi Gras world. You will be awed at the creations which bring Mardi Gras to life. Then step into the Grand Oaks Mansion, New Orleans' only indoor antebellum mansion replica. Enjoy a cocktail among the brick walkways, moss-draped oaks, starry night sky and winding waterway. Make your way up the mansions grand staircase to the River City Ballroom for dinner. Put on a strand or two of beads, take a seat among some of the Mardi Gras floats and props, enjoy a delicious all-you-can-eat New Orleans buffet,

and beautiful view of the Mississippi River.

The menu includes traditional Jambalaya, Shrimp and pasta with Alfredo sauce, red beans and rice, marinated pork, salad and dessert.

After dinner, dance to the sounds of the band, or just relax and enjoy the music and time with your friends. Don't miss this dinner which will be as spectacular as Mardi Gras itself. This will be an unforgettable evening, don't miss it.

For those interested in attending the "Dustoff" Movie at the hotel, early bus departures will be available.



Inside the hotel events:

8:00 a.m. – 5 p.m. Daily

Mini-reunions and unit TOCs (Tactical Operation Centers) We have set aside a group of business rooms that will be dedicated to specific groups for as little time as one hour all the way to the full length of the reunion. We encourage groups (units, flight classes, etc.) to co-locate their reunions with the VHPA to avoid the time and expense to put on their own reunions. These groups can participate fully in all of the VHPA events while maintaining autonomy. Please check our web site at <http://www.vhpa.org> for details or to reserve space for your mini-reunion. This is a great way to reconnect with your past.

11:00 a.m. – 11:00 p.m. Daily

New this year is the "O Club". This replaces the honor keg room and provides a meeting place to relax and enjoy the company of your old and new friends while partaking in an adult beverage or two from a dedicated bar with reduced prices specifically for the VHPA. This will be in a private area near the center of all activity conveniently co-located with the mini-reunion rooms.

Historical Presentations Forums (HPF) - Jim Fulbrook and Al Roettger have put together an interesting group of historical presentations this year. See the schedule for specific times and dates:

HPF#1 - History of the Americal Division - Les Hines will explain how he collects historical information on the Americal Division and makes it available through CDs, DVDs and paper copies. While the Americal Division is an interesting subject on its own, the main value of his presentation is to learn how he has put together the information. Les has the ability to reprint unit albums and has about 60 1:50,000 maps with LZs marked on them that he got from pilots. Using S2 and S3 reports from the National Archives, he has marked battles as well as LZs on these maps. He has acquired an amazing amount of information and provides the perfect model for how to do this type of historical research. The key is to make it available to others and he can teach you how to do that.

HPF#2 - Combat Search and Rescue in Vietnam. Tom Phillips, a career Navy helicopter pilot and Vietnam combat veteran - a Seawolf of HA(L)-3 - will speak, supported by slides, on US combat rescue operations mostly over North Vietnam and Laos. He is coauthor of "Leave No Man Behind: The Saga of Combat Search and Rescue" which recounts the history of combat SAR from World War I through OEF in 2003. The presentation will deal largely with USAF and USN squadrons assigned the dedicated mission of combat rescue of downed allied aircrew. While the name Jolly Green Giant is relatively well known today, the names Big Mother, Sandy, Pedro, and Clementine and others are less well known but equally deserving of recognition. The full story of Vietnam CSAR has never before been collected and presented and the presentation will deliver material and history not seen in books, film, or even the History Channel.

HPF#3 - The Vietnam Center and Archives - representatives from Texas Tech University will update us on the Vietnam Archives and explain how to preserve your personal Vietnam War

experience. The Vietnam Center and Archive collects and preserves the documentary record of the Vietnam War, and supports and encourages research and education regarding all aspects of the American Vietnam Experience. This is the official archives of the VHPA.

HPF#4 - "The Battle of Kontum, 1972 Easter Offensive" - Lt. Col. John G. "Jack" Heslin (U.S. Army, retired), the author, will speak about this battle 40 years after the event. On March 30, 1972, the Army of North Vietnam (NVA) invaded South Vietnam. The battle that had been in the making for years had finally begun. The enemy opened three major fronts. The first was in I Corps where he sent 30,000 troops streaming across the DMZ. The second was in III Corps where the enemy attacked out of his Cambodian sanctuaries and tried to capture the city of An Loc. The third was in II Corps where two NVA divisions tried to capture the provincial capital of Kontum. This book is a collection of personal reflections by friends, family and survivors of the Battle of Kontum as told to Jack Heslin.

HPF#5 - Fallen: But Not Forgotten - Mike Sprayberry (CMOH) will show a documentary about his quest to locate six MIAs. In October 1969, then-Lieutenant Mike Sprayberry received the nation's highest military award, the Congressional Medal of Honor, for his heroic efforts during a harrowing nighttime rescue in the A Shau Valley. But over the four subsequent decades, Sprayberry has remained determined to find the six lost men from this mission and bring them home, returning twice to Vietnam in search of evidence to initiate a formal recovery effort by the U.S. Army. This documentary profiles Sprayberry's most recent trip to Vietnam. Family members of the six men killed in action and their comrades together share the loss and immense frustration but also the undying hope that one day these fallen soldiers may finally come home. This documentary is produced by award-winning CBS News cameraman Norman Lloyd and his foundation, the Commitment and Sacrifice Foundation (www.candsfoundation.org).

2:00 p.m. – 5:00 p.m. Wednesday, 1 August 2012

2:00 p.m. – 5:00 p.m. Friday, 3 August 2012

Poker Tournament I & II - This is an opportunity to exercise your skill at the table while spending time with your old and new friends in a friendly game of poker. Proceeds benefit our scholarship fund.



The 29th Annual VHPA Reunion
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Hilton New Orleans Riverside

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



8:30 p.m. – 10:00 p.m. Wednesday, 1 August

3 Charmers of New Orleans Comedy Show - The 3 Charmers are amazingly funny comedians that bring the unique taste of New Orleans with its relentless spirit to the stage. The show features characters with personalities that are unforgettable because they are true New Orleanians and express that with their New Orleans accents on stage in a funny way. New Orleans has had its fair share of obstacles in recent years, from Hurricane Katrina to the BP Oil Spill. Yet, here is a culture that refuses to go away, and holds on tight to preserve its place as one of the most unique cities in the world. This production stages stand-up comedy along with skits that will take you through the trials that New Orleans is having to overcome, and mixes it with the joy of being able to still call their city home. The heart-warming skits feature Ms. Inez Lappicola (played by Becky Allen) who says how she lost everything in the wake of Katrina and her dearest friend Ms. Loyce Cangelosi (Amanda Hebert) who stands by her friends trials through it all. Then the stand-up comedy of Jodi Borrello will share the meaning of the family unit in New Orleans with the type of humor like no other. By the end of the show you will come to love these ladies! Don't miss this evening of laughter presented by 3 women who are proud to share and interact with you why they are never going to leave their hometown.

10:45 a.m. – Noon, Thursday, 2 August

Military Writers' Panel Discussion - organized by John Penny our book reviewer and David Adams our magazine editor. We're changing the format from last year's "talk" to pulling together a "panel discussion" of 4 to 5 successful VHPA authors who have just published their own new book. John Penny will lead the discussion concerning how these new authors broke into the writing business, how they found an agent to champion their work and how they selected a publisher to print their book. We'll try to cover all the good things, as well as many of the potential pratfalls these men have encountered in bringing their dreams to life. Thinking of writing a book? Want to share it with others? Want to make some money doing it? Then reserve your seat at this year's Military Writer's panel discussion.

8:00 p.m. – 10:00 p.m. Thursday, 2 August

Dustoff Legacy Documentary Premiere - by Arrowhead Films, producers of ITSOTB. This documentary will compare Dustoff operations in Afghanistan with Vietnam. Movie director Pat Fries traveled to Afghanistan to film today's version of Dustoff. The Unit he filmed was commanded by Major Patrick Zenk, whose father Bruce (now deceased) served in the original Vietnam War Dustoff unit and inspired his son to follow in his footsteps. It will touch your heart as you see today's helicopter flight crews save the lives of our young soldiers just as we did over 40 years ago. Dustoff dates back to the Korean War and was more fully developed during the Vietnam War, resulting in an unprecedented survival rate for combat injured troops. Today, an American marine or soldier wounded in action has a 95% chance of surviving, due in large part to the rapid response of highly trained helicopter medical evacuation crews.

7:30 a.m. – 9:00 a.m. Friday, 3 August

Gold Star Family Breakfast - organized by Julie Kink. This is an opportunity to recognize our Gold Star families. All are welcome to attend. These families are extremely appreciative of the fact that their loved ones did not die alone and that we care about them and remember them like a brother.

9:00 a.m. – Noon Friday, 3 August

Annual Business Meeting (ABM) - This is when we conduct the official business of the association. On Friday morning you will hear committee chairman give reports on their activities over the past year and you will have the opportunity to vote on administrative issues and elect our next two Executive Council members. This is a good time to learn about the workings of the VHPA behind the scenes and to influence the future direction of our association.

8:00 p.m. – 10:00 p.m. Friday, 3 August

In the Shadow of the Blade (ITSOTB) - 10th Anniversary Celebration of the filming of this award winning documentary. This documentary got its start at the VHPA 2000 reunion in Washington, DC. Many of the "stars" of the show and crew members will be in attendance along with a special "director's cut" of the film. In the Shadow of the Blade follows a combat UH-1 "Huey" helicopter across America to tell the stories of Vietnam veterans and their families. The Huey used in this documentary is now on display in the Smithsonian Museum of American History in Washington, DC. ITSOTB has become a powerful catalyst for emotional healing, reconciliation, and tribute as veterans share, reflect, and demonstrate to the world that one can "hate war, but love the American warrior."

8:00 a.m. – 9:30 a.m. Saturday, 4 August

Memorial Service - organized by secretary/treasurer Tom Payne and VHPA member Gary Rossomme. It is the perfect setting and opportunity to reflect and remember our fallen.

5:45 p.m. – 10:30 p.m. Saturday, 4 August

Closing Banquet - The highlight for most reunion attendees is our closing banquet on Saturday night. This is the only "dress up" occasion of the reunion. It is a celebration of our time together opening with a tribute to our missing men and closing with the change of command from our current president, Mike Law to the new one, John Sorensen after the meal. Entertainment will be a brass band playing tunes from our youth. For those who just want to visit, there will be a comfortable place just outside the banquet hall were it will be less noisy during the dance.

Everyone is welcome to attend any or all of these events. Also the HPF presenters will have their books, CDs and DVDs for sale in the vendor room throughout the reunion.

Check our web site at <http://www.vhpa.org> for the latest and greatest reunion information. Please sign up now so you do not miss out on those events that are capacity restricted.

Gary Roush
webmaster@vhpa.org
National Reunion Committee Chairman
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OFFICIAL SCHEDULE OF EVENTS - THE 29TH ANNUAL REUNION OF THE VHPA

New Orleans, Louisiana, 31 July through 5 August, 2012

See our Website at: www.VHPA.org
for the latest details and to register for the Reunion

Tuesday – July 31st, 2012

11:00am-11:00pm	O Club Opens (Stays open, same hours, throughout Reunion)
8:00am- 10:00pm	Unit Mini-Reunions and Unit TOC's open. They remain open 8:00am – 10:00pm throughout Reunion, see separate schedule
1:00pm- 4:00pm	Reunion T-Shirt distribution open
1:00pm- 5:00pm	Vendor Room Opens
1:00pm- 6:00pm	Welcome & Registration Desk opens
1:00pm- 6:00pm	Tour Desk opens
6:00pm- 8:00pm	Group dinner at Mulate's Cajun Restaurant
7:00pm- 10:00pm	Early Bird Reception

Wednesday – August 1st, 2012

7:30am- 9:00am	Tour Desk open
9:00am- 1:00pm	WWII Museum (only) Tour #1
9:00am- 2:30pm	Combo WWII Museum Tour, Lunch & Victory Belles Show
9:00am- 2:30pm	Combo New Orleans City Tour, Lunch & Victory Belles Show
9:00am- 5:00pm	Vendor Room open
10:00am-5:00pm	Welcome & Registration Desk open
11:30am-2:30pm	Lunch & Victory Belles Show (only)
1:00pm- 5:00pm	Banquet seating desk opens
2:00pm- 5:00pm	Poker Tournament #1
3:00pm- 5:00pm	Tour Desk open
7:00pm- 8:00pm	1st Time Attendee Reception
7:30pm- 10:00pm	Welcome Reception
8:30pm- 10:00pm	3 Charmers of New Orleans Comedy Show

Thursday – August 2nd, 2012

7:00am 2:00pm	Golf Tournament
7:30am 10:00am	Tour Desk open
8:00am 4:00pm	Welcome & Registration Desk open
8:30am 4:30pm	Plantations Tour and Lunch
9:00am 10:30am	HPF #1 - Les Hines, Collecting History
9:00am 11:00am (or 1:30pm)	New Orleans City & French Quarter Tour #2
9:00am 2:00pm	Combo New Orleans City Tour and Lunch Cruise
10:45am Noon	Military Writers' panel discussion
11:00am 2:00pm	Paddlewheel Steamship Lunch Cruise (only)
1:00pm 4:00pm	Banquet seating desk open
1:00pm 5:00pm	Tour Desk open
2:00pm 5:00pm	Mardi Gras & Mayhem Tour #1
2:30pm 4:00pm	HPF #2 - Tom Phillips, USN CSAR
6:00pm 10:00pm	Mardi Gras World Dinner at the Grand Oaks Mansion
8:00pm 10:00pm	Film Premiere – Dustoff Legacy Documentary

Friday – August 3rd, 2012

7:30am- 9:00am	KIA/MIA Gold Star Breakfast
7:30am- 9:30am	Tour Desk open
9:00am- 4:00pm	Welcome & Registration Desk open
9:00am- Noon	Business Meeting
9:30am- 1:00pm	Spouse/Guest Event – Cooking Demo & Lunch
10:30am-4:00pm	Banquet Seating desk open
1:30pm- 3:30pm (or 5:00pm)	New Orleans City & French Quarter Tour #3
1:30pm- 4:30pm	Quilt Outing
1:30pm- 5:00pm	WWII Museum Tour #2
1:30pm- 5:00pm	French Quarter On Your Own
2:00pm- 3:30pm	HPF #3 - The Vietnam Archive
2:00pm- 5:00pm	Poker Tournament #2
3:30pm- 5:00pm	HPF #4 - Mike Sprayberry, Search for MIA's
8:00pm- 10:00pm	In The Shadow Of The Blade movie 10th Anniversary Celebration

Saturday – August 4th, 2012

8:00am- 9:30am	Memorial Service
8:00am- 9:30am	Tour Desk open
9:30am- 1:30pm	Hands-on Cooking Class
9:30am- 1:30pm	WWII Museum Tour #3
10:00am-Noon	HPF #5 - Jack Heslin, Battle of Kontum
10:00am-3:00pm	Welcome & Registration Desk open
10:15am-1:15pm	Mardi Gras & Mayhem Tour #2
10:30am-12:30pm	Banquet Seating desk open
4:00pm- 6:00pm	Banquet Seating desk open
5:45pm- 10:30pm	Closing Banquet & Dance

Reunion Continuing Events:

Unit Mini-Reunions and Unit TOC's are scheduled daily from 8:00AM till 10:00 PM every day of the Reunion – see separate schedule for your individual unit's date, time and room assignment.

The Vendor Room – first opens on Tuesday July 31st at 1:00pm and remains open daily from 9:00am - 5:00pm through Saturday, August 4th

The O Club – first opens on Tuesday July 31st at 11:00am and remains open daily from 11:00am - 11:00pm through Saturday, August 4th

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

VHPA 29th Annual Reunion • New Orleans, LA • July 31 – August 5, 2012

NATIONAL REUNION REGISTRATION FORM

Toll Free (800) 505-VHPA (8472)

Email HQ@vhpa.org

Fax (954) 301-0742

Information and register online at www.vhpa.org or mail completed form to:

VHPA Headquarters, 2100 N. Highway 360, Suite 907, Grand Prairie, TX 75050

Member name:	Member No.:	Wheelchair? <input type="checkbox"/> Yes
Address:		Address change? <input type="checkbox"/> Yes
City:	State:	Zip:
Email address:	Telephone: ()	
Wife/guest name:	Hometown:	21 or older? <input type="checkbox"/> Yes/Wheelchair? <input type="checkbox"/> Yes
Guest name:	Hometown:	21 or older? <input type="checkbox"/> Yes/Wheelchair? <input type="checkbox"/> Yes
Guest name:	Hometown:	21 or older? <input type="checkbox"/> Yes/Wheelchair? <input type="checkbox"/> Yes
Guest name:	Hometown:	21 or older? <input type="checkbox"/> Yes/Wheelchair? <input type="checkbox"/> Yes

EVENT	#Attending	Price	Total
Registration through 4/30/12*		@\$40	
Registration 5/1/12 and after*		@\$50	
Registration for under age 21		@\$15	
Group Dinner at Mulate's (July 31)	SOLD OUT	@\$45	SOLD OUT
Early Bird Reception (July 31)		No Charge	
New Orleans City & French Quarter #1 (Aug 1)		@\$45	
WWII Museum (only) Tour#1 (Aug 1)		@\$39	
WWII Museum, Victory Belles & Lunch (Aug 1)	SOLD OUT	@\$79	SOLD OUT
New Orleans, Victory Belles & Lunch (Aug 1)	SOLD OUT	@\$99	SOLD OUT
Victory Belles Show & Lunch (only) (Aug 1)	SOLD OUT	@\$65	SOLD OUT
Poker Tournament #1 (Aug 1)		@\$25	
1st Time Attendee Reception (Aug 1)		No Charge	
Welcome Reception (Aug 1)		No Charge	
3 Charmers Comedy Show (Aug 1)		@\$15	
Golf Tournament with Breakfast & Lunch (Aug 2)		@\$95	
Plantations Tour & Lunch (Aug 2)	SOLD OUT	@\$99	SOLD OUT
New Orleans City & French Quarter #2 (Aug 2)		@\$45	
New Orleans City & Lunch Cruise (Aug 2)		@\$75	
Paddlewheel Lunch Cruise (only) (Aug 2)		@\$50	
Military Writers' Panel Discussion (Aug 2)		No Charge	
Mardi Gras & Mayhem Tour #1 (Aug 2)		@\$55	
Mardi Gras World Dinner (Aug 2)		@\$90	
Dustoff Documentary Premiere (Aug 2)		@\$7	
KIA/MIA Gold Star Breakfast (Aug 3)		@\$26	
Gold Star Breakfast Sponsorship (Aug 3)		@\$26	
Annual Business Meeting (Aug 3)		No Charge	
Spouse/Guest Cooking Demo & Lunch (Aug 3)		@\$49	
New Orleans City & French Quarter #3 (Aug 3)		@\$45	
Quilters Outing (Aug 3)	SOLD OUT	No Charge	SOLD OUT
WWII Museum (only) Tour #2 (Aug 3)		@\$39	
French Quarter Transportation (only) (Aug 3)		@\$15	
Poker Tournament #2 (Aug 3)		@\$25	
In The Shadow of The Blade Screening (Aug 3)		@\$10	
Memorial Service (Aug 4)		No Charge	
Hands-on Cooking Class (Aug 4)	SOLD OUT	@\$165	SOLD OUT
WWII Museum Tour #3 (Aug 4)		@\$39	
Mardi Gras & Mayhem Tour #2 (Aug 4)		@\$55	
Closing Banquet (Aug 4)		@\$74	
Closing Banquet - Child (Aug 4)		@\$18	
Non-Registered Guest at Banquet (Aug 4)		@\$90	

Total From Sidebars	XXXXX	XXXXX
VHPA Dues (if not dues current)	1 year	@\$36
VHPA Dues (if not dues current)	3 years	@\$99
Life membership	(Call HQ for exact amount)	
2012 CD or Paper Directory Fee		@\$10
Mult. Year CD or Paper Directory Fee	(# of Years x \$10)	

GRAND TOTAL \$

HPF event fee \$25.00

One \$25.00 PER FAMILY fee buys access to every one of the five HPF events for 2012. It also buys a DVD of all of last year's sessions.

