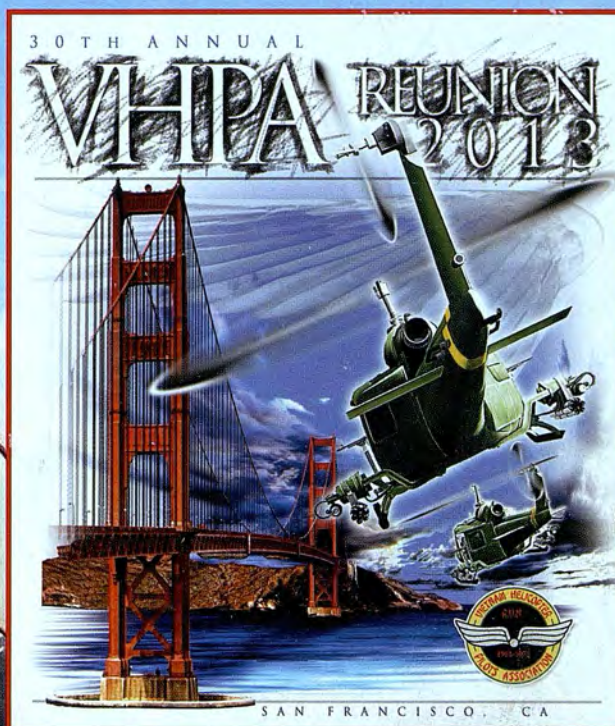




The VHHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association



Join us for our 30th Annual Reunion
in San Francisco, CA ~ July 2-6, 2013
Special Reunion section on pages 20-29

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The Unwritten Law of the Phoenix

Last mission's just completed,
We'd delivered our last pax.
Copilot's heading for Evans,
So let's sit back an' relax.

A call came. Was it on Guard?
The intent was loud and clear.
PAVN's getting pretty close.
Someone haul us out'ta here!

Nine clicks West of the A Shau,
My stomach's feeling queer.
The map shows we're pretty close,
Man! What're we doing here?

Both 60s locked and loaded,
We see them on the ground.
Way to many green tracers,
It's best to go around.

But darkness fast approaches,
And the hour is getting late.
Phoenix's unwritten law's evoked,
And they don't have time to wait.

We're both on the controls,
The windshield's busted glass.
Ain't enough fuel on board,
So forget a second pass.

Holding at a high hover,
Jagged stumps are just below.
Wish we could hover closer,
Crap! RPMs' getting low.

Crewchiefs' hauled 'em all aboard,
We quickly pulled in pitch.
Two rounds came through the console,
But missed this sonovabitch!

The engine temp's a-rising,
The "six-pack's" all askew.
Our poor old Huey's had it,
But over the trees she flew.

Made it into the valley,
There's Currahee down below.
Transmission's got hot'ern Hell
So it's down to Earth we go.

Flared just outside the wire.
Thought we'd never git'er down.
The pax in back unassad her
And kissed th' blessed groun'.

Our unwritten law's been fulfilled
And no one had to shout:
"If Americans are on th' ground.
Phoenix'll git'em out!"

Cheers, Steve Bookout
Phoenix 62

E-Mail: [REDACTED]

WOW!! Check out the graphs at
<http://www.vhpa.org/info/vhpastats2.htm>

Every trend on membership is in the right direction and consistent. The new HQ set up is working better than that at any time in VHPA history. Paid up membership is at an all time high, renewals (a long time problem) are steadily improving and life memberships continue to grow rapidly. There are only 24 members with bad addresses and this is an all time low. We are even tracking members and potential members who have died (DAT) better than any time in history thanks to non-member and volunteer Sammie Williams, who does obituary searches using a SSN death index search program.

In case you missed it, HQ is no longer operated by a contractor and is now run by two young women who are VHPA employees with part time assistance from an accountant, a CPA, an IT professional and a meeting planner. These paid professionals are supplemented by volunteers. Mike Sheuerman volunteers in our HQ office in Grand Prairie, TX nearly every day and organizes other local volunteers to help with mailings, filing, etc. Mike Law and I are connected electronically as our HQ is really a virtual office set up now. Not only is this setup working better than anytime in history it is also very cost efficient.

My congratulations to Mike Law, Mike Sheuerman,
Sherry Rodgers and Ashley Bird for making this happen!!

Gary Roush
VHPA Web Master

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E-mail items to The Aviator at:
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Official Web Site of the VHPA
www.VHPA.org

From John Sorensen, President of the VHPA

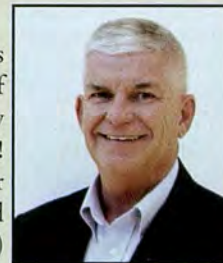
HAPPY NEW YEAR!

I sincerely hope that the recent holidays were joyous times for each and every one of you, and as you read this, you can honestly say you've kept all of your New Year's resolutions! Regardless of whether you've kept them or not, or if you made resolutions or not, I would like you to consider the following: (1) Resolve to be more involved, and more active in VHPA. Whether it is at the national level or the local chapter level, the rewards of serving our brother aviators far exceed the time spent in performing any such activity. (2) Resolve to attend the 30th Annual Reunion of the Vietnam Helicopter Pilots Association, to be held in San Francisco, July 1st - 7th. The Executive Council and the National Reunion Committee have strived to put together an enjoyable, fun-filled, and memorable reunion; the details and descriptions of the planned events are found elsewhere in this issue. Even if you choose not to participate in many events, your presence at the reunion will be a gift to the other attendees, and the fellowship and camaraderie you will enjoy makes the trip well worth the effort.