Total \$

T-Shirts

Total \$

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

Banquet Meal

___Beef ___Fish ___Vegetable

Voluntary Contributions:

VHPA Membership Fund \$

VHPA Scholarship Fund \$

VHPA General Fund \$

Vietnam War Museum \$

VHPA Reunion Sponsorship \$

REFUND POLICY

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

Refund Guarantee Fee

(10% of Total Events) \$

**OFFICIAL REGISTRATION
CANCELLATION DATE IS
NOON, CST, 11 JULY 2012.**

**IMPORTANT: Please review Reunion
Refund & Cancellation Policy carefully**

CREDIT CARD PAYMENT

MC/Visa #:

Exp. Date:

Signature:

CHECK OR MONEY ORDER PAYMENT

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

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

VIETNAM HELICOPTER PILOTS ASSOCIATION

2100 N. Highway 360, Suite 907, Grand Prairie, TX 75050

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

Membership application/change of address

☐ New application

☐ Address change

☐ Directory correction

NAME	DATE OF BIRTH:	
ADDRESS:		
CITY:	STATE:	ZIP:
HOME PHONE: ()	WORK PHONE: ()	
E-MAIL ADDRESS:	OCCUPATION:	

Membership Dues: ☐ Annual \$36 ☐ Three year \$99 ☐ Lifetime (based on applicants' age*) Total: \$ _____

*age 59 and below (\$450), 60-64 (\$350), 65-69 (\$300), 70-74 (\$250), 75-79 (\$100) 80 and above (\$75)

☐ Add \$20 for printed Membership Directory ** ☐ Add \$20 for Membership Directory on CD

☐ Add _____ for Membership Fund Contribution ☐ Add _____ for Scholarship Fund Contribution

Aviator Subscription only ☐ Annual \$36 ☐ Three Year ☐ Lifetime- see above membership rates*

☐ Charge my MasterCard/Visa C/Card ☐ Personal check/money order enclosed

Credit card No.: _____ Expiration date: _____

SIGNATURE: _____

FLIGHT SCHOOL CLASS: _____ SERVICE BRANCH: _____

COMBAT FLIGHT HOURS: _____ SOCIAL SECURITY NO.: _____

Information about each Vietnam unit:

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

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

How did you learn about the Vietnam Helicopter Pilots Association? Referred by? Was membership a gift? From whom?

*NOTE: Lifetime Membership Dues over \$300.00 may be paid with three equal bi-monthly payments

** NOTE: Membership Directories are not available to only Aviator subscribers.

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 welcome 22 new Members to our Association in this issue. All have all joined the VHPA during the period 1 February 2012 through 05 April 2012

Ball, Donald A.
Imperial, Missouri, US Army
Flight Class info not provided
Vietnam Unit(s) not provided

Belhumeur, Larry
Tucson, Arizona, US Army
Flight Class (s): 66-15 66-13
Vietnam Unit(s): 118 AHC in 66-67; 240 AHC in 67

Brown, Horace L.
Tucson, Arizona, US Army
Flight Class (s): 68-518 68-32
Vietnam Unit(s) not provided

Bucher, Burton W **
Waukegan, Illinois, US Army
Flight Class: 67-11
Vietnam Unit(s) not provided

Childress, Clyde O. **
Powhatan, Virginia, US Marine Corps
Flight Class: 59-26
Vietnam Unit(s): VMO-6 in 66-67

Cieliesz, Joseph P.
Dallas, Texas, US Army
Flight Class: 65-16
Vietnam Unit(s) not provided

Cunningham, John D.
Broomfield, Colorado, US Army
Flight Class: 70-40
Vietnam Unit(s) not provided

Farester, Terry L.
Dallas, Texas, US Army
Flight Class: 72-8
Vietnam Unit(s) not provided

Hammond, Carl W.
Lusby, Maryland, US Army
Flight Class: 67-11
Vietnam Unit(s) not provided

Hoffman, Robert P.
Rangeley, Maine, US Army
Flight Class: 66-19
Vietnam Unit(s): 1/9 CAV in 67; 120 AHC in 69

Honda, Wallace T.
Chester, New Hampshire, US Army
Flight Class: 69-9
Vietnam Unit(s): 71 AHC in 69-70

Johnson, Terry
Poquoson, Virginia, US Army
Flight Class info not provided
Vietnam Unit(s): 57 AHC in 72-73

Jones, Floyd
Greenville, Missouri, US Army
Flight Class: 71-20
Vietnam Unit(s): 114 AHC in 71-72

Mecham, John
Springfield, Ohio
Flight Class info not provided
Vietnam Unit(s): 20 HS 14 ACW in 66-67

Phillips, Thomas L 'Tom'
Chula Vista, California, US Navy
Flight Class info not provided
Vietnam Unit(s): HA(L)-3 DET 9 in 70-71

Priddy, Donald E. **
Chattanooga, Tennessee, US Army
Flight Class (s): 69-16 69-10
Vietnam Unit(s): 71 AHC in 69-70

Simon, Robert W. **
Sierra Vista, Arizona, US Army
Flight Class: 67-13
170 AHC in 67-68; 765 TC BN in 70-71;
166 TC DET in 71-72

Stribling, Neil P. **
Kershaw, South Carolina, US Army
Flight Class: 64-5W
Vietnam Unit(s): 335 AHC in 66-67; B/1 AVN 1 INF in 69-70

Swanson, David E. **
Lynnwood, Washington, US Army
Flight Class: 72-6
Vietnam Unit(s) not provided

Thorpe, Robert
Loami, Illinois, US Army
Flight Class info not provided
Vietnam Unit(s) not provided

Vandiver, Gilmer L 'Gil' **
Cleveland, Georgia, US Army
Flight Class: 55FW
Vietnam Unit(s): 350 INF REG in 45;
HHC 227 AHB 1 CAV in 67-68; AN KHE AIRFIELD CMD in 68

Williamson, Robert L 'Bob'
Dothan, Alabama, US Army
Flight Class: 69-11
Vietnam Unit(s): 61 AHC

Embellishments must be allowed...

Why should the correctness of actual events get in the way of a good story?

The Story of Armadillo AS...ole and our Critter ...by Howard Horton

Our class went to Fort Rucker in January '68. The winter chill was still in the air. Our old World War II barracks at Fort Rucker were still warmed with hot water radiators.

At the time there were Enlisted Men who were responsible to keep our barracks warm. This was done with coal-fired boilers. The EM's would be covered head to toe in coal dust from stoking the boilers and they soon got nick named "Critters", by one of our prior service Candidates. We called him the Amarillo As...ole because he was always pulling a practical joke on someone. Usually causing someone a great deal of consternation and embarrassment.

In the early morning about 0400 the Critters would carry buckets of coal to the boilers to heat the water for the radiators in the barracks.

As only the Amarillo As...ole (AA) could do, he caused some kind of rift with the "Critic's". Still not sure what kind of misery he inflicted on them, but instead of hearing the boiler kick in during the morning, we were awakened by the clanging of a shovel banging on the water pipes. This commotion went on for about a week.

Well AA had about enough of this. So, in his own West Texas style he came up with a plan. AA was up earlier than the "Critic" that took care of our barracks. AA worked his mischief.

While we were in formation, before boarding the bus to the flight line, we saw a "Critic" go into the boiler room of our barracks. AA said, "Watch this..."

In about 30 seconds you heard this blood curdling scream... then the sound of a bucket being thrown around, and then this "Critic" exploded through the door and was running head long toward the Headquarters' office.

Amarillo As...ole was in hysterics and laughing his head off. What a commotion! AA sauntered over to the coal bucket and pulled a three-foot long dead rattlesnake out. Heck of a way to cure the banging of the water pipes in the morning.

From then on we went cold, but "clang free" in the mornings.

Editor's Note, one of our regular contributors and author of these short stories, Howard D. Horton graduated flight school in Class 68-9 and ended up flying with in the 108th Arty Group in Dong Ha, Vietnam from Oct. 69-Mar70. After his time in the Army, Howard flew corporate airplanes and helicopters for many years and now works for a major helicopter manufacturer in Fort Worth, Texas as a flight instructor. Howard may be reached at:



LOOKING FOR



Looking For – Pilots of two Army C-Model Gunships

Looking For – the pilots of two Army C-Model Gunships that were involved with the defense of FSB Coral on 12 & 13 May 1968. I would like to invite them to come to a commemoration ceremony that I am organizing here in Australia. Here are some details of those two days provided by the USAF Birdog FAC, Roger Wilson, on-station that day flying under the callsign Jade 7. He writes:

"During those busy days at FSB CORAL, I wrote the callsigns of aircraft (both US Army and USAF) on my flight suit's plastic kneepad and then erased them with my flying suit sleeve when the next aircraft came on station. Many years and beers later, I am sorry to say I can't remember any of the callsigns but I do clearly recall the bravest thing that I saw at CORAL, and that was the courage demonstrated by a pair of US Army gunships."

"I requested that they return the fire of the numerous enemy automatic weapons that were really "cleaning the clocks" of both myself and the fighters we had on station that day. But then I could do nothing but watch in amazement as those Army pilots repeatedly duked it out with those gun placements by literally flying down the line of tracers that were coming up at him. Both C-Models were also firing tracers and they obviously won the fight as their tracers kept going down long after the guns on the ground was silenced. I know they must have taken some hits that day but I don't recall them saying so."

So if any of this sounds familiar to anyone out there, could you please contact me at the below info.

Regards,

Syd "Mac" McLeod
Wuluru, Australia
Ph: [REDACTED]

Looking For information on WO David Caplan.

I am working on the Faces on the Wall project and am looking for a photo, or stories about WO David L Caplan. He was killed August 1st, 1970 while flying with Alpha Battery, 2nd Battalion (ARA), 20th Artillery Regiment, "Blue Max".

Can anyone out there help me?
Jim Reece

E-mail: [REDACTED]

Looking For help restoring a Huey for a static display

Good Morning,

I have volunteered to oversee and complete a full restoration of A UH-1H "Huey" for A 4/101 Comanchero Association as a static display. You can find information about it at <http://comanchero.org> or about the aircraft in question at <http://comanchero.org/6719502.htm>.

I am missing several of the key components that will complete the overall look and am having difficulty locating anything that may work. I was wondering if anyone out there knows where I might be able to find some of our missing components.

I have already picked over several wrecks on the firing ranges of Fort Campbell but the main things we need are a tail rotor assembly, drive shafts, an engine and engine compartment cover. Of course anything will help and since our budget is pretty non-existent we are now looking for parts in any condition. If any of your members have any information, please tell them to email me anytime.

Thanks for your time.

Jon Jenkins
AMT Instructor
Jon Jenkins [REDACTED]

Looking For help in restoring a Cobra for static display

D troop, 1/1st Cav is helping the police department of Breckenridge, Minnesota restore one of our old Cobra's to static display level. Things that we need are the main rotor mast, swashplate and PC links, the tail rotor assembly and tail rotor blades, both stub wings and some rocket pods - the original curved canopy would also be nice. Yes – that's all!!!

We have men available throughout the country to help with the search, you provide the leads and we'll provide the legs.

(the person I've just volunteered as) POC for the effort is Keith Aakre

E-Mail: [REDACTED]

Regards,

David Adams, Editor of the VHPA Aviator
E-Mail: [REDACTED]

Looking For "WO named Beall"

I was a Platoon Leader with "Charlie Rangers," Co C 75th INF ABN RGR, at Phan Thiet (at the bottom of II Corps) in August, 1969 through early 1970 when we moved to Dalat. When I flew C&C missions, I remember many times it was with a Warrant Officer named Beall.

I think he was a WO2 and not a "Wobbly One," but my memory is not too great. It would be fun to revisit one of the missions we flew together, an extraction of a Ranger Team in contact where we threw grenades out my window and fired all of our WP rounds. Although some of the six man team members were injured, the extraction was a success due to the brave and excellent flying of WO Beall.

Can anyone out there help me make contact with my old friend?

Thank you,
John Eder

E-mail: [REDACTED]

(Contact Editor of the Aviator for Mr. Eder's phone number)

Searching for Former...

Searching for former OCS Graduates, Company Officer Cadre, Officer Candidate Brigade Staff Members, AND those who completed Phase I of OCS branch immaterial (Transportation, Ordnance, Quartermaster) training at Fort Knox, KY during the time period of 13 Sep 65 to 23 Feb 68.

If you are one of the men we are looking for, could you please contact Ken Leighty, Class 25-67 (D-2), in Altoona, Pa, (e-mail) [REDACTED]

Thanks,

Charles Stutzman
Silver Spur 13
[REDACTED]

Looking For OH-6 Aircrew who rescued a VNAF Skyraider Pilot

I am in touch with a VNAF A-1 Skyraider pilot who was shot down and rescued on 11 Nov 1972 at XT 506 448 at 1415 hours in the afternoon. In fact both Skyraiders from the same flight were shot down, they were from the VNAF 514 FS out of Bien Hoa. Capt Hien Van Ho was rescued by a US Army OH-6. Capt Ho seeks to make contact with the helicopter crew who risked their own lives to save his. Please respond with possibilities and I will coordinate contact.

Regards,

Byron 'Hook' Hukee
skyraider.org

E-Mail: [REDACTED]

Mother Goose: A Him or a Her?

OK, friends, we got us a Dilemma. The purpose here is not to start an argument but to begin a discussion for my own, and others', historical education.

The centerfold of the Jan/Feb issue of The VHPA Aviator includes fully clothed (unlike other centerfolds) photos of "Bell Helicopter 66-15107." Now, before peeking at the next paragraph, look at the lower left and right photos of that aircraft in disrepair and redone for static display. What do you notice, without peeking ahead? Keep looking, these words will not disappear. Take your time; I'll have a cup of coffee.

Bingo! Those of you who saw only the stabilizer bar get the dregs of my coffee. The UH1C was the first Bell helicopter to not have a stabilizer bar. That innocuous and unnoticed bit of kit was the brilliance of Art Young that led the Bell Model 47 to fame as the first certified helicopter in the world. During the 1930s, Art Young, with a deep curiosity about the black art of rotary wing aerodynamics and nothing better to do, spent seven years testing 1:6 models at his farm in Paoli, Pennsylvania, just north of Philadelphia and close to the engineers working at Pitcairn and Kellett, the only successful autogyro companies in the U.S. Buhl, south of Detroit, is another story. Young's power was provided by Hoover vacuum cleaner motors, so his altitudes were limited to about a hundred feet by the weight of the extension cords. You old scout pilots will wonder why anyone wanted to fly that high.

The prevailing wisdom of the time was that the gyroscopic action and centrifugal force of a powered rotor system were great enough to resist disturbance by various external wind forces. At some point, Mr. Young acquired high speed photographic equipment and was able to slow down his viewing of what the rotor systems were actually experiencing. Surprise! Those blades were flopping all over the place and he calculated that the feedback through the cyclic would beat a pilot out of the cockpit. Remember that no two bladed helicopters (semi-rigid rotor systems) were operating at that time and the multi-blade systems were articulated. Besides, the Europeans, mostly Germans, who were flying those things were not sharing much information across the Pond.

Young invented the stabilizer bar with little can shock absorbers to dampen the feedback to the cyclic. Yes, dummy, that is what those things were that you examined on preflight just because they were on the checklist. Snubbers, shock absorbers, protectors of your inner thighs. Stabilizer bars, above or below the rotor disk, went onto all his models including the one he lugged to Larry Bell's office in Rochester in 1941. Young remained with Bell through the early development stage but left to return to private pursuits when Bell Aircraft moved to Fort Worth. In the meantime there were some interesting interactions between Young and his team and the "real" aeronautical engineers. One of these included a helicopter designed by the real engineers that had all controls rigged backward and, after this was reversed, had a tail boom fall off because they had not calculated the torque loading from the tail rotor properly.

Young also, from Bell stocks, provided Stanley Hiller with his first set of aluminum clad, wooden blades that began the competitive challenge by Hiller Helicopter in Palo Alto. Stan Hiller took a different approach to controlling the feedback forces. Those of you who learned in Hillers were not actually flying the rotor system; you were only flying the paddles which, in turn, were flying the rotor system. Hence the difference between wobble plates (Hiller) and swash plates (everybody else, irrespective of number of blades). Those of you who learned to fly in TH55s only thought you were flying; they develop optical and tactile illusions but never left the hardstand at Fort Wolters.

Anyway, the stabilizer bar was Bell Helicopter and was on every one of their aircraft until 1966 when the C model went into production. The most unusual was a tandem rotor helicopter designed for U.S. Navy competition with "tandem" specified in the request for proposal for the greater center of gravity limits (Piasecki's HUP (Navy) or H-25 (Army) was chosen). Bell actually built a one-off with two, two bladed H13 rotor systems in the same plane. We all know that the rear system needs to be higher than the front! It exists only in photographs today. For good reasons.

So, what is the story of 15107? The photos clearly show a B model with the stabilizer bar. The 66-butt number is consonant with a C model, with production having begun in June of that year. By September of 1966, the Helicopter Gunnery Branch (just starting) of the Department of Tactics at Mother Rucker had a mix of B and C models – the former, rebuilds from ARADMAC and the latter, fresh from the Bell factory. I assigned the aircraft each day and there were instructors fighting for the Bs and others for the Cs. I always took a B so Arch Miyamoto made me take my check rides each six months in a C.