We have a personnel change in HQ to report. Ashley Bird has joined the office staff in Grand Prairie. She brings enthusiasm and dedication to her tasks and we welcome her to the VHPA. We extend our sincere thanks to Carrie Chesheir for a job well done, and our best wishes as she moves on to a new opportunity elsewhere.

I am sure that each one of us goes through the list of new members published in each issue of The VHPA Aviator. Membership growth does not just happen, but is the result of the drive, dedication, and enthusiasm of Sherry Rodgers, Mike Sheuerman, and other volunteers who devote many hours to the VHPA. Through their combined efforts, our membership is at an all time high, with new members and renewals coming in weekly! Many thanks to you all for a job very well done!!

For those who read my last column, it is with heart-felt sadness that I now report the passing of VHPA Life Member Roy Sudeck -- a valiant aviator, mentor, brother in arms, and long-time friend. Rest In Peace, Roy. You will be missed.



Helo Panel Missing from a John Conway display in Holmdel, New Jersey

The photo shows a decorated panel that was removed from a downed Jolly Green Giant in Vietnam and shipped home by a Marine as a reminder of the mission. John ended up buying the panel from his widow.



Last February John lent the panel to the Vietnam Veteran's Memorial in Holmdel, New Jersey for a special, helicopter-themed showing but panel disappeared while being displayed. If you see this panel, could you please e-mail John [redacted] or call him at [redacted]. He is willing to generously compensate anyone who can assist in its recovery.

Flight 3.....By John Stern

So yesterday was the day that over a month's worth of planning came to fruition. I had been planning to take my dad to meet the people of the Army Aviation Heritage Foundation – a group of people who keep the UH-1 Huey helicopter alive and flying. Turns out that these people are truly amazing, but I'll start at the beginning:

For as long as I can remember I have always been impressed with my dad's military service in Vietnam. He flew the UH-1H model Huey helicopter mostly as a troop transport, commonly known as a "slick". The stories were interesting as a child, but as I got older I started to put more thought into the stories to make them more real – both physically and emotionally. I started thinking about what went through not just his head, but through the heads of all others during that war. People have described their experience as long stretches of boredom interspersed with short periods of absolute terror. I think that sums it up the more I discuss it with people. As a civilian, I have never had to face a situation like what they faced, what all of our members of the Armed Forces face. I am occasionally remorseful that I didn't join the military to serve my country, but I can still be proud to be an American and in my humble opinion, a patriot.

I had heard the Hueys flying overhead as a child at the bases that we lived at, but had never gotten closer than several hundred feet to an operating one – usually as it flew overhead. I have seen them as static displays at airshows and museums, but had never touched one. I have seen them in movies and in documentaries, but could never associate it with how it feels to touch one, to be in one, to FLY in one. . . that all changed yesterday!

My dad had heard that September 8th was a day that he was to make no plans for the afternoon. He was not told why. Interestingly, he gave me two pins when we got together. One a "Dustoff" pin shaped like a Medevac chopper, and the other was a slick and a gunship together side by side. He told me that he thought I should have them due to my intense interest in the Vietnam War. I bit my tongue and told him to get into the truck. We approached the Atlanta Motor Speedway, which is next to the airport that the Sky Soldiers are based out of. I turned left to circle around the exterior of the facility on Speedway Boulevard. The speedway loomed large to our right and you could hear cars testing within its walls. "I'm not getting in a race car" he said. Not quite, but I led him to believe that. I kept my eye on the left side of the road where the airfield is located so I could try to see the address or at least some helicopters. We passed a backlot area with a few airframes sadly piled up – all Hueys. I was looking closely at a mailbox with the address barely visible when my dad says, "Hey look! A Huey!" I slammed on the brakes and threw the wheel over left into the parking lot as I said, "That's us!" He started laughing.

I parked the truck thinking to myself how intimate the situation would be, there were only about 20 people total out on the tarmac surrounding the Huey. As we exited the truck I heard the sound of a turbine engine cranking up. I wanted to hear that sound, the igniters clicking and the turbine as it spooled up. Here it was! We were probably 150 feet or more from the helicopter as we watched over a fence as the blades started to turn. I was nothing but one big grin. I watched the blades spin faster creating a swishing noise as they cut through the air, blurring into a black disc. I looked at my dad who was also just one big grin. I said, "Let's go out there" and started to walk around the building that the fence was connected to looking for an office or a check-in location. There was nobody around and no gate of any kind. We walked out toward the Huey on the tarmac as the engine reached its "idle-speed" and the sound was incredible. I looked at my dad and yelled, "I can't believe you flew these!" He looked back at me and yelled, "So, what are we doing here?" I yelled back over the noise of the bird, "I'M GOIN' UP, YOU COMIN' WITH ME?" He gave me this look like I was crazy. I explained to him the mission of the AAHF bringing the Huey to the general public, and to keep classic aviation alive. We walked over to within 75 or so feet of the helicopter as people began boarding it. We watched as the pilot pulled up the collective and the blades began to bite the air. Wop-wop-wop. . . The helicopter was instantly off the ground and hovering. The pilot tilted the cyclic forward and the thing took off down the airfield like it was weightless, being blown forward by an unseen and unfelt wind. I watched as the Huey lifted higher and higher and banked right – away from the field.