The actual development of the C model and, more importantly, the 540 rotor system (no stabilizer bar and



greatly increased chord) had there were a mix of engines. At the time, Lycoming was so missions were being beefed frame was getting the redur Some of the newer, longer for installation on B models blades but the L9A engines chord rotor blades for the standard system. Over the verted and this added to boom and anti-torque sys power beyond the L9A engine done by ARADMAC at

illo, and some "in the field" by god-knows-whom. Some were done at AVCRAD in Groton, Connecticut. Those done at Bell and ARADMAC but in the field we can only hope that people read the instruction sheet. In 1966 the 155th AHC still had a B model Frog with the Viet Nam. When operating at Pleiku (Camp Holloway), we ignored power we had to take off downhill!

All this interchangeability came from common 44 foot rotor disks with emphasis that all their T53 engines would be backwards compatible for play. Physically, they fit (remember the short-shaft?); power wise, the H models being torque limited because the transmissions were not the engines that had been designed for the L11 engines in the D model. The engine speed bled off and you sat. And, in the background, every coming and the other gun configurations were simply interim. This icopter; it is simply an "engineering change proposal." It was felt by progress was in no mood to approve a new weapons system for Viet Nam incorporated all the significant parts of a Cobra except the crew compartment and anti-torque system were what the Cobra needed and it was "simple" ing! Never mind that the close cowling of the engine kept the fire vent being on the wrong side and operating in the wind shadow of the p rocket pods, or that the 540 rotor system yielded some evil flight characteristics compared to the barn door front of the C model, simple mods will do it.

Ok, I am not bad-mouthing anyone or any helicopter but this train of helicopters than most of us realize – including, apparently, good old 15107. It has a C model butt number and age indicating, likely, an L11 transmission, wire cutter on the roof, filtered air intakes. Some will aets and 40mm, but I flew a B model with an L9 engine in this configuration (photo) to have a C model tail boom and curved fin. The rotor system, stabilizer bar and all the other bits and pieces BUT those blades look too

It appears that we are looking at one of the anomalies politely referred to as the "pound B/C model."

That is my guess, folks, and I think it would be an interesting dialogue with the warrant who started as an H19 crew chief?) to chime in because this

Oh, add one of those old "night vision" devices as

Condor is Bill Zierdt (Life Member) residing in Fond du Lac, Wis. He was the original commander of C Troop of the 155th AHC and was the original commander of C Troop from Fort Hood to A Shau. He currently is the rotary wing coordinator for the Air Force Association's annual Airventure in Oskosh, works at the Air Force Museum and is a frequent presenter on the history of r

begun in 1960 and, as production began, and rotor systems going onto helicopters. Delivering L11 and L13 engines, the trans- d up for the higher power and every air- dant hydraulic systems of the C model. chard blades were shipped to Viet Nam so there were some B models with wider s lacked the power to swing the increased 540 rotor system, 27 inches v. 21 on the : following few years, some Bs were con- the confusion because the B model tail stem were inadequate for the increased ngines. Some of these conversions were Corpus Christi, some, by Bell at Amar- ne at Illesheim, Germany, and some by DMAC had C model tail booms affixed meet first – “some assembly required.” As e last remaining L9 (not L9A) engine in ed wind direction because with that little

(B,C and AH1G models) and Lycoming e – what our grandchildren call plug-and- ore issues arose. The best example is the t upgraded to accommodate the L13 en- If you pulled too much collective in a D, s, especially Bell, knew the Cobra was s to the extent that the Cobra is not a hel- both Bell and AVSCOM that the Con- um use. But, now they had a C model that mpartment. The power train, tail boom mple” to change out the little bit remain- warning light on all the time, or tail rotor pylon, or the inability to detect fire in the characteristics over the slender fuselage com- the trick.

n of thought led to more hermaphroditic 166-15107. So what is it? From the pho- engine, redundant hydraulics, beefed up argue that it is a Frog configuration (rock- guration). It also appears (not sure from em is clearly the standard Bell with stabi- deep to be B model blades.

ted to in the historic literature as a “com- e for a few others (some old maintenance s thing is neither fish nor fowl.

and it will be an M model.

ac, WI. He flew slicks and guns with oop 2/17th Cav as an Air Cav unit announcer for the Experimental Air- Pioneer Airport talking old aircraft otary wing flight.

The Crash of Downwash Pete

by Todd Brandoff



Photo By Tom Hildreth

As long as it looks right, to hell with the preflight,
Was the motto of Downwash Pete,
“If it starts okay, then I’ll fly it that way,”
Then he skillfully strapped to his seat.

And this typical day, he was singing away,
Ignoring his preflight inspection;
“No sign of trouble,” so he posed at the bubble,
To admire his handsome reflection.

Why bother” He thought, with the things he’d been taught,
If he looked he might find something wrong;
And not knowing he’d land, in a manner not planned,
He started another song.

But this lowered his odds, for it angered the gods,
The way he taunted fate;
And everyone guessed, he’d soon change his address,
To the cloud with a pearly gate.

His flying technique, was that of a freak,
But he thought himself rather fair;
Then the engine howled, cause the plugs were fowled,
And he lurched into the air.

He started his climb, and about that same time,
The needles were sweeping the red lines;
Little did he know, in a minute or so,
His crash would be making headlines.

His chest swelled with pride, “What a beautiful ride!”
He thought as he tooled right along;
Though he did not see, as a pedal came free,
That half of a rotor was gone.

At ten thousand feet, though it seemed a bit steep,
An approach he decided to try;
It had never been done, but he’d be the one,
The one who really could fly.

He finally awoke, when the altimeter broke,
And the engine started whining;
then he calmly wondered, as the rotor blades thundered,
Why all the warning lights were shining.

Now he was plummeting down, and he saw that the ground,
Was rising up awful fast;
Then the throttle jammed, and came off in his hand,
“Why me?” he wanted to ask.

There was still time yet, but he started to sweat,
And was wiping the drops from his brow;
He would rather recover, in a three-foot hover,
But the method he’d forgotten somehow.

And his speed was so fast, through his rotor blast,
He feared he’d soon make a dent;
The instruments shuddered, and he muttered a curse,
As the needles suddenly bent.

He was kicking his feet, still strapped to his seat,
As he rocketed past the tower;
And the controller said, as he scratched his head,
“I think he’s settlin’ with power!”

Then a moment later, he was digging a crater,
As the skids ripped up through the floor;
And the rotors flew, and they split in two,
As the driveshaft crashed through the door!

Then the tail boom struck, and the gas tank blew up,
And the line crew was shaking with fright;
As the alarm was started, and the crash truck departed,
It sure was one hell of a sight!

They knew he was greased, so the called for a priest,
To come say a word or two;
They poked around, and examined the ground,
But all they could find was a shoe.

Now the wreck has been cleared, and it’s just as we feared,
He really augered in;
He might have been spared, but he never cared,
Till the moment his luck ran thin.

Editor’s notes:

Each student pilot in Class 67-18 was expected to provide a weekly safety briefing as part of the Fort Wolters training program. Todd Brandoff (118th AHC) wrote this poem at a staging field while awaiting his turn to fly. Although denied publication in the Fort Wolters Newsletter during 1968 due to concerns of adverse public reaction, we are pleased to print it today.

Albert Alvarez, graduated flight school with Flight Class 66-21, no details of his he flying assignment in Vietnam are available at this time.

Albert Alvarez, 67, died March 26, 2012. He was a native of Tampa and resident of this area for the past 20 years. He was a retired helicopter pilot and highly decorated US Army veteran.

Albert attended Hillsborough High School and the University of Tampa. He is survived by one daughter, two stepchildren, one sister, two brothers and four grand-children.

Archie R. Taylor

Archie R. Taylor, 95, joined his beloved wife Rosealeen in death on February 29, 2012. Archie was born in Des Moines, Iowa and moved to Phoenix in 1928. He attended Phoenix Union High School, enlisted in the Army in 1940, won his pilots wings in 1943 and served throughout WWII until 1948. He was recalled to active duty for the Korean War, and was a rescue helicopter pilot in the Vietnam War. He retired from the U.S. Air Force in 1970.

Archie is survived by five sons, seven grandchildren and their children. In lieu of flowers, contributions may be made in Archie's name to Phoenix VAMC Hospice (9903), [REDACTED] Phoenix, AZ 85012. www.ALMoore-Grimshaw.com

Bruce E. Engelking graduated flight school with Flight Class 67-12; no details of his he flying assignment in Vietnam are available at this time.

Bruce Edward Engelking, 65, passed away Sunday, Dec. 20, 2009, surrounded by family at his home in Pinehurst, North Carolina. Bruce was born Sept. 28, 1944, in Wauwatosa, Wis., after graduating from Nicolet High School and Ripon College, Bruce served with distinction in the U.S. Army as a helicopter pilot in the Vietnam War. Bruce then received his law degree at Marquette University, going on to own a successful law firm in Port Washington, Wis.

After 28 years of living in Cedarburg, Wis., his love for golf brought him to Pinehurst. Those who were lucky enough to have known him will remember him as a fun-loving man whose generosity helped many. Bruce had the propensity to make everyone he met feel special.

A loving husband, father and brother, he is survived by his high school sweetheart and wife of 42 years, Patty; two children, one brother, he will also be dearly missed by his sister-in-law and his brother-in-law.

In accordance with Bruce's wishes, a celebration of his life will be held this spring in Pinehurst. Until then, friends are invited to visit <http://bruce.engelking.muchloved.com> to share favorite recollections, thoughts and photos. Condolences may be made at www.bolesfuneralhome.com.

Boles Funeral Home of Pinehurst is assisting the family.

Clay Bauer graduated flight school with Flight Class 66-7; no details of his he flying assignment in Vietnam are available at this time.

Clay Bauer, 75, Rapid City, died Sunday, Feb. 26, 2012, at Rapid City Regional Hospital Hospice House.

Clay was born Aug. 2, 1936, in Hot Springs to John

and Erma (Walker) Bauer. After graduating from St. Augustine High School in San Diego, Calif., Clay enlisted in the military and served for 21 years. During his military career, Clay rose to the rank of Warrant Officer. He served two tours in Vietnam as a Rotary Wing Pilot on an Attack Helicopter and was awarded numerous commendations including the Bronze Star and Vietnam Gallantry Cross w/Palm. Upon return from Vietnam, he had a three-year tour in Hanau, Germany.

When Clay and his wife Joyce returned to the United States, Clay retired from the Army and enrolled at the University of Nebraska where he received his BA degree. He received his Master's Degree in Human Resources from George Washington University in Washington, D.C., and then worked for the government as a technical writer. He was offered a job in Dubai, United Arab Emirates, where they lived for seven years. They traveled throughout the Middle East and enjoyed their home plus meeting people of different cultures, it was a great experience. After returning to the United States, Clay and Joyce traveled in many states and settled in Rapid City, South Dakota in 1995.

Clay is survived by his wife of 42 years, Joyce, two sons, three brothers, one granddaughter and three sisters. Inurnment, with military honors was held at the Black Hills National Cemetery near Sturgis. In lieu of flowers, please make a donation in his name to the Rapid City Regional Hospital Hospice House.

Family and friends may sign Clay's online guestbook at www.kirkfuneralhome.com.

Clinton J. Lyons, Graduated flight school with Flight Class 68-11 & 68-17. Flew in Vietnam with the B/25 Avn. 25th Inf 1968-1969 and 604th TC CO in 1971-1972 under the Diamond Head 40 and Highlander callsigns.



Clinton J. Lyons, 73, of Henrico, VA, passed away on March 4, 2012. He was born in Church Hill, TN and educated in the Swift School education system and at the age of 17, entered the U.S. Army.

CW4 Lyons retired after 31 years of active duty. Some of his achievements while serving the armed forces were: the distinct honor of guarding the Tomb of the Unknown Soldier at Arlington National Cemetery; completing Noncommissioned Officer's Academy, graduation from Flight School and becoming a Rotary Wing Instructor at Ft. Rucker, AL. During his career, he served two tours as a helicopter pilot in Vietnam and received recognition through 27 air medals. He also served with the notable U.S. Army precision flying team, the Silver Eagles. Of all these accomplishments, his acceptance of Jesus Christ as his Lord and Savior was the most important. As a devoted member of Antioch Baptist Church in Richmond, VA he served as a missionary, caring for those inside and outside his church family.

He leaves to cherish his memories: his wife Lucy (Sailes) Lyons, two daughters, one granddaughter, two brothers and many other family members and friends. He was laid to rest at Mountain Home National Cemetery in Johnson, TN on March 9th. Although dearly missed, he will continue to live in the hearts of those he touched.

Dave Roblyer, graduated flight school with Flight Class 66-12, flew in Vietnam with the 176th AHC (1967), the 155th AHC 91967) and the 52nd CAB (1967-1968) under the Minuteman and Dragon callsigns.



Born October 13, 1943 in Eugene, Oregon, VHPA Member David Alan Roblyer died December 03, 2011 in the ICU of the Long Beach VA Hospital with his wife, friends and family at his side. He is survived by his wife Irma, twin brother Steven, daughters Amy and Pamela, and grandchildren Michael David and Aba Grace.

David and Richard (his older brother, now deceased) were both ROTC officers and both served in Vietnam at the same time. Richard was in the Signal Corps; David was an Engineer helicopter pilot, graduated with Class 66-12 as a Captain, and he was deployed to the 176thAHC in Duc Pho in 1967. He was awarded a Purple Heart and a Silver Star for going back into a hot LZ to pick up a grunt that got left behind. He then transferred to the 155thAHC, and finished his tour in the 52CAB.

Dave met his first wife Donnis Lea Dayton upon returning from Vietnam. She had served as a nurse (CPT) around the same time Dave was in Vietnam. They married and moved to Corvallis where Dave earned his MBA at Oregon State while working for Boise Cascade. They had two daughters, Amy and Pamela. The family later moved to Irvine, CA where Dave began working for the postal service from which he retired in 2005. In 1985, after 16 years of marriage, Donnis passed away from causes suspected to be due to her service in Vietnam; Dave was left to raise the 2 girls on his own. In 1994, he received a second Master's degree in Marriage, Family & Child Counseling from Cal State Fullerton.

While employed in the post office in Southern California, Dave met Irma Guzman. They were married Labor Day weekend of 2000 and continued to live in Irvine, CA while Dave planned for retirement. Dave and Irma built a custom home in Puerto Vallarta, Mexico, and they moved there full-time in 2006, but this did not stop him from attending VHPA reunions. Every summer Dave and Irma planned all activities around driving up to the VHPA reunion. He was an active and enthusiastic participant with the 176thAHC Minutemen and Muskets; he made all the mini-reunions and he visited friends and family coast to coast from June to September.

Dave was noted for his generosity and love for other people. He always had the time to really listen to a friend. He also found the time to be involved in charitable activities, such as distributing toys to school children around Puerto Vallarta and outlying districts, and helping fellow vets with VA paperwork. Dave is dearly missed by the circle of Warriors, family and friends that he left behind.

Douglas A McCaughey

Douglas A McCaughey, Jr., Lt.Col., USMC (Ret.) Doug McCaughey passed away on February 6, 2012 after a long illness, surrounded by family and friends. His battle was not lost without a tough fight. Doug was born March 9, 1931 in Seattle, WA and as a child, the family moved often, but Doug's roots were always

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in the Pacific Northwest, where he spent the last 35 years of his life. In 1951, Doug joined the United States Marine Corps where he had a distinguished, and beloved, 20 year career. He enlisted and went through Boot Camp at MCRD in San Diego, where he was the Honor Grad in his Platoon. After a short stint at Camp Pendleton, he became a Naval Cadet, and in 1953 graduated from flight school in Pensacola as a 2nd Lt. He was then stationed at MCAS El Toro, where he was assigned to the first swept wing jet fighter squadron in the Marine Corps. In 1960, Doug was chosen to be the Marine member of the Navy's Blue Angels flight demonstration team, with whom he flew air shows for 3 years from 1960-62. From mid-1965 through 1970, he had 3 separate combat tours in Vietnam, totaling 38 months in-Country. During the first two he flew A-6 and F-4 combat missions, and spent time on the ground supervising the building of a school. On the third tour he was Commanding officer of a helicopter squadron, HML 167, flying mostly medevac missions. Doug received numerous awards and commendations during his career, including the Distinguished Flying Cross, 52 total Air Medals with Gold Star, and a Bronze Star. He happily racked up 5,000 flying hours, including props, Jets and helicopters. For all of his achievements and service, Doug remained a humble man, always preferring the light to shine on someone else.

During his career in the Marine Corps, Doug completed his Bachelor's Degree in Business Economics at Syracuse University in 1968, at the age of 37. He then called his father, back in Seattle, to remind him that he'd promised to give Doug a car when he graduated college. After a short silence his father said, "Sorry, Son, the statute of limitations has run on that offer." Doug retired from the military in 1971, moved to Fredericksburg, VA, and started a new career in real estate. He lived in and around Fredericksburg, Alexandria and Washington, DC until 1977 when he decided to return home to the Northwest. He moved to Bellevue, WA and joined John L. Scott Real Estate, where he enjoyed a successful second career as both an Agent and a Broker/Manager. He retired for the second time in the early 1990's.

In 1983, Doug met his wife Anne. They were married in 1992 and spent as much time as possible participating in Doug's favorite pastimes for his later years - traveling and boating. Doug bought his first boat in 1985. (This opportunity was possible due to some "extra" money made available when son Mike graduated college.) After suffering ill health, Doug's last trip was in November when he traveled to Pensacola, FL for the 100th Anniversary of Naval Aviation, the 65th birthday of the Blue Angels, and the opportunity to spend precious time with great, longtime friends. Doug was a husband, father, Marine and friend, and will be missed by everyone who knew him. He is survived by his wife Anne, one son, his brother and two nieces. In lieu of flowers, the family asks that donations may be made in Doug's name to either the Marine Corps Semper Paratus Fund, or Wounded Warriors.

Donald K. Mogensen

Donald K. Mogensen, 73, of Lafayette, Louisiana passed away on March 2, 2012. He was born in Wells, Michigan and graduated from high school in Waseca,

Mass. in 1956. He obtained an Under-graduate Degree in Business Administration at the University of Nebraska at Omaha in 1970. He also received an Associate Degree in Applied Science from Cochise College in Douglas, AZ in 1979.

He enlisted in the U.S. Army in 1957 as a PVT and retired in 1977 as a Major. He served in the hostile areas of Beirut, Lebanon for 3 months in 1958 and 24 months in South Vietnam during that conflict. He proudly served his country earning the following badges; Parachute, Expert Infantry, Ranger Tab and Senior Army Aviator Wings. He was also awarded the following medals; Bronze Star, Meritorious service, 52 Air Medals, 2 Army Commendations, Good Conduct, National Defense Service, Armed Forces Expeditionary, Vietnam Service with 4 Stars, AFRM. Rep. S. U. Gallantry Cross with Bronze Star, RVNMC with 60 Dev. and the Meritorious Unit Citation and was presented with the Louisiana Veterans Honor Medal by Governor Bobby Jindal in March 2012. After leaving the Army Don flew for Petroleum Helicopters for 23 years as both a Pilot and Pilot/Mechanic in and around the Gulf of Mexico. He has lived in Lafayette, LA for 30 years and considered Lafayette his home. He lived by and was always bound by "Duty, Honor and Country." He loved his family and will be missed.