From Left to Right: Jim Skelly, Bennie Holmes, Cliff Stern (my dad), Bob Hackett, and Bob McGee. All this is according to the 174th website on Bob Hackett's photo page. This was taken while they were socked in by fog at Khe Sanh in February of 1971. During Lam Son 719.

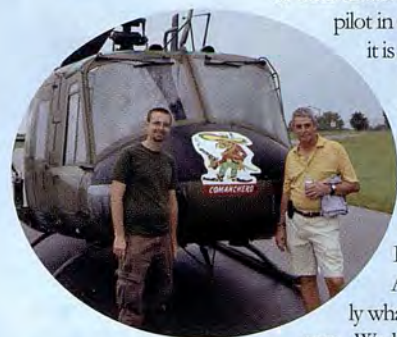
We were asked by someone if we were going up and I said, "I am, I don't know about HIM yet" gesturing toward my dad. We hopped on a utility cart and a man named Cliff and a young lady took us to the AAHF hangar where there sat a Huey, a Cobra, and another Huey with both adults and children closely inspecting them, sitting in the seats, touching the controls, blowing my mind that they were allowed to do so. These people really do want you to get acquainted with history! We spoke with a lady at a table with registration forms and she slid two of them toward us. To my surprise, my dad grabbed one and started filling it out! I took mine and filled it out, signed it, and returned it to the lady who exchanged them for two brown cards numbered "4" and "5". We were in Flight Three, passengers four and five. We arrived back on the tarmac just as the Huey was coming to the airfield to land. I had seen scenes in movies and documentaries of the Huey landing and the dust and debris that blow everywhere, but until you feel the sheer power as it creates a cushion of air to land on, you don't quite understand it. I was taking video with my phone and my dad kept saying, "Turn around until it lands", but I kept on looking directly at it, awed by the power it generates. Many Hueys had nose art painted on the front of the aircraft to "personalize" it. The front of this bird was painted with a gun-slinging Mexican bandito and was called "Comanchero".

There was a man standing by the LZ and my dad struck up a conversation with him. He said that he had been part of the crew since June of this year and he was there to "recertify" to become a Huey pilot. This man, named Phil, apparently had been a Blackhawk pilot in the Army and was currently a commercial pilot for the airlines – I guess flying a Huey is an upgrade to flying a Blackhawk – hence the recertification. After introductions, he said that the AAHF was looking for some "younger blood" to fill the shoes of the pilots who eventually would retire from flight, and he was going to take that role.

They called the Second Flight group over and gave them a pre-flight run through on policies and then as soon as the First Flight was unloaded they swapped pilots and loaded the Second Flight. I had never thought about it, but as it rests on the ground "idling" the Huey has a constant bounce which makes it look like it's ready to jump into the air at any moment – it's almost anxious and excited looking! We watched again as the Huey took off in the same manner, but due to an approaching storm they banked left over the Motor Speedway and Highway 19-41. The Huey circled the speedway a few times and returned to the airfield. At this point the Second Flight was unloaded and we were ushered to the aircraft. My dad was in front of me and he jumped right in, sat in the center seat with his back against the transmission wall and buckled right in. I sat in the outermost seat and fumbled with my seatbelt. A man came around and saw I was having difficulty and helped me to get the buckle latched and tightened. I gave him a thumbs-up and looked out to the left to see that my friend and his wife and two daughters whom I had invited to this event had finally arrived at the airfield just in time to see us lift off. I waved a "hang loose" sign at them and they saw me! They waved back and then I realized that there was 30 feet of air between me and the ground – We were UP! I looked over at my dad who looked back at me and laughed because I had not

blinked yet. The aircraft gained altitude and then took a sharp bank left. Now I had seen the movies with the guys looking out of the aircraft trying to see VC in the forests, but I NEVER could have imagined the sensations that they felt from the aircraft. I am glad nobody was sitting next to me so I could hold (read "crush") the frame of the seat with my right hand. I looked at the crew chief and the man sitting next to him who had brought his own helmet! I was watching everything around me, the hull of the Huey, the quilted sound barrier on the ceiling of the aircraft, the aging collective that the pilot on the left side of the aircraft could control if need-be, the floor of the aircraft painted black over the molded non-slip texture, and the white lettering that stretched from floor to ceiling next to the door that read "EXPERIMENTAL" – HA! Not since the mid-Fifties. . . I looked at the blades spinning outside the aircraft as it banked left again and seeing how you could have very easily shot your own blades with your '60' if you weren't careful! We had leveled out and the sound seemed to quiet down. I looked out at the approaching storm and was amazed how close it was to the airfield and how quickly it was moving in! I turned back to the man and his son behind me in the gunner's seat and yelled to him, "UNREAL!" He nodded back with a smile on his face.

I tried to look past the crew chief at the instruments and the cyclic that the pilot was confidently in control of. I looked down at the chin bubble and the two pedals that were well worn, but freshly painted – like a classic car with a frame-up restoration! These pilots impressed me because they are in their sixties now, but had the confidence exuded by a Vietnam War pilot in their 20s. Firmly in control and utilizing the helicopter like it is part of their physical being!



It was then that the pilot got that 20-something cockiness and the nose of the bird tilted up, followed by a sudden and unexpected drop in altitude. I watched through the windshield as the horizon dropped out of view and then suddenly rose again past the top of the windshield to leave me looking at trees and concrete below. Wow, an LZ drop! I didn't expect to get that!

After the whole experience my dad said that he knew exactly what was happening because he used to do that to his passengers. We banked to the right this time – now a thrilling feeling, and only slightly unnerving – and the wind from the storm buffeted the two blades on top of the chopper creating a sound like a machine gun! That wop-wop-wop of the Huey, but amplified! For a moment it felt like the helicopter stood in place, frozen in movement – like the wind was pushing against us holding us unmoving, afloat in the air. It's a hard sensation to put into words. We flew over the Speedway to see two cars circling the track at over 150 mph – what a boring sensation by contrast! We lost altitude as we approached the airport and the wop-wop of the blades quieted. We got lower and lower and I could see my friend and his family below. The bird turned a slight left to the LZ and cool air and mist blew through the aircraft – something that my dad says brought him back to Vietnam. The pilot straightened out and we came to a touchdown that you couldn't even feel.

By this time the rain was upon us and we jumped out of the bird and I turned around to my dad and patted him on the back – he was practically glowing from the experience. I know I was! I walked to my friend and greeted him and expressed to him one word "UNBELIEVABLE"! It was pouring rain like a monsoon at this point and a van approached to pick us up. I think about the people who had to shut the Huey down and "button it up" and how drenched they must have been. People truly dedicated to their mission!

We returned to the hangar in the van and got out. Words can't really describe the sensation that I felt at that point, but I was definitely ecstatic. I walked over to the table where the lady was and settled up with her, got a membership application, and then we walked around and talked to all kinds of different people. We hooked back up with Phil who explained a lot about the operation of the aircraft to me, and he and my dad shared stories of flight from different eras – he the war in Iraq in the early 2000s and my dad stories of the Vietnam War.

Now what's amazing is that these birds are 44 years old at this time and in perfect running condition! The paint fresh, the engines tuned, the look authentic. It is in every detail that you can tell how loved and respected these birds are. They have the feel of a classic car – completely mechanical, but running like clockwork. The best part is that you have full access to become intimate with the finest details of these aircraft. You can sit in the pilot's seat of a Huey and put your feet on the anti-torque pedals, grasp the cyclic and the collective and feel the history! In the adjacent hangar, sits the ONLY operational Cobra that saw service in the Vietnam War.

To me, the Huey is the most absolutely iconic representation of the Vietnam War. To see it here brought me greater understanding of my dad, his friends, and the War itself. The experience was thrilling and informative, but more important than that, it brings history to life for generations of us who didn't get to experience the real deal and to bring back memories of the past for those who did experience the REAL DEAL! It is a way of honoring those who were there and those who were lost. *Welcome Home! Hooah!*

93 OH-23G's were destroyed in Vietnam.



93 OH-23G's were destroyed in Vietnam. The first helicopter in the D Troop, 1/10 Cav inventory was the Hiller OH-23G, simply referred to as the "23" by D Troop personnel (Scouts Out: 23 in flight - Photo by Phil Passmore). Originally adopted to perform "light scout" duties, the role of 23 crews was to observe and direct fire from air and ground forces. Two-seater 23's were designed to carry a pilot and an 'observer'. Since TO&E did not provide for observers, crew chiefs flew in that capacity. Though designated as the "Leprechauns" of D Troop's Shamrock organization, the Scout platoon was more readily known by their crews as "Tree Top Airlines". In addition to skid mounted 7.62mm machine guns, Scout crews quickly adapted additional equipment to the standard layout, with an array of grenades for both marking and explosive use. 23's flew low and slow attempting to draw fire from the ground. Once fire was drawn, the gunships would move in on the attack. A command and control aircraft coordinated operations. Though slow and vulnerable, the 23's inspired fierce loyalty among their crews, and inspired good natured rivalry with crews of other aircraft.

(3 Photos Above: "Scouts Out", "Leprechaun Nose Art", "Crowded Cockpit Confines" - c. Phil Passmore)

Story and photos courtesy of Dick Cross, sent to us by Member James Kurtz

A Hail and a Farewell

By Col. Rob Milford, CAF



The middle weekend of May 2012 brought together over 200 veterans and guest to a reunion of the highly decorated, daring and intrepid Army airmen from the Vietnam War for their bi-annual "Delta Reunion". Veterans of units of the highly decorated 13th CAB (Combat Aviation Battalion) and the 164th Combat Aviation Group of the 1st Aviation Brigade that served in the Delta of Vietnam returned to "Mother Rucker" for the festivities. The group gathered to remind themselves that they were once the class of the world when it came to combined helicopter operations across the southernmost part of South Vietnam, the Mekong River Delta, flying from cities with exotic names like Can Tho, Soc Trang and Vinh Long. The 13th CAB has the distinction of serving in Vietnam longer than any other helicopter battalion, with their original unit's landing gear touching Vietnamese mud for the first time in January 1961, latter designated in 13th CAB 1964 the unit departing Vietnam in May late 1972.

The veterans of this unit have, like so many others over the last 40 years, scattered to the four winds, including several with stars, like Lieutenant General Carl McNair, Major General Anderson and one young lieutenant who wound up getting even closer to the stars, as an Astronaut for NASA, the now retired Brigadier General Bob Stewart.