Survivors include his wife, Sudsangan, one son, two brothers; he was preceded in death by his parents and one brother. In lieu of flowers, memorial contributions may be made to Donald K. Mogensen Memorial Fund, 500 Dafney Drive, Lafayette, LA, 70503. Personal condolences may be sent to the Mogensen family at www.delhommefuneralhome.com.

Donald Mallow, Jr. flew in Vietnam with the 101st ABN

Donald Mallow, Jr., 85, passed away quietly at the Veterans Affairs Medical Center on March 19, 2012. He was born on January 20, 1927 and was a retired Chief Warrant Officer of the United States Army with 20 years of service as, first a paratrooper, then a helicopter and fixed wing pilot, test pilot, maintenance officer, and a flight instructor. Donald received meritorious service commendations including the Air Medal. He was among the US Army's helicopter pilots decorated in the Rose Garden of the White House in 1956 for his participation in the recovery operations after the collision of two commercial airliners over the Grand Canyon National Park.

On April 6, 1949, he married Jean Louise Kent of Youngstown, Ohio. She preceded him in death in 2004. He is survived by his three daughters, two sons as well as numerous grandchildren and great-grandchildren. Burial services were held at the Veterans Memorial Cemetery of Western Colorado in Grand Junction, CO. Condolences for the family may be left at www.MartinMortuary.com.

Major Edward Penniwitte Monroe, Jr. USAF (Ret.) Major Edward Penniwitte Monroe, Jr. USAF (Ret.), 77, known by his friends and family as "Buck", passed away on Friday, March 16, 2012 in Sumter, South Carolina while resting peacefully at his home.

Born in Woodbridge, VA, he was a retired U.S. Air Force veteran with over 22 years of service including duty in Vietnam where he served as a combat and rescue helicopter pilot. His service and valor as a pilot earned

him the Distinguished Flying Cross, awarded to any officer or enlisted member of the United States armed forces who distinguishes himself by heroism or extraordinary achievement while participating in aerial flight. He was a graduate of East Carolina University and was a charter member of the Lambda Chi Alpha Fraternity.

After retirement from the Air Force, Buck earned his degree in Environmental Engineering at USC-Sumter and worked as a State Inspector for DHEC. In 1988, he sank his heart into a hands-on refurbishment of the Taft Bass House, an historic Southern estate in Clinton, NC. He returned to Sumter in 2009 after residing in Clinton for over twenty years.

He is survived by his attentive wife of 52 years, Marie Autry Monroe, his four children and eight grandchildren. Burial was held at Fort Jackson National Cemetery on March 21, 2012. On-line condolences may be sent to www.sumterfunerals.com, all contributions in memoriam can be made to DAV, Disabled American Veterans, P.O. BOX 5317, W. Columbia, SC 29171.

Emmitt Eugene "Jack" Exum

Jack Exum of Scottsdale, Arizona passed away after a long illness on March 13, 2012 at the age of 70 surrounded by his loving family. Born in Jackson, Tennessee, Jack attended the University of Tennessee.

He was a Captain in the United States Marine Corps and flew the Boeing CH-46 Sea Knight helicopter in Vietnam completing over 200 missions in 1966 and 1967. He was awarded an Air Medal and Distinguished Flying Cross for meritorious service. Jack became a pilot for Trans World Airlines in 1968 and flew Boeing 707 and 727 aircraft both domestic and international for 18 years. After leaving the service he ultimately became a broker for his company, Exum Associates LTD. Real Estate Investments in Scottsdale and the former owner of the town of Rock Springs, Arizona.

Mr. Exum is survived by his loving wife of 44 years, Susan, two children and three beautiful grandchildren. He is also survived by two sisters. "This man could enter a room and fill it with laughter. His smile made you smile. He embraced his family and life with such joy it inspired those who witnessed it." Jack Exum will be dearly missed by all who knew and loved him. Donations may be made to: Disabled American Veterans, Attn. Gift Processing, P.O. Box 14301, Cincinnati, OH, 45250-0301 or American Heart Association, File 30947, P.O. Box 60000, San Francisco, CA 94160. Please visit www.hansenmortuary.com to place online condolences.

Eric Lee Holsinger, graduated flight school with Flight Class 68-6, he flew in Vietnam with HHT, 7/17th Cav (1969) and B Troop, 7/17th Cav in 1969-70.

Eric Lee Holsinger, 69, of Columbia, South Carolina passed away on Wednesday, February 1, 2012. Mr. Holsinger was born in Marion, Ohio and was a retired Army captain and helicopter pilot. He later retired from the South Carolina Department of Corrections and also was a former Mason.

Mr. Holsinger is survived by his wife, Dale Powell Holsinger, one daughter, three brothers, his mother-in-law, one sister-in-law and one brother-in-law. Memorials may be made to the Salvation Army, 2025 Main Street, Columbia, SC 29201.

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Eric Lee Holsinger, 69, of Columbia, South Carolina passed away on Wednesday, February 1, 2012. Mr. Holsinger was born in Marion, Ohio and was a retired Army captain and helicopter pilot. He later retired from the South Carolina Department of Corrections and also was a former Mason.

Mr. Holsinger is survived by his wife, Dale Powell Holsinger, one daughter, three brothers, his mother-in-law, one sister-in-law and one brother-in-law. Memorials may be made to the Salvation Army, 2025 Main Street, Columbia, SC 29201.

Francisco (Frank) Basaldua, graduated from flight school with Class 69-14, flew in Vietnam with the 119th AHC (1969-1970) under the Thunderbird 16 callsign.



Francisco (Frank) Basaldua, US Army Captain, Retired, passed away on December 18, 2011. Throughout Frank's time in the Army, he was known as "Cisco", "Chico", "Captain Bas", or by his call sign "Thunderbird 16" earned while a helicopter pilot assigned to the 118th Assault Helicopter Company, Thunderbirds, in Bien Hoa, South Vietnam. Frank was the Thunderbird's 1st platoon leader (aka Red Platoon or Scorpions). Frank was very proud to have been a member of the Thunderbirds and in recent years, prior to his passing, he enjoyed reconnecting with his Thunderbird troops at VHPA reunions, via email or by phone. You could not mention the word "Huey" around Frank without setting aside some time for him to provide details about the helicopter's history, inner workings and how well it flew. Frank never forgot those he served with, especially during his time in Vietnam.

His greatest achievement in life, though, was being a loving and supportive husband and father. Frank lost his wife Eva in 2003 but is survived by his two daughters along with grandchildren and great-grandchildren. Even though his retirement from the military was more family oriented, he still presented himself proudly as a member of the US Military. He wore his flight wings on his cap and drove with a "Retired Army" sticker on his vehicle. He continued to support all the men and women of all branches of service. When he lived near a military installation, he would make regular visits to get his hair cut in standard military fashion.

Frank is interred beside his loving wife in his hometown of Woodsboro, TX. The local VFW chapter gave him a beautiful military send off. God bless him and all those men and women that have served, especially those that gave their lives for their country. In Frank's name, we honor them. Quinn Dunn

Gary W. Glaston

LTC Gary W. Gaston, U.S. Army, Ret., age 67 of Biloxi, Mississippi died Thursday, Feb 2, 2012 in Houston, Texas. He was born in Cuxhaven, Germany and came to the United States at a very early age. He distinguished himself with military service to his country in the U. S. Army and retired after completing 27 years of active duty. He earned both the Legion of Merit and Bronze Star as a medivac helicopter pilot in Vietnam. He was the past president of the Biloxi Kiwanis Club, as well as a commissioner for the

Coast Transit Authority and Biloxi Taxi Cab board.

He is survived by his wife, Ann Gaston of Biloxi, and their two children. Burial was held on February 10th at the Biloxi National Cemetery. In lieu of flowers the family requests donations be made to the American Heart Association or the American Cancer Society. Tributes may be offered at www.riemannfamily.com

Glen Granberry, graduated flight school with Flight Class 66-03, Flew in Vietnam with A Co, 229th AVN, 1st Cav Div in 1966-1967 and with D Troop, 1/1 Cav, 123rd Avn Bn in 1969-1970



Funeral services for Glenn Granberry, age 72, of Tyler passed away on February 5th in Winona, Texas. He was born March 23, 1939, in Red Springs, Texas and returned to the Tyler area in 1981, after retiring from the military. He was a member of the First Baptist Church of Winona and a retired major in the United States Army, serving two tours in Vietnam where he was awarded the Distinguished Flying Cross and the Bronze Star. After retiring from the Army, he flew helicopters for Petroleum Helicopters Inc., serving the offshore oil industry. Later he became part owner of Brothers Manufacturing in Winona. Glenn was a member of the Vietnam Helicopter Pilots Association, a devoted husband and adoring father.

He is survived by his wife, Uschi Granberry of Tyler; one son, one daughter and their families including several grandchildren, two brothers, three sisters numerous nephews and nieces. In lieu of flowers, the family requests that donations be made to the SPCA of East Texas, P.O. Box 2026, Tyler, 75710; or Prince of Peace Catholic Church building fund, 903 E. Main St, Whitehouse, 75791.

George H. (Hank) Echols III, graduated flight school with Flight Class 66-23 and 67-01. Flew in Vietnam with the 173rd Avn Bn and the 189th AHC (1967-1978), and with B Troop, 3/17th Cav (1969)

Hank Echols (66) Passed away February 17, 2012 at his home in St. Cloud, Florida after a battle with cancer. Hank is survived by his wife Angela R. Echols (A WOC original wife!), one son and one sister. Hank's wife Angie is a good friend of all of Hank's Classmates and well as many of his Vietnam combat brothers, we all grieve with Angie in her loss of Hank. He was born in Atlanta, and grew up in East Point, Georgia. He graduated from Russell High School and attended Florida State University.

Hank was a member of WOC Flight Class 66-23 at Fort Wolters, Texas and a graduate of Class 67-01 at Fort Rucker, Alabama. Hank served two tours in Vietnam. The first (1967-1968) was with the 173rd AVN BN and the 189th AHC. On his second tour (1969), he flew with B Troop, 3rd/17th Cavalry.

Hank held a commercial Rotary and Fixed Wing pilots license as well as a dispatchers license. Hank flew as Aircraft Commander in lift ships, scouts and gunships during his tours in Vietnam. During his tours he received many combat medals to include two DFC's, Bronze Star, Purple Heart and the Combat Air medal with 40 oak leaf clusters to name just a few. He was qualified in all Bell Helicopters as well as the Hughes 500 and the OH-6 Cayuse. Hank's favorite aircraft always was the AH-1G Cobra.

Hopkins Payne Breazeale, graduated flight school with Flight Class 69-03, flew in Vietnam with HMM-165 (1970) and HMM-263 (1970-71) under the Peach Bush 50 callsign.

Hopkins Payne Breazeale, III, beloved brother, uncle, and friend, passed away March 11, 2012 while visiting his brother in North Carolina. He was born March 1, 1944 and grew up in Baton Rouge. He attended Sewanee Military Academy and Louisiana State University. He was a Captain in the U.S. Marine Corps and a member of the Vietnam Helicopter Pilots Association.

Upon his military retirement, he moved to New Orleans where he lived for 10 years before moving to Sarasota, FL where he owned Mail Boxes and More of Siesta Key for 18 years before retirement. He is survived by one brother and one sister, two nieces and his beloved dog, Toby. A military funeral was held at the National Cemetery of Sarasota. The family asks that in lieu of flowers, donations in his name be made to: Gulf Coast Golden Retriever Rescue, P.O. Box 380894, Murdock, Florida 33938.

Hoye Dee Tibbets, graduated flight school with Flight Class: 65-1W, flew in Vietnam with the 117th AHC (1965) and the 235th AWC (1967) under the Death Dealer 23 callsign.

Hoye Dee Tibbets, 73, passed away March 26, 2012 at his home in Granbury, Texas. He was born in Morton, Texas and was a Vietnam veteran. For his service to his country while in the Army, he was awarded the Silver Star, Distinguished Flying Cross with bronze oak leaf cluster and numerous other awards and commendations.

He was predeceased by his wife, Nancy Tibbets; and a grandson. He is survived by his second wife Linda Tibbets, two sons, two daughters, one sister, eight grandchildren and four great-grandchildren. Burial services were held in the Dallas-Fort Worth National Cemetery. Honorary pallbearers were the class of 65-1W Fort Wolters.

Memorials in Hoye's name may be made to the Leukemia and Lymphoma Society, 8111 LBJ Freeway, Suite 425, Dallas, Texas 75251.

James "Jim" W. Marsh, graduated flight school with Flight Class 55-K, flew in Vietnam with the 200 ASHC (1967-1968), the 242 ASHC (1967-1968) and the 300th CAB (1967-1968).

James "Jim" W. Marsh, 82, of Ocala, Florida joined the Lord in Heaven on Tuesday, March 13, 2012. Jim was born in Greenville, MI and grew up in Grand Rapids, graduating high school and attended junior college there for a short time. He joined the United States Army on July 23, 1955 and had a distinguished military career as an Army operations officer, battalion adjutant, top-notch aviator, and instructor pilot in both rotary and fixed wing aircraft. He retired from the Army after 21 years, having served in the Korean War and two terms in Vietnam. Flying as an EVAC helicopter pilot, Jim was responsible for saving the lives of hundreds of our brave soldiers. Jim was a Bronze Medal recipient.

In his civilian years, he continued to fly helicopters in various capacities including emergency air lift operations for local hospitals. Jim acquired skills as a golfer while serving in the Military. After retiring as a pilot, he spent the remainder of his working life as golf professional at clubs in Florida and Georgia, taking pride in his position as assistant pro at the Bay Hill Club and Lodge in Orlando. His skills as a golf instructor were

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well known as was his skill as a golf club maker and repairman. He continued his formal education and obtained a bachelor of Business Administration from Florida Atlantic University with a major in Marketing.

Jim leaves his beautiful and devoted wife Florence, having enjoyed 42 years of a loving marriage. He also leaves behind five all of whom loved their father, he also leaves six devoted grandchildren, six loving great-grandchildren and numerous nieces and nephews. Memorial contributions can be made to Sands Cancer Center at UF, P.O. Box 100385, Gainesville, FL 32610.

Jerry L. Northup, graduated flight school with flight class 68-516 and 68-28

Jerry Northup, age 65, of Lewis Center, passed into the arms of his Savior on Thursday, February 16, 2012 at The Ohio State University Medical Center. Born in Fort Smith, Arkansas, Jerry was a veteran of the United States Army during the Vietnam War and attained the rank of Captain. He was a Huey helicopter pilot and was awarded the Distinguished Flying Cross for heroism in aerial flight. After the war, Jerry was based at Ft. Sill, Oklahoma. A 15+ year employee of Nationwide Insurance Company, he was a Manager of Technical Support. Jerry started, and was the first president of, the Ohio ALS Chapter. He was a parishioner of St. Paul Catholic Church in Westerville.

Jerry was the perfect example of how to live life to the fullest while facing medical adversities. He was an avid reader who was also a loyal Buckeye and Dallas Cowboys fan. Left to cherish his memory are his loving wife and best friend of 43 years, Mary; one son and three adoring grandchildren. He is also survived by his three brothers and their families and his many friends.

If they choose, friends are asked to consider memorial contributions to two of Jerry's favorite causes: The Wounded Warrior Project, 4899 Belfort Road, Suite 300, Jacksonville, FL 32256, www.woundedwarriorproject.org or to the Michelle Theado Memorial Fund for Cancer Research, www.michellesfund.org in Jerry's memory. Send condolences for the family to: www.rutherfordfuneralhomes.com.

LTC Colonel Karl L. Osterloh, (USA Ret.), graduated flight school with Flight Class 55-6 and 57-8. He flew in Vietnam with the 48th ASHC in 1967-1968 under the Blue Star callsign

Lieutenant Colonel Karl L. Osterloh, USA, Retired of Oakland, California passed away January 26, 2012 after a courageous battle with leukemia. Born in Albany, California, in 1955 he graduated from the University of California, Berkeley. Karl had a long career in the U.S. Army retiring as a Lt. Colonel. He served his country with distinction moving from base to base with his family including assignments in Central and South America assisting in the mapping of the Brazilian and Guatemalan jungles. He served 2 tours of duty in Vietnam as an assault helicopter pilot, company commander of the 48th Assault Helicopter Company. He received numerous commendations including 3 Bronze Stars and 6 Air Medals for valor. Karl married his beloved wife, Rita, in 1955 and began a wonderful 56-year marriage. They were blessed with six daughters and 14 grandchildren. He is also survived by one brother and numerous loving nieces and nephews.

After retiring from the U.S. Army, Karl started a successful Oakland, CA based commercial construction company and completed many projects in the San Francisco Bay

Area including the restoration of the Doe Library at his alma mater, UC Berkeley. Karl was a long time member and past president of the Lake Merritt Breakfast Club. He served on the Board of Governor's of the LMBC, the LMBC Charitable Foundation, and was past president and served many years on the Board of Directors of Children's Fairyland. He was a strong, active supporter and devoted much of his time and energy to his beloved Children's Fairyland in Oakland, CA for over 40 years. Once retired he donated over 2500 hours of his time supervising reconstruction of the beautiful park entrance plaza. Karl could accomplish anything he set his mind to. He will be remembered by hundreds as a dedicated husband, father, grandfather (papa) and friend. He had an infectious laugh and sense of humor. You could always count on him for a joke (Laurel and Hardy his favorite), his presence would fill a room with laughter and love and if you were lucky enough he would pull out his trusty harmonica and play a tune. Karl was an active member of the "Grandfather's Club" serving most recently as Secretary, he had a long association with the Boy Scouts of America, and was active with the University of California Alumni Association, Executive Board, UC Berkeley, Class of 1954. Karl enjoyed all sports, especially racquetball, which he played regularly, he was an avid supporter of all CAL athletics, and was a long time usher for CAL basketball. Karl's spirit will always live in the hearts of those who were fortunate to know him. In lieu of flowers donations may be sent to Children's Fairyland, Oakland, CA.

Larry Mead, Graduated flight school with Flight Class 63-3W, flew in Vietnam with the 114th AHC (1966-1967) under the Red Knight 847 callsign.

Pastor Larry Mead, 75, of Gering, went home to be with his Lord Feb. 27, 2012 at home.

Larry was born Dec. 8, 1936 at McGregor, Minn., he graduated from High School in Bronson, Iowa in 1955 and enlisted in the U.S. Army in the infantry and was stationed in Germany. Upon his return to the States, he met and married his wife Bonnie on July 27, 1958.