The men brought their families along to show them "Mother Rucker", many for the first time. On Friday, they were treated to in-depth tours and briefings on current Army helo ops, some flights in the UH-60 Blackhawk simulator, and a demonstration of the Army's latest night-vision goggles, something they could only imagine as they flew through the rain clouds and clouds of mosquitos that covered the delta during their tours. They also met and talked with the current members of their Legacy unit the 1-13th Aviation Regiment, 1st Aviation Brigade, now a training unit assigned to Fort Rucker that carries on with it some of the traditions started more than four decades ago.

Friday night brought along the first 'group' gathering with a two-fold objective: a) have a cold beer, and b) cheer and hoot at the retirement of the "last dog" CW4 Larry Castagneto, who flew in Vietnam with the 162nd Assault Helicopter Company, flying Huey C/M-model Gun Ships under the Call Sign of (Copperhead 34). Castagneto is finally hanging up his flight suit the end of this July, having first reported to Fort Rucker for flight training in 1969, a span of 43 years.

He has the distinction of being the last Vietnam War combat pilot and warrant officer on active duty and on flight status. In that span of time, he has accumulated more than 15,000 hours of flight time. Castagneto allows that he has logged time as a



pilot and Instructor Pilot in the TH-55 Osage, the OH-58 Kiowa and the AH-1 Huey Cobra and even the long-forgotten OH-13, plus some fixed wing time, but his first and only love over the decades has been the Huey. Larry has been the featured speaker at various retirement celebrations for the Huey and Veteran Day celebrations during 2011, including Fort Rucker, Fort Polk and the Corpus Christi Army depot, Rotary Club of Birmingham, AL, and Yorktown Texas for the dedication of the Display Huey Vietnam Memorial.

The evening was marked with some toasting and some roasting, including the remote possibility that Igor Sikorsky actually gave Larry his first check ride, and that during his first flights out of Fort Hood or Fort Bliss, he came back to base with some Comanche arrows stuck in his tail boom. The room did take a serious tone when the current CO of the 13th CAB, Lt. Col Darren Cox detailed Mr. Castagneto's accomplishments, including more than 1,000 hours of combat flight time, a pair of bronze stars, more than 27 air medals, and how he was a vital part of the team in the development and testing of night vision goggles (NVG) for flight crews.

Following some Saturday morning golf, the families gathered for a picnic at Yano hall, now used as a teaching facility for the current 1-13th Aviation Regiment who hosted the reunion. While that was going on, the once familiar sound of a Huey helicopter was heard in the distance: the "Sky Soldiers" of the Army Aviation Heritage Association based in Atlanta flew in with another Vietnam veteran, their UH-1H with retired Lt. Col Jerry Melleck from Spokane Wash. and CW3 Patty Meek, with their hands on the collective and cyclic. Meek is also retired and living in Enterprise, AL.

They have flown load after load of passenger on some 3,500 sight-seeing and light aerobatics over the green farmland of Coffee and Dale counties. For many, it was their first time in a helicopter, or their first time flying in a helicopter with the doors open and replica M-60 machine guns mounted on the frame! It was an entirely different way to appreciate what their dads or granddads did more than 40 years ago.

The more formal Saturday night dinner at the officers club brought out the coats and ties, an Army Color Guard, and white tablecloths. The guest speaker was retired Colonel Larry Wilkerson, long-time aide and speech writer for General Colin Powell, during his time as CJCS and Sec. of State.



Wilkerson has been no stranger to controversy, and admitted his involvement in what he later called 'manufacturing evidence' of weapons of mass destruction, to promote the U.S. invasion/liberation of Iraq in 2003. His current passion is to help the men and women wounded in the Global War on Terror over the last decade. Dubbed "Project Healing Waters" it involves something as simple as taking disabled and emotionally damaged active duty troops and veterans and going fishing. "We're open to all types of fishing" Wilkerson said, "Not just fly fishing in Montana or Virginia, but bass fishing in Alabama and blue water-deep sea fishing around the country. It's all about their physical and emotional rehabilitation". He promoted the website; <http://www.projecthealingwaters.org/>

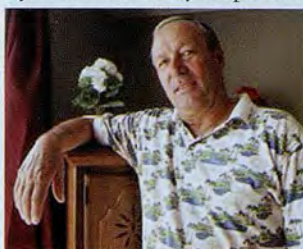
Wilkerson then detailed the future of the new education center at Vietnam Memorial Wall, where planning for an underground exhibit center is well underway. "We have 57 of the 80 million dollars needed to make sure that future generations understand what the war was about and how the men and women of the U.S. Military did their part for more than a decade".

Wilkerson said that it will be an entirely new type of museum, where visitors will get a dog tag when they enter, and at each exhibit, the digital interface and video exhibits will tie in to the soldier whose name is on that tag. "The Wall gets between four and five million visitors a year, and it needs something more than some statues and a digital directory of the names.

He wrapped up by telling the audience that Iraq/Afghanistan and GWOT veterans will have their own exhibit, until they can get their own monument or memorial, dedicated to their fight.

Sunday morning brought sunshine and brilliant blue skies, and a memorial service for fallen members of the 13th CAB. A color guard, honor platoon of young troops now in the 13th, and a rifle squad composed of WOC's (warrant officer candidates). Prayers were read, touching speeches were given by the current Commander of the 1-13th LTC Darren Cox, and Larry Castagneto. Honors were rendered, with a 21-gun salute, taps played, and flowers placed on the marker in Memorial Park (in front of the Army Aviation museum). In a poignant moment during the event, the master of ceremonies had the veterans and the current troops of the 1-13th turn and face each other, citing that they were "looking through the mirror of 40 years"

As the organizer of the reunion, Larry Castagneto notes that the passing of the years have changed his buddies from another life "forty plus years ago, these men were the bravest (SOBs) you could ever meet, I don't know how we got this old" he said. After retirement, Larry plans on re-cultivating the mustache he wore in 1970-71, and is looking to go on the lecture circuit, comparing historical comparisons of the Vietnam War to the conflicts of the last decade in Iraq and Afghanistan, and speaking about veteran needs. "I was in the dining hall at an army base in northern Iraq in 2005, when someone noticed my 1st Aviation Brigade patch on my right sleeve, (the distinctive Golden Hawk landing on a sword) and he said 'Excuse me sir, but aren't you in the wrong war?' I still laugh about it, but there are very few people that have been an eyewitness to a 40+ year span of Army aviation history."



POC for this story is
Larry Castagneto
Copperhead 34, 162nd AHC
E-Mail: [redacted]

Editor's Note – full details of the 13th CAB's next Reunion will be posted both in the Aviator and on their website: <http://www.mekongdeltavets.com>



Here is a recent picture of some of the restored Vietnam Helicopters restored by Northwest Helicopters in Olympia. Just thought we would let you know we are serious about these old helicopters.

Regards,

Brian Reynolds

www.nwhelicopters.com

Aviator Story/Advertising Submission Deadlines for CY 2013

Issue 31-02 ~ Mar/Apr 2013 ~ COB Thursday, 31 January 2013

Issue 31-03 ~ May/Jun 2013 ~ COB Thursday, 28 March 2013

Issue 31-04 ~ Jul/Aug 2013 ~ COB Thursday, 30 May 2013

Issue 31-05 ~ Sep/Oct 2013 ~ COB Thursday 25 July 2013

Issue 31-06 ~ Nov/Dec 2013 ~ COB Thursday 26 September

Issue 32-01 ~ Jan/Feb 2014 ~ COB Wednesdays, 28 Nov 2013

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Where have you been for 42 years old friend?

I work at the Bell Helicopter facility in Ozark Alabama. Our stock in trade is the Huey II. The Huey II is re-manufactured UH-1H. Basically we induct a candidate, strip it down to the main beam and data plate. After blasting we build it backup replacing the tailboom, drivetrain, rotor systems and transmission with that of a Bell 212. Additionally the engine is replaced with a T53-L-703. It still looks, flies and sounds like a Huey but it will pick up 10,500 lbs internally or 11,200 on the hook. As an unofficial part of the process, I go through the historical records looking to see if she and I have ever crossed paths. After 27 years of active duty as an Army Aviator it happens. When I get one that is of Vietnam vintage, I run the VHPA data base to see if she served and with who. I also look to see if there are any interesting facts.

One such aircraft was 69-15300. It came off the Bell line in April 1970. She arrived in country in May and by June she was a member of the 282nd AHC, working out of Da Nang. On 23 June with only 64 hours logged since new 15300 was lost on a single ship resupply mission to a SF compound. She was a loss to the theater. Retrograded to the states, 15300 was rebuilt at CCAD and returned to active duty. She served at the school house before being turned over to the National Guard. She soldiered on until 2003 when it was finally retired. The US Army provided it as part of a FMS contract and she entered her new life.

While researching the accident I found the crew names. The VHPA membership listed both pilot's as members. Karl Pfitzer lived in Arizona but Ricky Farnsworth lived in Ozark. I decided that I needed to contact Ricky and see if he wanted to revisit his old mount. I hoped that he would be interested but I also knew that some guys would rather not reopen past experiences. My initial efforts were not fruitful. Ricky's phone number did not work and the local 411 came up empty. Had he moved, or something worse? I decided to send a looking for message to the VHPA "Aviator" looking for help. A fellow VHPA'er sent me a message that he might be able to contact Ricky. It took a couple of months due to my company travel but I was finally able to talk to Ricky.

It turned out Ricky had recently retired from active flight duties and was very interested in visiting. We picked a agreeable day and time and I got the plant clearances. Ricky arrived on schedule accompanied by his lovely wife Debbie. I could not have been happier. After introductions and some typical so and so and where have you been stationed, we went out into the hanger and reintroduced Aviator and Helicopter. Ricky gave the ship a cursory look over and concluded he was ready to fly if I could make it happen. Unfortunately, we couldn't make that happen. As you can see from the then and now pictures, 69-15300 looks a lot different from the last time Ricky and she were together. Besides being a complete aircraft, she is currently painted in the colors of the Kazakhstan Air Defense Forces.

I realize that stories of us Old Army Aviators seeing our former rides aren't that unusual but I thought Ricky's case was just a little different. It definitely made the effort worthwhile for me. I think I can say the same for Ricky and Debbie.

Cornelius (Mac) McMillan
69-25/29
Blue Max 27
C 2/20 ARA
1st Cay 1970-71

E-Mail: [REDACTED]



John Conway sent us these photos of his Vietnam War Memorabilia display at the MacArthur Museum in Little Rock, Arkansas. The exhibit covers one entire wing of the Museum and has been extended till the end of the year. John also now has part of his collection on display at the Smithville, Missouri public library. You are invited to stop by and visit either location during the Holidays.