Larry rejoined the Army and eventually went to Flight School to pilot Helicopters. He served one tour of duty in Vietnam in 1966 where he received a Bronze Star, Vietnam Air Medals and numerous other awards. When Larry began to lose the sight in his right eye he was discharged August 1967.

He spent much of his adult life in lay ministry before entering full time ministry in 1979. He served at Gering Baptist Church until 1995 when he accepted a call to pastor Southgate Baptist Church in Christiansted, St. Croix, U.S.V.I. Larry retired from ministry in 2002 due to health and moved back to Gering. He continued to serve at the church as Pastor to the elderly, Deacon, Social coordinator and anything else that needed to be done.

Survivors include his wife, Bonnie, four sons, twelve grandchildren, one sister, one brother, one foster brother and numerous nieces and nephews and friends. Memorials may be sent to the family. Tributes of sympathy may be left at www.dugankramer.com.

Michael Wesley Millspaw, graduated flight school with Flight Class 69-03, flew in Vietnam with C/227th AVN, 1st Cav Div in 1869-1970.

Michael Wesley Millspaw, 63, died Saturday, March 10, 2010 at Erie Veterans Affairs Medical Center. He was born in Erie, PA and proudly served the United States of America for 27 years, as a helicopter pilot in the Army. He served during the Vietnam War and

after leaving the Army, he was a member of the PA National Guard.

He was also a member of the VFW Post 740 and was active in the Edinboro Little League for many years. He was a member of the Pioneer Steam and Gas Engine Society of Northwestern Pennsylvania and enjoyed restoring antique tractors. Survivors include his beloved wife of 40 years, Gloria Chop Millspaw, two sons, one brother, one sister and two grandsons. Memorials may be made to VAMC- Erie, Hospice Unit, 135 East 38 Street, Erie, PA 16504. To send condolences please visit www.gluntfuneralhome.com.

Ret. Lt. Col. Murrell Langston Sloan. Major Sloan was the Commanding Officer of the 62nd CAC at Phu Bai in 1970, he flew under the Coachman 6 callsign.



Murrell passed away peacefully on March 9, 2012, at The Hospice of East Texas with his family at his side and joins his parents, brother and those he loved in God's great kingdom. Graveside services with full military honors followed his memorial at Harris Creek Cemetery in Winona, Texas.

He was born in Big Springs, Texas and is survived by his wife and best friend, Shirlee Sloan; his three daughters, and his sister. He was predeceased by his beloved brother Carl and was blessed with eight grandchildren and two great-grandchildren.

Murrell proudly served his country in the United States Army, rising to the rank of Lieutenant Colonel before retiring in March 1982. He started his career as a pilot and graduated from Officer Candidate School. He received his Bachelor's Degree from the University of Nebraska and an advanced degree from the U.S. Army War College. He bravely served two terms in Vietnam as a helicopter pilot, flying his beloved Caribou, and led a distinguished career for the military serving under NATO in Oslo, Norway. After retirement he was actively involved with the Army Otter Caribou Association, traveling with his wife to many annual meetings all around the country.

He loved travel, good seafood and flying. Donations in his memory may be made to The Hospice of East Texas Foundation, whose staff was kind and loving to Murrell and his family.

Norman P. Jacobs. Graduated flight school with Flight Class 60-2FW, the 68Q, he flew in Vietnam with the 16th CAG in 1969.

Lt. Col. Norman P. Jacobs, U.S. Army (Ret.), 82, died February 1, 2012, burial will be in Arlington National Cemetery at a date and time to be determined.

Lt. Col. Jacobs was born in Hays, Kan and graduated from St. Benedict's College and the University of South Carolina. He enlisted in the Army in October of 1947 and trained at Fort Benning, Ga., and was qualified as a parachutist and gliderman, he became a member of the Caterpillar Club because of an emergency parachute jump from a crashing C-82 aircraft at Fort Bragg. He completed Infantry Officer Candidate School and was commissioned a second lieutenant in 1952. In Korea, he fought as an infantry platoon leader with the 25th Infantry Division. His airborne assignments included the 82nd Airborne Division, the Army Airborne Center and the

Joint Airborne Troop Board at Fort Bragg, N.C., and the 11th Airborne Division at Fort Campbell, Kentucky and Germany. His military education included the Advanced Infantry Officers Course, the Army Command and General Staff College, the Armed Forces Staff College, and the Army's Flight School where he became qualified in both airplanes and helicopters.

He was selected to serve with the Army Staff in the Pentagon for three years, following which he was assigned the 16th Combat Aviation Group in Vietnam receiving numerous awards and decorations.

Following his retirement from the Army in 1970, Lt. Col. Jacobs moved to Columbia and was employed by the Columbia Hospital, he later developed a modernized system for procurement, inventory control, and distribution service; he was appointed the hospital's first senior vice president and served on the Board of Directors. Lt. Col. Jacobs was a member of the American College of Hospital Administrators, the National Association of Purchasing Management, and a Fellow in the Health Facilities Institute.

He was a life member of the Military Officers Association, the Society of Friends of Historic Fort Hays, Kan., the Vietnam Helicopter Pilots Association; the 82nd Airborne Division Historical Society and the 11th Airborne Division Association. Lt. Col. Jacobs also was a 40-year member of the Aircraft Owners and Pilots Association, the NRA and a 20-year member of the Interstate Hunt Club. He was a commercial pilot, instrument flight instructor pilot, and helicopter pilot with over 2000 hours of flight experience.

Lt. Col. Jacobs had a lifelong passion for fast cars, which intensified in 1957 when he purchased his first Porsche while stationed in Germany. At the Porsche factory, he met and collected the autograph of Dr. Ferry Porsche along with his new red Speedster. The love of Porsches continued throughout his life as he spent time racing his Porsche in road courses across the Southeast.

Lt. Col. Jacobs is survived by his wife of 17 years, Bene Jacobs, four children, three step-children, two adopted children and three grandchildren. Memorial contributions may be made to the Army Historical Foundation, PO Box 96703, Washington, DC 20090-6703.

Col. Powell Martin Smith, II, US Army (Ret.), graduated flight school with Flight Class 70-08

Col. Powell Martin Smith, II, US Army (Ret.), born September 5, 1942 entered rest on Monday, March 12, 2012 at the age of 69. Col. Smith served three tours in Vietnam as an artilleryman and helicopter pilot, as well two tours in Europe. Upon his retirement from the Army, he opened a business serving individuals with disabilities, which he ran for 18 years until his death.

He was recently inducted into his industry's leading association's (NMEDA) Hall of Fame for lifetime achievement and contributions within the Mobility Industry. He was similarly honored by the Military with his induction into the Field Artillery Officer Candidate School Hall of Fame in 2010.

A proud graduate of LSU and lifetime Tiger fan he was also active with the Garden Ridge Lions Club and the North West Rotary Club. His devotion to his Military and civilian careers was closely followed by his love of Golf and his competitive spirit. Although his fight with his health issues severely limited his physical abilities in the last year, Martin never lost his love for the

game or his love for all of the close friends and associates that meant so much to him throughout the course of his life. Whether at work or at leisure, Martin pursued all of his interests with a focus, passion and drive that his friends and family will never forget. Whether serving his country in times of war or peace, serving the needs of individuals with Mobility challenges, or supporting his family and friends, Martin brought an energy and aura that was nothing short of inspirational. He will be missed, but not forgotten.

Martin was preceded in death by his son, Powell Martin Smith, III and his brother and sister-in-law. He is survived by his loving wife of 40 years, Anita, one son, one daughter, one granddaughter, one brother and one daughter-in-law. You are invited to offer condolences at www.sunsetfuneralhomesa.com

Robert Regester, graduated flight school with Flight Class 68-35 and 68-517. Flew in Vietnam with the 48th AHC in 1969-1970 under the call sign Blue Star 194.

Robert Regester, 65, passed away on 23 February 2012 from the effects of COPD in Ft. Lauderdale, Florida.

Bob served 26 years in the U.S. Army, retiring in 1993 as a CW-4. He served in Vietnam with the 48th Assault Helicopter Company, 10th Aviation Battalion, 17th Aviation Group, 1st Aviation Brigade. His call sign was "Blue Star 194". Bob served in Vietnam in 1969-70. His unit supported the 9th ROK Division (Korean White Horse Div.).

He is survived by his son, Ryan and his wife Amy and two grandchildren, Jackson and Eleanor. He is also survived by one brother and his family and also his former wife, the mother of Ryan. Robert was pre-deceased by his parents, his father was a retired Lt. Commander and suffered with OCD and partial blindness. When Bob retired from the Army he went to California to take care of his father until he passed, from there he moved to Florida to be near his son Ryan and his family. Bob wanted to be near his only family and be the best grandpa a kid could have.

Ronald McKinley

Ronald (Ron) McKinley was born in Rochelle, GA. and away February 1, 2012.

Ron was active in the Boy Scouts and attained the rank of Eagle Scout and the God and Country Award. He graduated from Rochelle High School in 1956, and worked briefly for the Seaboard Airline Railroad in Jacksonville, FL. He attended the University of Georgia and graduated in 1960 with a Bachelor of Business Administration and was commissioned a Second Lieutenant in the U.S. Air Force. He spent the next 28 years in the Air Force, his career carried him into all the 50 states and 15 foreign countries. He graduated from USAF Pilot Training in 1965 and flew B-52s for eighteen months before attending and graduating from the USAF Helicopter School in 1967. From there he went to Nakhon Phanom Royal Thai Air Base and flew the HH-3E Jolly Green Giant, long-range rescue helicopters for a year and received the Distinguished Flying Cross and five Air Medals for missions over South Vietnam, North Vietnam, Laos and Cambodia. From there he was assigned to Naha AB, Okinawa and subsequently Kadena AB, Okinawa, still flying the HH-3E. He was deployed to South Korea in 1969 when the Russians shot down the Navy EC-121 near Vladivostok, USSR. He was sent back to South Vietnam in the Spring of 1972 for the An Loc Offensive. He retired from George AFB, CA in 1988 with the rank of Lt. Colonel.

Following his retirement, he and his wife Kandee started and operated several businesses under the name of Southwest Savvy. He did the design, layout and editing of more than twenty books for local authors in the Southern California area. Ron was active in the High Desert Woodworkers Association, the Inland Woodturners Association in Riverside, CA., and the Patriots Tea Party. He is survived by his wife of more than 32 years, Kandee, and four daughters. In lieu of flowers, and because they are involved in charitable projects for which they need funds, please make a donation of any size to either: Inland Woodturners, 1245 Saffron Circle, Corona CA 92879 OR High Desert Woodworkers, 17224 Darwin #4, Hesperia, CA 92345

Roger D. Byrd

Mr. Roger D. Byrd, Sr., 83, of Marietta, Georgia passed away March 15, 2012. Mr. Byrd was born in Oklahoma City, he graduated from St. Benedicts College in Kansas and attended George Washington University in Virginia. Mr. Byrd proudly served his country for 30 years in the U.S. Army including a tour in Vietnam as a helicopter pilot and retired as a Lieutenant Colonel. He always enjoyed traveling and was a loving and devoted husband, father, and grandfather.

He is survived by his wife of 49 years, Joy Byrd, two sons, two daughters and seven grandchildren. In lieu of flowers, please send donations to the United States Air Force Academy Endowment online at: giving.usafa.org or by mail at USAFA Endowment, 3116 Academy Drive Suite 200, USAF Academy, CO 80840-4475 in Roger Byrd's memory C/O Cadet Dylan Byrd. Online condolences may be expressed at www.hmpattersoncantonhill.com.

Richard Fred Wickboldt, Jr., graduated flight school with Flight Class 71-06, flew in Vietnam with the A/158 AVN, 101 ABN (1971) and the 173rd AHC (1971-1972) under the Ghost Rider 30 and the Robinhood 11 callsigns.

Richard Fred Wickboldt, Jr. died Saturday, March 31, 2012 in Slidell, Louisiana at age 65. Mr. Wickboldt was born in Chicago, Illinois, he grew up in Zachary and Baton Rouge and graduated from Lee High, and from LSU in Marketing and Business Administration. He retired from Sears in 2001 as a store manager in Biloxi, Mississippi with over 30 years of service.

He was a helicopter pilot in Vietnam assigned to the Ghost Riders, A company of the 158th Assault Helicopter Battalion of the 101st Airborne. He is survived by his wife of 42 years, Mabel, one son, two grandsons, two brothers and one sister. The family wishes to issue a sincere Thank You to the staff of Camellia Gardens in Slidell and Lakeshore Hospice for their loving care over the past six months. Donations may be made to St. Timothy United Methodist Church or to the Walk To End Alzheimers at www.alz.org, under the Camellia Gardens Team, Mabel Wickboldt Walker. Sign Guest Book online at www.cjfieldingfh.com.

TAPS

CW2 Thomas J. Taggart, graduated flight school with Flight Class 69-11, flew in Vietnam 281st AHC (969-1970) and the CAC 1972-1973 under the Rat Pack 14 call sign.

Thomas J. Taggart, III, 64, of Keyport, passed away, Monday, February 13, 2012, at Lyons Hospice, East Orange, NJ. Born in Kearny, he resided in Cliffwood before moving to Keyport. He graduated from Park College, Parkville, Missouri with a Bachelors Degree in Business Management.

He was a helicopter pilot for Roger Penski Racing and was a member of the Aircraft Owners and Pilots Association. He served his country in the Army during Vietnam, as a Chief Warrant Officer W-2 where he flew many missions over hostile territory for which he received the Army Commendation Medal and the Bronze Star.

Thomas is survived by two brothers and one sister. Burial was held on February 21, 2012 at Brig. Gen. Wm. C. Doyle Veterans Memorial Cemetery, Arneytown, New Jersey.

Terry L. McDaniel, graduated flight school with Flight Class 70-27, he flew in Vietnam with the 129 AHC in 1970-1971, under the Bull Dog 29 call sign.

Terry L. McDaniel, 68, of Daytona Beach, FL, passed away April 4, 2012. Terry was born in Huntington, Indiana and honorably served in the U.S. Army during the Vietnam Conflict earning the Distinguished Flying Cross. He continued his service as a helicopter pilot with the Indiana National Guard.

He was preceded in death by his wife Yvonne and one brother, he is survived by his daughter, two step-children and three sisters. Condolences may be offered at www.soller-baker.com

Tommie A McFarlin, graduated flight school with Flight Class 67-02, flew in Vietnam with the 21st RAC (1967-1968), B/158 AVN, 101 ABN (1971) and the A/2/17 Cav (1971-1972) under the Black Ace 36 and Redskin call signs.



Tommie A McFarlin passed away on February 2, 2012. Tom graduated Distinguished Military Graduate from Oklahoma State University in May 1965. His first assignment was field artillery with the 101st at Ft Campbell KY, he then attended Officer's Fixed Wing Aviator Course with his follow on Vietnam assignment being with the 21st Recon Airplane Company. He saw the light and soon became a graduate of the Rotary Wing Qualification Course, the Cobra Transition Course and then he returned to Vietnam for his second tour, this time with the 101st when he ended his tour in 1971 as commander D Company 158th AHB the Redskins.

Like many of us he returned to attend the FA advanced course, attended the Navy Test Pilot School and then returned to the 101st for another FA tour as the S3 and battery commander in the 2nd Bn, 320th FA. Returning to aviation he took over as S3, 4th Bn, 77th Aerial Rocket Artillery (ARA) BN and then Commander C/4-77. It was during this period, I witnessed his keen long term strategic vision which at times was hard to understand but for me and many

others was one of the best traits he could have handed off to a subordinate. He was always an innovator. I keenly remember his taking on the assignment to fix a system where a Super C Chinook from the 159th ASHB lifted 6 M-102 howitzers. I was there when many pictures were taken, the guns were set down, and Hook immediately went for fuel at Oasis Pad. The 47 just had enough fuel for the picture because of the weight of six 3500 pound guns, but, hey, we got the picture, the DivArty CDR was pleased, the 101st got credit for "getting it done" and that was that. His BN command was the 269th CAB at Bragg 82-84, which I equate to herding crickets in a high wind because this unit was a corps command aviation Bn with C 12s, UH 1Hs, OH 58s and a company of Chinooks, which spells a major maintenance challenge. His OER stated he left the Bn in much better condition than what he inherited. Tom had multiple tours at Ft Leavenworth as a student, a member of the facility and also working on combat development jobs, one being the Patriot Missile Program.

He retired in 1992 after 27 years and 3 months of service. Tom always led the way, and did so with this funeral service which was in a Cherokee United Methodist Church in Claremore OK. He asked that "Spirit in the Sky" be played which delighted his wife, Carol and family. Tom was one of the more spirited leaders I served under, and will always remember how every unit he commanded was in high state of readiness when he changed command. Mike Sloniker

Cdr. Walter Eugene Stephens (USNR-Ret.), graduated flight school with Flight Class 61-6Q

Cdr. Walter Eugene Stephens (USNR-Ret.), 89, died Wednesday, February 1, 2012. Born in Sapulpa, Oklahoma, he was a 27-year Naval aviator veteran, having served in WWII and Korea, with 218 combat victories. He had stateside tours as a flight instructor in both fixed wing and helicopters. He was assigned to Naval intelligence in Washington, D.C. and Morocco and had a final duty tour in Columbia as head of Navy recruiting for South Carolina. It was in Columbia he decided to retire.

Walt was decorated multiple times including the Distinguished Flying Cross, the Air Medal, Navy Commendation, Presidential Unit Commendation, Navy Unit Citation, WWII Victory Medal, National Defense Medal (two battle stars), Naval Reserve Medal, American Campaign Medal, Asiatic-Pacific Medal (four battle stars), Korean Service Medal (two battle stars) and Korean Presidential Citation Medal.

Cdr. Stephens' flight certification included Commercial Pilots' License in single and multi-engine aircraft for both land and sea, Flight Instructors' rating for fixed wing rotor wing aircraft with instrument rating and helicopter pilot and instructor with instrument rating. He accrued over 13,000 accident-free flight hours. Upon retirement from the Navy, he became the first corporate pilot for the State-Record newspapers.

Surviving are Marjorie, his wife of almost 67 years, one daughter, one son, two grandsons, one brother and numerous nieces and nephews. He was predeceased by his brother, Norman, and sister-in-law, Mary.

The family would like to thank the staff and caring personnel of LifeCare Center of Columbia where Walt spent his last years. The V.A. of Columbia is to be

commended for their excellent service on his behalf.

Interment in Fort Jackson National Cemetery will be private at a date to be determined. Online guestbook at www.dunbarfunerals.com

Orville Wayne "Scat" McNatt, graduated flight school with Flight Class 57FW and 61-8QC, flew with the AHC and 14 CAB in 1966-67 and 77 ARA, 101 AID in 1968-69.