These and John's other displays are designed solely to support Vietnam Veterans and their causes. Each display is setup and maintained by John, all expenses incurred are paid by him, nothing is sold through the exhibits and no monetary donations are accepted. Full details on these two exhibits, and several more that are planned for 2013 are available on the: www.vhpamuseum.org website.

UPCOMING REUNIONS

THE 162ND AHC REUNION

17-20 February 2013 - Savannah, GA

POC: [REDACTED]

D TROOP, 1/1 CAV REUNION - THE SABRES

28 Feb - 3 March 2013 - Orlando, Florida

POC: Chuck Abbott

E-Mail: [REDACTED]

Anyone who served with the

282ND AHC "BLACK CATS & ALLEY CATS"

in any capacity, including civilian technicians.

June 13 -15 2013 at the Crowne Plaza, Lenexa (Kansas City), Kansas

POC is Fred Churchill [REDACTED]

or Jose Cano [REDACTED] e-mail: [REDACTED]

or Ray Jennings [REDACTED] e-mail: [REDACTED]

A TROOP, 2ND SQUADRON, 17TH CAVALRY, 101ST AIRBORNE (AIRMOBILE) DIVISION

May 1-5, 2013, San Diego, California

POS is Mike Mabe, [REDACTED]

E-Mail: president@alphatroopalumni.com

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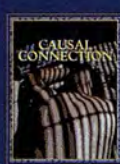
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QUESTIONS?

or [REDACTED]

All four of Bill's Books,
The Afgan Deception, Tank Witch,
Causal Connection and Toltancina
are available at:

www.MyNovelTales.com



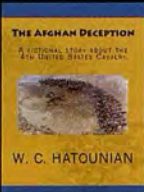
W. C. Hatounian

CASUAL CONNECTION

Detective Milo Necalli, an energetic veteran investigator with the Phoenix Police Department's Night Detective Unit, is secretly delighted when he is assigned to investigate the death of a man who was found asphyxiated and shrink-wrapped inside an empty waterbed mattress.

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 American and one British, could forever alter the fate of the British Empire.



W. C. HATOUNIAN



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.



CALLING ALL VETERANS OF THE 227TH AVIATION REGIMENT!

There will be a celebration of the 227th Aviation Regiment's 50th Anniversary in Fort Hood, Texas. Although there is not an exact date set, it will take place in April of 2013 and we felt the need to get this out to you early. With approximately 50,000 veterans who have served with the 227th Aviation Regiment, we need your help in rounding up all the Cavalry Troopers who have served with us.

The weekend will initiate with a meet-and-greet for a few drinks and hors d'oeuvres while gathering and reuniting with current and former unit members. The next day will have an aircraft showing and BBQ on the airfield and will culminate with a formal ball. For more information about the 50th anniversary, reach out to the contact information below.



Please Contact Derek Meyer @
or email @

Visit our website @ www.227avnregassociation.org

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Above: The food is good & company even better and note that "33" Beer is still available.
Right: Ed Garr returns to a crash site to honor a fallen VHPA comrade!



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Travel...Where History Comes Alive

Letters to the Editor

To the Editor of the VHPA Aviator.....

Every year I enjoy reading various member accounts of the Bob Hope shows they enjoyed during their tours in Vietnam. Each time I read these accounts, I think that there is a good chance that I am perhaps the only one or one of the few, VHPA members who have had the pleasure of seeing one of his shows during WWII and again, 25 years later, in Vietnam. In 1943, as a very young Marine PFC, as we prepared for our visit to Tarawa (of course, we did not know that was what we were prepping for), Bob Hope brought his troop, whose only members I can remember were Jane Wyman and Jerry Colonna, to a rather impromptu stage, for our enjoyment. About all I can remember about the show is Wyman's flaming red hair and Colonna's mustache!

I was fortunate enough as a member of the 179th Helicopter Company in 1968, working out of Pleiku, to be able to fly Joey Heatherton and the late Phyllis Diller to one of Bob's shows, and to stay to see the show.

I would like to congratulate author Judith Johnson on a great Bob Hope story in the latest issue of the VHPA Aviator and thank you for sharing it with us.

Herschel Jones

E-mail: [REDACTED]

To the Editor of the VHPA Aviator.....

I am writing this message to sincerely thank the VHPA and your Scholarship Committee for your generosity in awarding me a \$1,000 scholarship through the AAAA to assist me in pursuing a degree in medicine at the Edward Via College of Osteopathic Medicine (VCOM) Carolinas campus in Spartanburg, SC.

I recognize that this award came from the VHPA, as my father, Jim Fulbrook, is both an AAAA and VHPA life member. This award will be especially helpful in supplementing my living expenses while I am away at school and defray some additional medical school costs such as the prep classes and taking the COMLEX and USMLE Step 1 Board exams that are required at the end of my sophomore year this spring.

Thank you again for your generosity. I look forward to becoming a physician serving my country in the future as a medical officer in the US Air Force.

Very respectfully,

David J. Fulbrook

Class of 2015, Osteopathic Medical Student II

United States Air Force Reserve, 2d Lt

VCOM Student Chapter of Student Association of Military Osteopathic Physicians and Surgeons (SAMOPS)

To the Members of the VHPA

The United States Army Aviation Museum Foundation Inc is a 501 (C) (3) organization chartered to promote the museum as a learning establishment and to support the maintenance and upkeep of the displays in and around the museum. We are now commencing a fund drive to support the development of Phase II of the museum, which will be built with a connection to the current facility on Fort Rucker, Alabama.