Orville Wayne "Scat" McNatt -- Flight Class 56-15 (FW) and 61-8Q (RW). Flew in Vietnam with the 174

LTC Orville Wayne "Scat" McNatt, USA (Retired), 79, died on 27 February 2012 in Rio Rancho, NM with his loving family present. He died peacefully and without pain after a long battle with the ravages of Alzheimer's and lung cancer.

Scat, as he was affectionately called by all those who knew him during his military career, was born in Englewood, CO on 5 November 1932. His father was a CE officer during WWII and participated in the D-Day invasion. Scat graduated from Westminster (CO) HS and Colorado A&M with a BS in PE and commissioned in the Artillery Corps on 4 August 1955. Scat excelled in all sports, but football, wrestling, and track were his favorites. Carried on the A&M football roster as quarterback, Scat was used more as a utility back, playing defensive safety, quarterback, halfback, and fullback. They called the position "Scatback" and that is how he earned his nickname.

Called to active duty 22 October 1955, he attended Field Artillery Basic Course at Ft. Sill; the Army Aviation School at Edward Gary AFB, San Marcos, TX for primary FW training, then to Ft. Rucker, AL for advanced training and pinned on his Army Aviator wings on 12 February 1957 with Class 56-15.

He served in Korea as aviation officer with HQ, 969th FA Battalion, 2nd Howitzer Battalion, 76th Artillery and HQ, I Corps Group during 1958-59. Scat attended the Surface-to-Air Missile Battery Officers Course at Ft. Bliss, TX en route to Ft. Rucker where he served as a classroom instructor on aircraft power plants in the Department of Maintenance (DOM). Scat attended FW instrument flight training with Class 60-1; then attended RW training with Class 61-8Q at Camp Wolters, TX. Upon return to Ft. Rucker, Scat was assigned as Chief, FW Branch, DOM, and later as Project Officer, Operations Branch, DOM.

Scat returned to Ft. Sill in January 1962 to attend the Artillery Officers Career Course; then was assigned as CO, Battery E, 1st Training Battalion at Ft. Sill. He next served (on TDY) with HQ and HQ Company, 1st ADA at Ft. Hood, TX for nearly a year. He returned to the 1st Training Battalion at Ft. Sill for a short stint as assistant S-3 and then as CO, Battery A.

Scat was stationed overseas in United States Army Alaska (USARAL) from 1963-65 and served consecutively as aviator and RW platoon commander in HQ and HQ, USARAL Aviation Battalion, which later became the USARAL Aviation Company, 19th Aviation Battalion on 1 July 1964. Captain McNatt returned to Ft. Benning, GA and further assigned to the 174th Aviation Company, then forming for duty in Vietnam. He was assigned as CO, 409th TC Detachment, the unit attached to the 174th for fourth

TAPS

Scat was stationed overseas in United States Army Alaska (USARAL) from 1963-65 and served consecutively as aviator and RW platoon commander in HQ and HQ, USARAL Aviation Battalion, which later became the USARAL Aviation Company, 19th Aviation Battalion on 1 July 1964. Captain McNatt returned to Ft. Benning, GA and further assigned to the 174th Aviation Company, then forming for duty in Vietnam. He was assigned as CO, 409th TC Detachment, the unit attached to the 174th for fourth and fifth echelon UH-1 maintenance. Scat was promoted to major on 26 January 1966. He joined "The High Priced Help (THPH)," a singing quartet of Army Aviator majors, when that group formed on the voyage to VN. He was the lead singer. THPH performed at many venues during the tour in VN; enhancing the morale of the troops wherever they sang. Scat served as the S-4, 14th CAB from 22 November 1966 until his departure in March 1967.

Scat attended C&GS at Ft. Leavenworth, KS and upon graduating in 1968 was assigned as XO of HQ and SVC Battery, 4th Battalion, 77th ARA at Ft. Sill, which was the beginning of his second tour when the unit was shipped to VN in October and became part of the 101st AID. On 22 May 1969 he was transferred to HQ, 160th Aviation Group, 101st AID to serve as assistant division aviation officer. He was promoted to lieutenant colonel on 19 August 1969. He returned to CONUS on 11 October 1969 to serve as a combat development staff officer at Alexandria, VA where Scat developed battlefield tactics for the new Apache helicopter. On 6 January 1972, he was assigned to Ft. Leonard Wood, MO where he commanded the 2nd Battalion, 5th Army Individual Training Brigade at Leonard Wood.

Assignments followed at HQ, USASOUTH-COM, Panama and at the 1st Cavalry Division at Ft. Hood, he retired from the Army at Ft. Hood with over 26 years service on 31 August 1979. His

awards and decorations include the DFC, BSM/3 OLCs, MSM, AM/Num 3, JSCM, ARCOM, NDSM/1 OLC, VSM/Silver/Bronze Service Stars, RVNMC, Sr. Army Aviator Badge, and four Gold Overseas Bars. He received the VGC with Palm Unit Citation and the RVN Civil Actions Honor Medal, First Class.

In 1985 Scat became a maintenance supervisor working for Lockheed Support Systems to augment aircraft maintenance on the AH-64 Apaches of the 1st Cavalry Division at Ft. Hood. When the division deployed to Saudi Arabia in September 1991 for the Gulf War, Scat deployed with them as supervisor of a 40-man Lockheed team providing aircraft maintenance for the 227th Aviation Brigade. Scat's son-in-law, a sergeant first class in the 1st Cavalry, also deployed and was killed in action on 27 February 1992. Scat accompanied his body to the states, departing on 1 March. He did not return to Saudi Arabia but continued to work for Lockheed until November 1995 when he retired permanently.

Throughout his retirement years Scat continued to sing and perform with THPH at various venues in the US. He often related that his affiliation with THPH was one of the most memorable experiences of his life. Scat married Paula P. Ralston on 14 March 1957 in Henrietta, TX and she survives him, he is also survived by two remaining sons and two daughters. His remains were cremated and buried in Santa Fe National Cemetery, Santa Fe, NM with full military honors.

William E. McGee, graduated flight school with Flight Class 62-7QC and 60-6FW, flew in Vietnam with the 73rd AVN (1863) and the 117th AHC (1963-64).

William E. McGee, 75, died at home after a long, brave battle with cancer on April 2, 2012. He was born in Prospect, Maine, and raised in Milford, New Hampshire. He had been a resident of Liverpool since 1968. He was a graduate of the University of New Hamp-

shire.

He was a veteran of the US Army for 13 years, five years of which were active duty, attaining the rank of captain. He was a pilot of both helicopters and fixed wing aircraft. In Vietnam, he flew over 400 combat missions and rescued wounded US and Vietnamese soldiers while under enemy fire. He was a free-lance writer, the author of many stories and articles which were published in Europe and the U.S., his book, "Men of Granite", was published in 2007.

Since 2011, Bill has written a quarterly column for the "New Hampshire To Do" Magazine. Bill retired from Dupont's Biotechnology Division in 1989 after 22 years in sales and marketing. He founded Microtome Service Company which he managed until 2010. Bill was an Eagle Scout and Silver Beaver and was active in the Boy Scouts for over 45 years, serving as a Cub Den Leader, Scoutmaster, Woodbadge Instructor and District Commissioner. He was on the Advisory Board of the Lee Scouting Museum in New Hampshire and Chairman of the Hillcourt Scout Museum at Scout Camp Woodland in Constantia.

He was predeceased by his first wife, Rebecca "Becky" McGee, who died in 1984 and their two children and two grandchildren. He is also survived by Joan Mosley Macko, his wife of 25 years, and her three children and their five grandchildren.

Charles J. "Chuck" Restivo

The VHPA has been notified of the death of Charles J. "Chuck" Restivo who passed away on March 23, 2012. Chuck graduated flight school with Flight Class 67-4QC and 66-5 and flew in Vietnam with the 188th AVN (1967), the 190th AVN (1968), the 56th TC Co (1971-1972), the 604th TC Co (1972) and the 201st Avn Co in 1972 under the Black Widow 27 and Spartan 31 call signs.

Further information will have to be obtained from the family.

MIKE LAW WISHES TO NOTIFY THE MEMBERSHIP OF THE PASSING OF PHIL POISSON



I would be seriously remiss if I didn't make certain that something about Phil Poisson's passing was not published in The Aviator. While he was not a helicopter pilot he was one of the "tall trees" in the forest of the Vietnam Era helicopter community and was an especially great help to me and the VHPA.

First let me add my small voice to the large chorus of mostly voices from the US Navy helicopter community, especially in the San Diego area, thanking Phil for his wonderful accomplishments and being on record that he will be missed. Phil passed away 31 Dec 2011 with his family at his side. I'm not certain but I believe in October he answered one of my emails asking for

clarification about a recently deceased US Navy helicopter pilot so he was still working and helping almost to the very end! I never knew he was ill and was really shocked when I learned of his death!

Phil graduated from high school and immediately when in the Navy in 1961. He became an Aviation Electronic Technician and in his 28 years in the Navy he moved through the ranks from E1 to CW03 in maintenance. He had the experience of wintering over in the Antarctic and was the first enlisted person to achieve 2,000 hours in the H2 helicopter, many of which were earned in Helicopter Combat Support Squadron Seven (HC-7) flying in and around Vietnam. In 1989 he earned a BS in computer science then worked for Digital Wizards, Logicon and Northrup Grumman until he retired in 2007. He served faithfully on the Naval Helicopter Historical Society's (NHHS) Board of Directors by helping produce and distribute their magazine, helping with websites, maintaining their database and answering questions (even from a former US Army guy named Mike Law). His passion was HC-7! He helped with reunions, websites, aircraft restorations,

HC-7's displays on the USS Midway, you name it - Phil did it faithfully, professionally, quietly, and well.

I first met retired Commanders Lloyd Parathemer and Walt Lester (the first and last COs of HC-7 respectively) on the USS Midway as the newly minted VHPA National Reunion Committee Chair in 2009. Both gentlemen have done SOOOOOO MUCH for the NHHS, the USS Midway, and dozens of other worthwhile military and aviation helicopter related organizations especially in the San Diego area. They were a HUGE help to me. They were of one voice on this one subject, "Mike, you've got to get to know Phil Poisson! He knows everything and everyone connected with US Navy helicopters." They were "right on target" with that piece of advice. In closing, Phil's website "HELOS4EVER" was last updated 10/29/2011. A slow hand salute for Phil Poisson from Mike Law of the VHPA.





Vietnam Helo Operations

★ "Rotorheads Return"

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VHPA'ers in the News



VHPA Member Files for Congressional Election

VHPA Member Ray Boland has recently announced that he is running as a Republican to represent the 3rd Congressional District of Wisconsin.

Col. Boland (Ret.) served two tours of combat duty in Vietnam where he commanded an attack helicopter unit in the 101st Airborne Division. He also was a brigade commander in the 3rd Infantry Division in Germany and a battalion commander in the 25th Infantry Division in Hawaii. After serving as garrison commander of Fort McCoy, Wisconsin from 1988 to 1991, he retired from the military with the rank of Colonel. His military awards include the Legion of Merit, the Distinguished Flying Cross, the Bronze Star, and the Purple Heart. A graduate of Wood County Teachers College in Wisconsin

Rapids, he also earned a bachelor's degree in social science from Troy (Alabama) State University and a master's degree in communications from Shippensburg (Pennsylvania) State University. He is a graduate of the Army War College, the Command and General Staff College, and numerous other military courses at the Army field artillery and aviation schools.

After completing military service he entered Wisconsin State Government and continued to serve our veterans for the next 12 years. Col. Boland is from Friendship, Wisconsin and currently resides with his wife Donna in Sparta, Wisconsin. But through all of this he tells us "Deep down I have always remained the former 'El Toro' of B Btry. 4/77 ARA, Camp Eagle, 1970."

Col. Boland has recently been endorsed by the Combat Veterans for Congress and has been invited to attend their event Tampa, Florida on May 26. He and his wife also plan to attend this year's VHPA Reunion in New Orleans at the end of this July. If you have any questions for Ray, or would like to donate to his campaign, you may contact him at: Boland for Congress, PO Box 460, Sparta, WI. 54656 or by calling [REDACTED]

Complete details of his platform and his campaign are also available at: BolandForCongress.com



Looking for Military Memorabilia from the Vietnam War

I am seeking Military Memorabilia that pertains to Helicopter Operations in Southeast Asia.

Items of interest include - pocket patches, calling cards, scarves, headgear, personalized helmets & gear, propaganda, flight gear, pins, wings, plaques, paper items, souvenirs, unofficial/novelty items, flags, artwork and even uniforms and "Drinking Suits" of the era!

This includes Aviation, Transportation or Air rescue units. Army ~ Air Force ~ Navy ~ Marine Corps

I'm very actively pursuing material from Cavalry units - a unit specific Stetson hat, Patches & embroidered scarves, calling cards, a saber carried in country, guidons, plaques and various other unit related material and souvenirs pertaining to flying Cav units.

These items will be used in exhibits throughout the country and as source material for an upcoming book. I will also place photos and descriptions of anything contributed by a VHPA member on the VHPA's on-line museum website (www.vhpamuseum.org).

Please note that anything contributed will not be re-sold but will remain in this collection for all to enjoy!

I'm happy to purchase your items at a very fair price if they help me complete or expand portions of the collection. You don't have to donate to participate! Many thanks to everyone for your on-going support in this effort!

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

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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

ALAMO CHAPTER

Always in search of new and different experiences (we ARE helicopter pilots), we met for Happy Hour on Friday the 13th of April at the Gillespie County Airport. This airport is adjacent to Fredericksburg, Texas, a couple of hours NW of San Antonio. Beside the runways is a really fun hotel, built from the ground up to resemble a WW II hangar of the 1940s. It is called, strangely enough, the Hangar Hotel, and there is an Officers' Club inside. The theme is reflected there, with airplane memorabilia, model planes, USO history, and the romance of the 40s. The O. Club was a great place to hold our social-only Happy Hour meeting, after which dinner was enjoyed at a nearby popular restaurant. We returned to the O. Club to stay overnight at the hotel, of course.

On Saturday, we all enjoyed touring the Admiral Nimitz Museum in Fredericksburg. (Fredericksburg was the home town of Admiral Nimitz.) This is a world-famous military museum with countless artifacts from WW II, including the actual Japanese midget submarine that ran aground and was captured during the Pearl Harbor attack. Later, our ladies enjoyed the many and varied small shops in the city, designed just for their shopping pleasure.

Our next quarterly meeting will be a business meeting, sometime in July. In case any Alamo Chapter members have read nothing but this article during the last six months, it is far past time to register for the VHPA Reunion in New Orleans in August. Event spaces and hotel rooms have been going fast. We want you to attend! Register TODAY!

Bib Dillon, President

ARIZONA CHAPTER

The Chapter is planning a picnic on May 5 at Scottsdale Ranch Park and Tennis Center, from 11:30 AM to 3 PM at Ramada # 9. BYOF (Bring your own food). We have a beer permit (no bottles) cans and kegs only; we will provide condiments, paper plates and charcoal grill, etc. Please RSVP to Carroll Vanik at [REDACTED]. For additional information please call Carroll or myself, Bill Sorenson, at [REDACTED].

Bill Sorenson, President

CALIFORNIA NORTH CHAPTER

The VHPA-CCN took the Huey to the California Museum Day on Feb 4 parking it outside the California State Military Museum in Old Town Sacramento. There were also Civil War, WWII, Korean and Vietnam era displays on the street with cannons, a beautifully restored and equipped WWII Jeep and many individuals dressed in period uniforms. There were at least three Army Nurses in uniform. We set a record for visitors and for kids climbing in and out of the Huey. Jim Barger estimated at least 1,000 people visited our Huey while at least 600 of them climbed inside to get a pilot or crew members view out the doors and windows. Thanks to all the CCN members who helped all day with the Huey and the crowds. We got a lot of questions, didn't we? Our C Model might be one of the most photographed Huey's in existence!

Our Summer BBQ is scheduled for June 9 on the Delta. We're also going to be in the July 4th parade in Carmichael, CA with the MOC and Huey. Chapter paraphernalia is available by calling Ken Fritz at [REDACTED] or Jim Barger at [REDACTED].

Ken Fritz, President

CENTRAL NEW YORK CHAPTER

I would like to personally like to invite any helicopter pilot living in the Syracuse-Binghamton-Albany triangle that flew during the Vietnam Conflict and would like to join our group to contact me Tom Mc Millen, at [REDACTED] or e-mail at [REDACTED].

We are planning a picnic for July 21 at 11AM at Roger Bakers home in Jamesville, NY, directions will be forthcoming.

Tom Mc Millen, President

FORT RUCKER CHAPTER

Our next Chapter meeting will be on April 3rd at the Old Mill Restaurant in Dothan. It will be a dining meeting complete with our wives. Not much business is discussed, but it is a good time with our wives and a bunch of old aviators. Come to think of it, it really is why we are there to relive those times and to realize what we were a part of; just knowing that our cause was just and necessary. Our following meeting is not yet scheduled. Call me at [REDACTED] for information.

Roscoe Souders, President

FORT WOLTERS CHAPTER

The next Chapter meeting will be held at 10AM at the site of the National Vietnam War Museum in Mineral Wells on June 2. The Business meeting will begin at 1130AM with lunch and the general meeting to follow a 12PM. At 10AM the NVWM will add several names to the Vietnam War Memorial replica. There will be

several aircraft static displays, a horse drawn field piece from Ft Sill and several other items of interest. Jim Messinger will act as MOC. Army LTG Jack Woodmansee and Navy CPT Robert Bennett will be the guest speakers.

Mike Sheuerman, President

GEORGIA CHAPTER

The Georgia Chapter continues to hold its bi-monthly Saturday morning breakfast meetings and continues to assist with efforts to educate local people and groups about the Vietnam War. We furnish speakers to high schools and colleges, Boy Scout Troops, other youth organizations and civic groups that want to learn more about the Vietnam War from people who actually participated in it. Newman High School teaches a course on the Vietnam War and the Georgia Chapter provides our assistance to them whenever possible.

Our March meeting was well attended. We had 25 total, including 3 new members and 3 visitors. George Murray and Bill Zucchelli were reunited for the first time since they served together with the "Cowboys" back in 1966. Because of space restraints we are now actively looking for larger facilities. Our restaurant host, J. Christophers, has been great with both their food and service, but space available is getting a little cramped. So, check our web site from time to time for a change in the meeting location. Active members will be notified by e-mail when a new meeting site is selected.

*****NOTE***** The Chapter meeting planned for May has been moved up one week, from 19 May to 12 May to accommodate a very special guest, Mr. Gary Wetzel. Gary was a Huey Door Gunner for the 173rd "Robin Hoods". He was awarded the Congressional Medal of Honor in 1968 for his heroic actions, after his aircraft was struck by an RPG on short final.

Bill Mc Rae, President

MICHIGAN CHAPTER

We are a newly organized chapter and are looking for qualified members to join our group. If you flew helicopters in SE Asia between 1963 and 1975 we want you to join us. Please contact me at [REDACTED] or e-mail at [REDACTED].

Charley Martin, President

MID SOUTH CHAPTER

The Mid South Chapter has merged with the Ohio River Chapter. All correspondence should go to Jack Mechem, [REDACTED] Springfield, OH 45501 or call [REDACTED].

New website: www.ohriviz@msn.com

Pete Norman IV

MINNESOTA CHAPTER

We are a newly formed chapter looking for members. If you are qualified (flew helicopters in SE Asia 1963-1975) and would like to be a member we would love to have you. Please contact me (Ray Wilson) at [REDACTED] or at [REDACTED].

Ray Wilson, President

SOUTHERN CALIFORNIA CHAPTER

We had a chapter meeting on Saturday, March 17 at Wings and Rotors Air Museum. Our members are Life Members of the Museum. Our Chapter Plaque is complete and will be mounted in the Visitors Center at The National Vietnam War Museum in Mineral Wells, TX. Members of the Vietnam Helicopter Pilots Association were responsible for the beginning of the Museum and it is wonderful that many units and chapters have contributed to the project for years. Thanks to all who helped make our \$1000 contribution possible.

We still have about 25 Chapter golf shirts with our logo in various colors and sizes. Cost is \$30. Thanks from our Chapter to Bill Bock of Bock Awards and to Larry Kolar's wife for all the help with the beautiful plaque.

On June 30th the SoCal Chapter will have a booth and banner displayed at American Heroes Air Show at Hansen Dam Recreation Complex in San Fernando. If any of you would like to help me manning the booth, let me know.

Sven Akesson, President

NEW ENGLAND CHAPTER

We always have our monthly breakfast meeting on the first Monday of the month at Joe's American Bar and Grill, 985 Providence Highway, Dedham, MA in the bar/dining area. We are also planning for our annual cookout at Peter (Pinky) Adams Lodge in Scituate, MA on Sunday, 9 September. Details to follow.

Bill Williams, President

VHPA CHAPTER ACTIVITIES

NEW JERSEY CHAPTER

We had a meeting on March 26. About half of our members attended. It was an informal meeting with Pilot BS and more BS, we even tabled discussion of the bylaws until the next meeting.

I sold 4 first day covers of 1999-33C helicopter stamps for \$5.00. If you want one let me know. I handed out Ft. Wolters lithographs and I have more. Roy Budd was Donut Dolly. Thanks Roy. NJVVM Foundation membership forms were handed out to non-members and please return ASAP. Will mail forms to those absent. Without vote, but with no nays, this was decided as a meaningful way for us to support the memorial. All members will be asked to invite two prospective members to the next meeting. I will provide nearby geographical contacts

The next meeting will be on Saturday, May 5th. 10-12, Memorial Day weekend and we're open for agenda suggestions, in fact to any and all suggestions. Our June meeting will be on a Sunday, we're working on getting some possible flight simulator time, Pete Purnell will keep us posted. Bring your own Depends.

Jim Purnell, President

NORTH ALABAMA CHAPTER

We are continuing our restoration project of the Charlie Model. This is a joint project with the Saving Our Flying Heritage Foundation. The groups are working every other Saturday till we get this job completed. Several members are working more than the scheduled work days. It is amazing what 8 or 9 old men can do with very few assets. The support of Bernie Parr is paramount in us getting the job done. He has arranged for hanger support and ground handling support for the project.

We don't have very many of the special tools needed but with the experience and knowhow of our members we are accomplishing the job with what we have. Marshall Eubanks has done an unbelievable job in almost single handedly building shelves for our parts storage. Our main mission is to get the aircraft ready to participate in the Veterans Day Parade again this year. At least the outside should be complete. Of course the mission is to have the aircraft both inside and out be just as it was in Vietnam.

Les Hass and Don Bates made a trip to Pennsylvania to retrieve a tail boom as well as a trailer for the aircraft to be transported to parades and other events. Les Hass is a brand new member of the VHPA and will be attending the Reunion for the first time this year. With the addition of Don Bates we now have 38 members. It seems like only yesterday that we were struggling to reach 10. With the help of Sam Maki, Ralph Weber, Marshall Eubanks and others we are continuing to grow. Jim White attended the reunion of the Ohio River Chapter to maybe gain some insight as to continuing growth. He was treated very well and he and Bob Hamilton had some very informative discussions and guidance on the operation of our chapter. We also visited the Helicopter 369 Museum at Grissom AFB.

Jim White, President

OLD DOMINION CHAPTER

We had three very interesting speakers at the March meeting of the Old Dominion Chapter. All were local Vietnam Veterans that have undertaken a monumental task with assistance from the Vietnam Memorial. Ron Crymes served with the USMC in Southern I Corps from Oct 68 to June 70. He was a rifle platoon leader and advisor to the ROK Marines. He and two other vets have teamed up with Jan Scruggs to assist with the new education center to be built at the Wall. Ron is the local point man for the VVMF and is heading up an effort to collect photographs of about 32,000 of the 58,272 men and women listed on the Wall. Having had the pleasure and talk with Ron, I feel his work is deserving of an article in the AVIATOR. Ron can be contacted at: [REDACTED] or [REDACTED]. If you would like any other information please feel free to contact me.

JT Severin, President

SOUTH CAROLINA (Celebrate Freedom) CHAPTER

Our Chapter is working hard for our host, the Celebrate Freedom Foundation, getting ready for their annual Freedom Festival. We'll have the NC Chapter helicopters again, also a group of 7th Cavalry re-enactors from Pennsylvania and members of the Buffalo Soldiers from all over the Southeast, specifically the 9th and 10th Cavalry. They will have

30 horses and a supply wagon. Our Bravo Troop will create a Vietnam Firebase, complete with tower. The Marshall Tucker Band will be the main entertainment. Maggie's scheduled for a flyover and our ARA bird, 520, will be on static display. If you are in the area on April 21st, slip on your Stetson and spurs and come to Columbia SC for a really jam up time!

If you can't make it in April then cruise on out to Shaw AFB on May 5th and 6th for their "Shawfest" airshow". We're honored to have Maggie selected to participate in a downed pilot rescue as well as fly with the Thunderbirds in the show's opening act. Wonder how fast Maggie can fly?

I've had great feedback from the article about Maggie in the Jan/Feb issue, even had a few new members join. We're feverishly working on the second "flyer" and could use some more help. Our hangar is located at the Columbia Metropolitan Airport (CAE) and our motor pool is right across the street. Come on over and set a spell.

Larry Russell, President

SOUTH MISSOURI CHAPTER

The South Missouri Chapter of VHPA held its first quarterly meeting at Wings of Hope, Spirit of St. Louis Airport, St. Louis, MO. Wings of Hope, once again, proved to be very gracious hosts for our meeting and we send them our sincere gratitude and appreciation. Following the meeting, members and guests were invited to tour the St. Louis Police Department Aviation Unit, and we thank them for the opportunity.

Our Chapter continues to grow. We had six new members join in the last few months, bringing our total membership to 89. Remember, if you bring in a new member, you will have one year added to your current membership, so invite those you know, who are eligible to join.

The second quarterly meeting is scheduled for 23 June 2012, and will begin at 11:00am. The meeting will be held at Cravin' Pizza, 3461 Sunshine Street, Springfield, MO (across from Sam's Club). Our host will be Jim Ashford, retired Navy, and owner of the restaurant. Jim has been a big supporter of the South Missouri Chapter of VHPA with financial donations, words of encouragement, and has allowed the Chapter Council to meet there on many occasions. In fact, this is where our Chapter got its start! The restaurant has a new dining room and social area and will be very accommodating for our meeting.

Whether you have pizza or order from the selection of delicious entrees, the food is great and the service is fantastic. So, mark your calendars now, plan to attend, and let's show Jim our heart-felt gratitude for his support and service to our country and to our Chapter. Be sure to check our website, vhpsmo.org for more information regarding this meeting and all other chapter activities.

The 2012 Wings Over Whiteman Air Show and Open House is scheduled May 19 and 20. This is free, family oriented event is expected to draw spectators from all over the region. Wings Over Whiteman schedule to feature dozens of static displays, exhibition aircraft, vintage and modern war birds and more.

The VHPA Annual Reunion in New Orleans is getting close and some events are already sold out. I suggest that you send in your reservations soon, and this can be done on-line at vhpa.org. The dates of the reunion are July 31 – August 5, 2012. John Sorensen our Past President, becomes VHPA President at the closing banquet so let's show our support as we celebrate this accomplishment.

Russ Emory, President

ROCKY MOUNTAIN CHAPTER

The ski day was on March 29, the weather was very warm & the snows were melting quickly. We are finalizing our plans with the Wings over the Rockies Air Museum for Armed Forces Day, we will bring our mounted museum for the weekend to the Old Lowry AFB. The next major project will be the member oral histories, we hope to incorporate the histories into a video as well as sound into the museum. The chapter has also been invited to attend the Golden Colorado 4th of July celebration so that's also in the planning stages.

We are continuing to meet on the 3rd Saturday of each month, this April's meeting will be a work meeting at the museum to update & clean up the museum from storage. Elections will be held in June and please send any and all nominations to Phil Lanphier.

Phil Lanphier, President.

VHPA CHAPTER ACTIVITIES

WASHINGTON STATE CHAPTER

We started our year with a general meeting at Famous Dave's BBQ in Tacoma on February 18th. We talked about our plans for 2012 and specifically about increasing our membership. After a concentrated mailing effort in 2011 yielded a disappointing return, we determined that our best opportunity for attracting new members was our own individual voices. We all have friends or acquaintances that are members of the National Organization, but who have not joined the state chapter and it is up to us to bring them in. I asked each member to bring in at least one other friend to the chapter over the next year. For those who really excel, we have a little kicker: Mel Sheldon offered a free night's stay at the Tulip Resort / Casino for the member who brings in the most new members during 2012. Good luck to you all.

Looking forward, our next meeting will be on June 16th (Fathers Day Weekend) at the Olympic Airshow - Olympia Airport. Please watch our website (vhpawa.org) for further information on directions and timing. Bill Vaughn, our webmaster, is going to take us into 21st Century at this meeting by videoconferencing our meeting right to the website. For those of you who cannot physically make the meeting, please check us out on the web and let us know what you think.

We also have a fairly large contingent from our Chapter who will be attending the VHPA National Reunion in New Orleans in August. So, we'll see you at the Cafe' Du Monde for a latte and a beignet. Finally, our second annual meeting in Eastern Washington is in the planning phase with more information to come in the next month or two. Watch the website for the date, time and location.

Mark Hansen, President

Florida Chapter of the VHPA



Members of the Florida Chapter of the VHPA sent us these photos taken 17 March as they set up their display for the 18th time in support of Lakeland's Annual Fun N Sun airshow.

In their e-mail they write: Attached are photos taken as we set-up for Sun N Fun for the 18th time. The weather was good, a little warm in the sun but nice in the shade. And a great crowd of volunteers with a number of new guys showed up to help. What a good feeling we had to see all those new faces.

Toward the end of things, we had an abbreviated Chapter meeting and then Tom Tomlinson, VHPAF president, fixed a welcomed barbecue. Tom's well planned cook-out and all of the day's functions went like clockwork.

Many thanks to all of the planners and workers, Kenneth Mulholland

South Missouri Chapter



Members of the South Missouri Chapter meet at the Wings of Hope hangar, Spirit of St. Louis Airport

Front Row (LtoR): John Murphy, Bill Thompson, Russ Emory, John Sorensen, Quinetta Rutledge, Ed Sloan, Dick Elgin.

Back Row (LtoR): Wayne Watson, Tim Buehler, David Bradley, John Hawkins, Bernie Schmidt from Wings of Hope, Terry Wilund, Susan DeWitt, Syd Morrow, Roger Sulzer, Gerald Kaemmer, Roger Caffery, Harold Clark, Kim Phillips, Lew Phillips, Linda Finder, Phil Kaiser, Joe Finder, Jeff Pepper, Bob Linenweber, John Wilkinson, and Tom Connelly

Southern California Chapter



Photo of the Plaque from the VHPA's Southern California Chapter as displayed on the walls of the visitor's center at the future site of the Museum of the Vietnam War. A special thanks go out to Bill Bock of Bock Awards and to Larry Kolar's wife, and to all our Members for their contributions that made this happen.

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VHPA CHAPTER ACTIVITIES

After Action Report – Ohio River LZ Chapter's 25th Anniversary Reunion

On March 2 – 4, 2012 the Ohio River LZ Chapter held our 25th Anniversary Reunion at the Crowne Plaza Indianapolis Airport Hotel. The Ohio River LZ Chapter was the first to organize regional annual reunions beginning in 1988. Yes, 25 years ago! It was very gratifying to see that the small gathering of 15 pilots in 1988 has grown to approximately the 140 we had in attendance for our formal dinner Saturday evening.

On Friday morning March 2nd we took a tour through the Indiana War Memorial guided by their Executive Director, Brig. Gen. (Ret.) Stewart Goodwin. Their Vietnam section featured a Huey Cobra that had flown in Vietnam and as luck would have it, one of our members, Bill Basham, had actually flown this very helicopter. If you are ever in the vicinity of Indianapolis, do yourself a very big favor and tour this fabulous memorial. After the tour our bus took us to the MCL Restaurant and Bakery for lunch and then it was on to the Easley Winery for another great tour.

Saturday morning we held our business meeting to elect our new officers, they are: Jack Mecham, President; Bob Hamilton, Vice President; and Dennis Gartland, Secretary/Treasurer. After the business meeting we went to the Indianapolis Motor Speedway for the "ground tour." We were able to drive around the race track in a smaller tour bus, see the Media Center; infield hospital; pit area; garage area; and the famous yard of bricks (start/finish line). After lunch at the IMS, it off for a tour of the Sun King Beer Brewery.

The highlight of our reunion is always the formal banquet held at our base hotel Saturday evening. Cocktail hour started at 1800 Hrs. At 1900 Hrs we had a Military Tribute consisting of songs written and sung by Kelly Trudell, who also sang the National Anthem for us. The Presentation of the Colors was skillfully handled by the Marine Junior Reserve Officer Training Corps (JROTC) from Ben Davis High School, Indianapolis, IN. Our Tribute to the Missing Man Toast was adroitly handled by Bob Hamilton, our Secretary/Treasurer. This was followed by a special tribute to our fallen brother, fellow Army Aviator and "DUSTOFF" pilot, Ray Burchett, who had passed away on September 08, 2011.

Following the Invocation our dinner was served. Our fantastic guest speaker this year was Brigadier General Kevin W. Mangum who is the Commanding General of the "United States Army Special Operations Aviation Command" situated at Fort Bragg, NC. Prior to his arrival at Fort Bragg, he served as Deputy Commanding General of the 1st Armor Division and United States Division Center, Operation Iraqi Freedom, Iraq. Following General Mangum's presentation the order was given to "Retire the Colors."

A very special announcement was then made, the Ohio River LZ Chapter of the Vietnam Helicopter Pilots Association has been given the high honor and privilege to be the host chapter for the 2014 VHPA National

Reunion in Louisville, KY the week of July 4th, 2014! After this exciting announcement it was time for our door prize presentation plus we also had three "high value" prizes to raffle off.

Then it was time for me to introduce Jack Mecham, the new Ohio River LZ Chapter President. Jack entered the Aviation Cadet Training Program in February 1954, upon graduation in May 1955, he became an instructor in B-25's. During his career in the USAF he flew more than 20 different types of military aircraft; including cargo, passenger, fighter, rotary wing, bomber, utility, and the SR-71. He logged more than 12,100 flying hours during a 20 year career. Upon retirement from the USAF in 1974, Jack entered the aerospace business where he managed three aerospace firms, including the aerospace division of Chrysler, based in Dayton and retired from the aerospace business in 1996. Jack is currently the President of the Southwestern Ohio Chapter of the Distinguished Flying Cross Society and the Shawnee Antique Motor Club (oldest registered car club in Ohio), Jack now also teaches golf professionally, a job he thoroughly enjoys.

In Jack's closing comments he stated he thought it was very interesting that a "retired Air Force Officer had control over a predominately Army organization." After the boisterous gathering finally settled down it was determined the chapter "wouldn't hold that against him." Jack has already started planning for the 2013 reunion that will be held in Cincinnati, OH. We all wish the best of luck to Jack and his administration for another fantastic reunion.

I would certainly be remiss if I didn't thank the former "First Lady" of the Ohio River LZ Chapter, Jan Miller, for her support and patience as there were many hours spent on "reunion preparation" which means many hours that I couldn't spend with her or on her "honey-do list." Thank you Jan for all you did to make my job as president easier. It was greatly and sincerely appreciated.

As always on Sunday morning, our members normally gathered for breakfast in the hotel restaurant to visit with friends one last time before we all headed home. And, with our departure from the hotel, we once again began our countdown on the number of days until our next Ohio River LZ Chapter Reunion.



Jim Miller
Past President
Ohio River LZ Chapter

Missing Man
Table at our banquet
Saturday evening



some of the original 15 pilots plus some of the current members



Brigadier
General
Kevin W.
Mangum
and ORLZ
President
Jim Miller

Letters to the Editor

To the Editor of the VHPA Aviator,

I loved last issue's story about the Night Hawk mission and B Battery 2/20th ARA. I spent a year with E/82nd Artillery in 1968-1969 and it brought back some good memories. Late in my tour, I was the unit's UH-1 IP and got to fly that mission as relief AC when the regular AC was unavailable.

Now our unit is attempting to locate and contact former "Woodpeckers" with the goal of getting together a mini-reunion at this year's VHPA Reunion in NOLA, but I could not find the name of the author associated with the story. Any help would be appreciated.

M.A. "Tony" Humphreys
MAJ, Retired
Formerly WO/CW2, Woodpecker 27
E-Mail: [REDACTED]

Editor's note: The Night Hawk story was sent to us by Jon Snowgren, an ARA Pilot for E Battery, 82nd Artillery. The story itself was written by Bill Thomason who was the Ammunition NCO for E Battery when Jon was assigned to the unit. I apologize to both men for not giving them their proper credit. As an aside, when I contacted Bill to convey my apology in person and to offer to send him his own copy of the magazine, he told me "You know, I was a little puzzled when I got my Aviator and saw my story in there, I wondered who had sent it to you?" Turns out that Bill is a subscriber to the Aviator and enjoys reading his own copy every time it comes out.

If you are interested in Joining the ARA in their get-together at this year's Reunion, Jon may be reached at: [REDACTED] Want to thank Bill for his story? his e-mail is: [REDACTED]

To the Editor of the VHPA Aviator,

I am a lifetime VHPA member and an enthusiastic reader of Aviator, you do a great job and I look forward to every issue. The articles about Bob Hope on our last Christmas Issue were all very good, especially the one by Ron Miller. After seeing Bob Hope shows in Vietnam in 1966 and 1970, I had the rare opportunity to meet him in person 20 years later at one of his very last performances for soldiers.



This was a case of coinciding opportunities in Wisconsin while I was serving in the last assignment of my 30 years of active duty. In October 1990, I was the commander of Ft. McCoy and we were preparing mobilized reserve component soldiers to deploy for Operation Desert Storm. A Bob Hope performance was scheduled in nearby La Crosse, Wisconsin and we were able to pull together a plan with all concerned to have more than 2,000 soldiers attend the performance. For me the evening included a one on one meeting with Bob before the show (see attached photo) and an on-stage presentation at the show's conclusion.

It's been a long road from Vietnam till today but for now, I will always remain a former "El Toro", of B Btry. 4/77 ARA, Camp Eagle in 1970. My next door neighbors, the more famous Kingsmen, always appreciated how most of the 122mm rockets landed in our area not theirs.

Ray Boland
E-mail: [REDACTED]

Editor's note: I'll use this letter as an early reminder to the membership that we will again be publishing another Christmas in Vietnam for our last one of this year. If you have any photos, stories or just plain remembrances of your own Christmas in Vietnam, dust them off and send them in (Aviator@VHPA.org). The deadline for this year's November/December Edition is COB on Thursday, September 27, 2012.

To the Editor of the VHPA Aviator

David - what happened to Charlie Gossett's "Let's Smoke on This" columns? I've missed them...

I spoke with Charlie about this and I'm afraid he has developed a mild case of writer's block - an illness quite common to us writers placed under continuing deadlines. But he assured me he would be more than glad to "get back on the horse" for us so to speak if someone out there would send him a thought or two and ask for his opinion on the subject. So please send him (Charlie Gossett, e-mail: rangergossett@aol.com) something to "smoke on". Personally I love his column and am looking forward to many more. ~ David Adams



Editor's Note: In last July/August issue, we ran a story about Smokey III being retrofitted and placed on display at the Smithsonian Air and Space Museum in Washington D.C.



About two months ago Michael Hersey, one of the men listed in the story sent me this photograph of the same aircraft in Vietnam, only this photo shows what the aircraft looked like after it had received a direct hit from a mortar round!

This picture kind of reminds me of our old battle cry "What Ever You Do - Save the Data Plate!"

David Adams

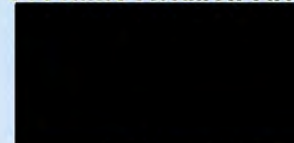


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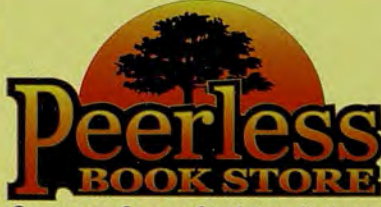


The Cub Inn is a 5,000-square-foot log cabin that offers unique charm that blends our love of aviation with the great outdoors. Located in California's Sierra Nevada mountains just 25 miles from Yosemite National Park, our five guest rooms sleep either two or four people, and they all feature a private bath. Our guests start each day with a hearty country breakfast and are also invited to join us in the living room each evening to enjoy a glass of wine and a light snack. The Cub Inn is the life-long dream of husband and wife team, Piper Cub owner and pilot Charleen Beam and VHPA Life Member Joe Riley.

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




The Cub Inn

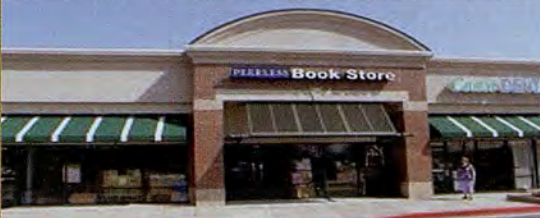

Full details and booking information are available on our website:
TheCubInn.com
 Or call us at: 209-962-0403 (land line) to book.

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, **770-650-READ (7323)**, email @ [redacted] or order through the website at **Peerlessbookstore.com**.

PEERLESS BOOK STORE WANTS TO BE YOUR BOOK STORE!

RETURNING FIRE: IN THE BEGINNING...

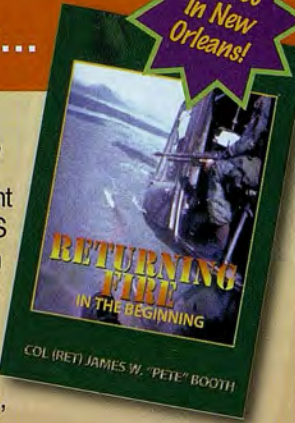
by VHPA Life Member Col (Ret) James W. "Pete" Booth

A factual story of the development of armed helicopters in the US Army and their first employment in combat as told by the courageous men who lived it.

This is the story of the UTT. Formed in October of 1962, this company of cobbled-together, UH-1 gunships became the basis for the armed helicopters deployed to Vietnam. The UTT's legacy is strong and endures today, the US Army's Apache program is a direct descendant of these men.

Told by our author, 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. It is a true "Must Read" for all rotary-winged Aviators!

Personalized, copies are available directly from COL Booth, (E-Mail: [redacted]). Also available on-line through AuthorHouse Press (www.AuthorHouse.com), Peerless Book (PeerlessBookStore.com) and all major on-line distributors (Amazon, Barnes and Nobels etc.). Your local book store can also order you a copy - reference ISBN # 978-1-4567-4522-6



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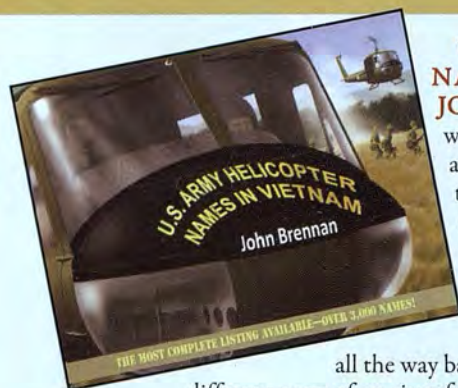
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BOOK REVIEWS



U.S. ARMY HELICOPTER NAMES IN VIETNAM BY JOHN BRENNAN

who served with the 114th AHC in Vietnam as a Flight Operations Coordinator, is a rather unique book detailing the personal names aircrews gave to and adorned their aircraft with in RVN. Also known as "nose art," this handiwork is not new, going

all the way back to WWI, and may appear on different parts of an aircraft. Brennan's book is the first full record, besides old photographs, of the names painted on the helicopters we flew in RVN. It includes over 3000 names, indexed and cross referenced by unit, along with the names of over 2000 contributors.

The Vietnam War was the first "television war" and the Army wished to avoid images that might be deemed offensive. Therefore, some helicopter units frowned on names and art work on their aircraft and other units like the 101st ABN, banned the practice altogether. In spite of that, plenty of helicopters in RVN carried a variety of imaginative artwork and wore names ranging from the sweet to the profane

such as: Ares, Borrowed Time, Douche Bag, Lola Marie, Mission Impossible, Psycho, Rotor Toter, Sudden Death, Warlord, and Wop Wagon to name a few.

After Vietnam, Brennan earned a degree in American Studies from California State University and worked for the Smithsonian Air and Space Museum Library. It was an experience he describes as an amazing playground for an aviation buff. Brennan's research expertise shows in linking together the names, units, serial numbers, crew, and artists. It was an incredible task to say the least and preserves an interesting legacy of our service.

Note: Brennan encourages all his readers to forward any corrections, additions, or omissions to him at: [REDACTED]

In September there will be a follow-up book by John Brennan from Stackpole Books entitled Vietnam War Helicopter Art: U.S. Army with 300 color photos and anecdotes from pilots, crew, and ground personnel.

U.S. Army Helicopter Names in Vietnam, (418 pages with 40 photos, \$29.95) by John Brennan, ISBN13: 978-1555716943 is available from www.hellgatepress.com, Amazon, and other book suppliers.

ON HEROIC WINGS, BY BARRY A. LANMAN AND LAURA M. WENDLING and published by the Distinguished Flying Cross Society, is the first comprehensive book about the aviation heroes who received the Distinguished Flying Cross. The authors have done an excellent job of researching the inception of the award and its early recipients from Charles Lindbergh's epic flight in 1927 to CW4 Brent Cole's heroism in Afghanistan in 2009.

From its establishment by Act of Congress in 1926, the DFC has primarily been awarded to men and women of the armed forces of all ranks and branches for heroism or extraordinary achievement in flight.



On occasion, the DFC has been awarded to members of friendly foreign forces and occasionally in the years before WWII to civilians such as Wiley Post and Amelia Earhart in recognition of their contribution to pioneering American aviation.

As the authors point out, there is no official comprehensive record of DFC awardees or how many DFCs have been awarded. The authors used oral history accounts, DFC Citations, and primary source documents over a 10 year period of research to compile this book. The authors, who specialize

in oral history, have done a great job presenting not only the factual basis of the awards but also the point of view and the very personal feelings of the aviators who received the DFC.

This is an impressive book both in content and presentation with over 300 photographs along with 32 major accounts and 180 shorter stories of America's aviation heroes. Many VHPA members received the DFC and the DFC Society welcomes you if you have not joined yet. Like the VHPA, the DFC Society is working to preserve the legacy of its members, having reunions, and improving its data base. On Heroic Wings is part of that effort.

Note: The DFCS will hold its next reunion/convention in Seattle at the SEATAC Marriott, Aug. 19 to 23. On Heroic Wings will be on sale there. For more information see: www.dfcsociety.net and click on "Events."

On Heroic Wings: Stories of the Distinguished Flying Cross (\$39.95+ shipping, 325 pages, 311 photographs) by Barry A. Lanman and Laura M. Wendling, ISBN: 978-0-615-52024-7 is available online from the DFCS at: www.dfcsociety.info

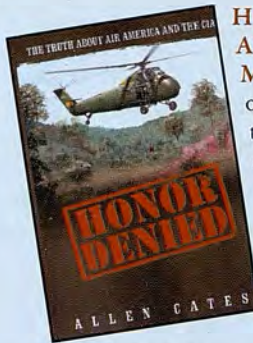
VHPA author receives recognition in national book contest

The 2011 Stars and Flags Book Award Program announces that author Carl William Burns of Manalapan, NJ was recently awarded an Honorable Mention recognition in the Autobiography/Memoir category for his book *Centaur in Vietnam*. The book is the untold tale of the first year of the Centaurs in Vietnam as told through the eyes of the pilots, troopers, and LRRPs who fought at Cu Chi in 1966-67.

A national contest, the Stars and Flags Book Awards program, was established four years ago with the purpose of promoting books having a connection to the military. Many of the judges are veterans themselves, including historians, teachers, and avid readers.

The book awards program runs each year from Feb. through Veterans Day, Nov. 11. Anyone interested in the program can find more information at <http://www.starsandflags.com> or by email at [REDACTED]. *Centaur in Vietnam* is available through Amazon.com and other on-line services and may also be ordered through your local bookstore.

By VHPA Life member: JOHN PENNY



HONOR DENIED: THE TRUTH ABOUT AIR AMERICA AND THE CIA BY VHPA MEMBER ALLEN CATES is not just a memoir of his eight years of service as a pilot with the Marines and Air America in Vietnam and Laos. It is also a well-researched, in-depth history of Air America from its beginnings to that iconic moment when an Air America helicopter was photographed on a Saigon roof top. Cates also debunks many myths surrounding the service the

aircrews of Air America rendered to the United States government, and makes a well-argued case for recognition of that service for the veterans of Air America.

Cates' path from small town America to flying an H-34 with HMM-365 in Vietnam took him through boot camp, primary, and advanced fixed wing flight training followed by carrier qualification. Cates was disappointed when he was selected to advance to helicopters instead of jets, but adapted quickly and transitioned to the H-19. He graduated to squadron training in the H-34 and deployed to RVN in 1964 where he earned a DFC for a SAR mission under fire near the DMZ.

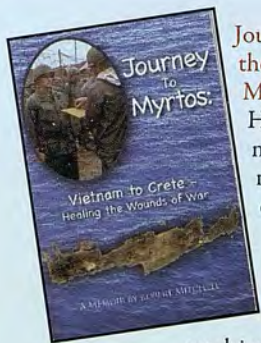
A stateside tour of duty soured his experience with the Marines and a visit with a buddy led to an interview with Air America and an assignment flying Air Force C-47 "loaners" out of Saigon. Cates found an array of aircraft types, tail numbers, lineage, and national registration numbers on the Air America ramp in Saigon. In 1969,

he transferred to Laos to fly helicopters as the pace of the war in South Vietnam waned and the "situation" in Laos became hotter. The details of Cates' numerous flights to support beleaguered out posts and SAR missions are compelling reading.

Many U.S. airmen were rescued in Laos by Air America flight crews who were never recognized; as if they "just happened" to be in the area along the Ho Chi Minh Trail. Their service still has not been recognized in any tangible way in spite of the CIA Unit Citation which was accompanied by a medallion that reads "FIRST IN – LAST OUT." As president of the Air America Association, Cates has made a concerted effort to gain veteran's status for the Air America crews. His journey through the official "smoke and mirrors" of that effort is interesting reading.

Air America's service to the U.S. government is the best known "secret" of the Vietnam War. Cates' personal experience with war and death in Vietnam and Laos combined with his extensive research into the history and myths surrounding Air America's mission in SEA and his compelling argument on behalf of Air America veterans for benefits long denied are an excellent read.

Honor Denied: The Truth About Air America and the CIA (\$19.01, 176 pages) by Allen Cates, ISBN: 978-1462057481 is also available in soft cover and Kindle from Amazon, your local book store, or other book suppliers.



Journey to Myrtos: Vietnam to Crete – Healing the Wounds of War by VHPA Member Robert Mitchell who served in RVN in 1968 with HHT/7/1 CAV is the first book of a two-book memoir of his service in Vietnam and his long road to recovery and reintegration into American Society.

Mitchell's journey to Vietnam took him from his early boyhood in San Francisco, through rural Illinois to Chicago where the loss of his mother to cancer took a heavy toll on him and his family. He went to college, but dropped out to work, and then found himself with a 1-A draft status. After a visit to an Army recruiter, he was soon in route to WORWAC class 67-21 via Fort Polk and, pending graduation, to RVN. In January 1968, a C-130 dropped him off on the ramp at Phu Bai and a helicopter shuttled him north to Camp Evans – just in time for the Tet Offensive.

Every "FNG" helicopter pilot that arrived at his unit in RVN faced two initiations: an assessment of flying competence, and a process of fitting-in with young men thrown together in a situation where death was a strong possibility. It was this second initiation that Mitchell says he failed. There would not be time to remedy that. His in-country training was shortened by unit losses and instead of gaining experience in the UH-1 he made a hasty transition to the OH-13 scout mission. It was on one such mission that he was landing at a fire base to pick up an observer when the 220 pound Captain jumped on a skid before touchdown and a fiery accident occurred. It would be a long and painful journey home.

Badly burned, Mitchell was sent to the USS Sanctuary, Subic Bay, Yokohama, and on to the burn unit at Fort Sam Houston. The Chief Surgeon there recommended Mitchell's legs be amputated, but a young surgeon requested to take the case and his legs were saved. After extensive rehab Mitchell chose to serve out his time at Fort Rucker rather than take a medical discharge - he still wanted to complete his initiation. After returning to flight status, he was offered an opportunity to take a commission with the proviso that he had to return to Vietnam. After much thought and reflection he decided to reintegrate into civilian society. He encountered many challenges, and found he didn't fit in with his own family. The colleges he visited in the desire to continue his education gave him a cold reception – it was a hard time for returning vets. Like many young Americans were doing at the time, he headed for Europe. It was there that Mitchell would begin an extraordinary 12-year odyssey of healing, self-discovery and transformation of the warrior spirit.

Note: This is book 1 of *Take the Long Way Home: A Vietnam Veteran's 12 – Year Odyssey of Healing and Reintegration*. Book 2, *The Trials of the Initiate: Transforming the Warrior Spirit* has just been published and is available at createspace.com/3739392

Journey to Myrtos: Vietnam to Crete – Healing the Wounds of War (\$12.95, paperback, 206 pages) by Robert Mitchell, ISBN: 978-1466313033 is available at createspace.com/3685701 (enter 15% discount code JNASRRSU), your local book store, Amazon, or other book suppliers.



All six NCVHPA helicopters being readied for the celebration

THE NORTH CAROLINA CHAPTER OF THE VHPA

played a large part in the "Welcome Home Vietnam Veterans Celebration" held on March 31, 2012. The event was sponsored by the USO-NC, NC Association of Broadcasters and Lowes Charlotte Motor Speedway. A special thanks belongs to these sponsors.

More than 62,000, yes 62,000, people crammed the infield at the Charlotte Motor Speedway to honor Vietnam veterans. The homecoming celebration was designed to commemorate the 50th anniversary of the beginning of the Vietnam War and to give a much deserved and long overdue "Thanks" and "Welcome Home" to a group of veterans most of which never had such a greeting when they returned from Vietnam.

It must be noted while the Charley Daniels Band rocked the house and F-15-E's from the Fourth Fighter Wing at Seymour Johnson Air Force Base wowed the crowd with a Missing Man fly by, but our lineup of six helicopters stole a large part of the celebration. Our display consisted of a Huey slick, Huey medevac, Huey gunship, Huey Cobra, Loach and OH-58 Kiowa. We would also like to thank the members of the NC Montenyards tribe and Special Forces veterans who were a part of our display.

In preparation for the celebration, our members and some of our wives spent many hours refurbished our six helicopters. At one point, we had three heli-



copters being painted in a field. We were lucky not to be spotted by the local DEA, as we probably would have been raided.

Our Vietnam era helicopters brought happiness, healing and sadness



to many thousands of Veterans, their families and spectators who came to see and board our helicopters and to talk with about twenty five of our chapter's pilots. For these pilots, who flew low and slow and who stared down death on numerous occasions, the sweetness of the day was a slap on the back, a hand shake and a few words of thanks and welcome home that made us fill with pride. Here we were 40+/- years later feeling like 20 something again and remembering that we were often referred to as "heroes of the sky" and "angels from heaven". There was happiness, healing and sadness for us pilots too during the celebration.

We are pleased to continue to represent all the pilots and crew members who flew in Vietnam as well as all the men and women who fought in the Vietnam war. We are especially honored to be able to continue to represent those men and women who have a sacred place on the Vietnam Memorial Wall.

The NC VHPA has a heavy schedule of appearances this year ranging from participating in the Washington DC Vietnam Commemoration Parade to Special Forces' 50th anniversary at Ft. Bragg to 100th anniversary of Marine aviation at Cherry Point Marine Air Station. We hope you will be able to join us at these and other events.



Full details on all our chapter activities are available by contacting Sam McLamb, President, at

or Jerry Seago, Events Coordinator, at

Story and photos courtesy of VHPA Members Bob Inglis and Alan Hoffman