Our first fund raising event is to offer brick pavers that will be emplaced at the front entrance to the museum, which is being redesigned for this purpose. This prime location will be viewed by each and every visitor coming through the museum doors. The pavers are available for a donation of \$125.00 each and your donations are tax deductible as the foundation is a non-profit organization. The pavers themselves can be engraved with up to three lines of text with a limit of 20 characters per line. The 4"x8" paver bricks are of the highest quality and laser engraved to last a lifetime.

This is a great way to honor or memorialize that someone special in your life. Please help us with our mission of Preserving the Past for the Future and promoting the Aviation and Military history of "Above the Best" here at Fort Rucker, Alabama. Please contact Jacki Blades at [REDACTED] or email at [REDACTED] with questions.

Thank you for your support.

David W. Swank
COL, USA Retired

Chairman, Executive Committee

Editor's Note: The following letter was directed to Gary Roush in appreciation for his work with the VHPA's Website. Col. McDonald has given us permission to share it with the entire membership.

Hello Gary,

I do not know if this will reach you but want to thank you for having your data base website on the net for Vietnam veterans. I am a retired USAF Colonel who first went to Vietnam in Nov 68 for thirteen months stationed at Tuy Hoa RVN. I went over a second time in 1972 on a deployment with F-4Es to counter the NV Easter offensive, we were stationed at Udorn RTAFB, Thailand.

Vietnam remains for me the most singular life changing event of my life and it is refreshing to see the data you and the VHPA have placed on the web since there are a host of nay sayer's still out there about all of us who served. As my eyes failed me at commissioning knocking me out of flight training, I went to Vietnam as an Aircraft Maintenance officer on F-100s. Initially I was one angry 23 year old being denied an opportunity to get into the war from behind the wire. Then one day a Huey landed on the beach at Tuy Hoa and I intersected with the pilot on the way to the PX. Well, to this very day I thank you rotor heads and especially CWO Bobby Schulz and the 48AHC Bluestar's for taking me on a good number of memorable missions in their Hueys. I love the machine and got to know it well thanks to Bobby and a few bottles of Scotch. I got the chance to fly the gunner's position as well as a Pax on a couple of CAs and a good number of resupply missions for the 28th Whitehorse ROK in II Corps.

The fighter guys in my squadron back at Tuy Hoa were convinced I was totally nuts for flying with you guys since they knew how low you flew...even Bobby told me he thought I was nuts but I HAD to get out there. SO, my humble thanks to you and your fellow Army aviators who gave me an opportunity to look in the mirror and see some sort of warrior looking back at himself after all these years. ANY-TIME I see you guys I thank you for making me a man that I can be proud of.

Cheers,

Bill McDonald Colonel USAF retired



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VHPA Member CW4 Joseph M. Long, Jr. Retires from Active Duty



CW4 Joseph Long address the crowd at his retirement ceremony



Carolyn Long, CW4 Joseph Long and Michael Long



Joseph Long (center) with his Mad Dogs in Vietnam, 1970

In late 2012, several Washington State Chapter members traveled to the Yakima Training Center for the retirement and “flyaway” of the last UH-1H with the U.S. Army Air Ambulance Detachment (Dustoff). Prior to the flyaway ceremony which was delayed by fog, we encountered CW4 Joseph M. Long, Jr., the designated AC for the flyaway. As we talked while he was preflighting the aircraft, it only took a couple of questions to confirm that “Joe” was one of “us” - still on active duty over 42 years after his service in Vietnam flying a UH-1C gunship with the 240th AHC, call sign Mad Dog 37.

On November 16, 2012 it was CW4 Long’s turn to retire in a ceremony at the YTC also attended by VHPA Washington State Chapter members – the weather wasn’t much better but the unit organized a nice ceremony nonetheless. It was followed by a light lunch with the soldiers of the unit, his wife Carolyn, and their son Michael who also served as an Army Aviator with two tours in Afghanistan.

Joe enlisted in 1968 and graduated from flight school with class 69-49. On return from Vietnam with a DFC, a Bronze Star, and an Air Medal for Valor he joined a reserve aviation unit at Ft. Meade where he became a CH-47 IP and an operations and training officer. Joe retired the first time in 1995 but in 2002 was recalled to active duty to serve with B/123th Aviation Training Brigade at Ft. Rucker. Among his many duties and accomplishments in that assignment was working with the film crew of “In the Shadow of the Blade.” In 2005, he was assigned to the dustoff detachment at Ft. Drum and two years later moved on to the Yakima Training Center’s dustoff detachment to fly the UH-1H and its replacement, the UH-72A Lakota.

Joe will retire to his home in Virginia with many awards and commendations from a career that spanned over four decades. There are however other measures of a career of service. The esteem afforded him by those he served with, both up and down the chain of command was evident at his retirement ceremony. There was nothing but the highest praise for Joe from all at the YTC for his vast experience of Army Aviation and the mentorship that he gave to everyone in the unit. One officer summed it by noting that Joe’s duties have all been reassigned but his spirit cannot be replaced. It was an honor to be present at this occasion and witness the respect given to CW4 Long at his final formation and appreciate knowing the future of Army Aviation is in skilled and dedicated hands.

King Television of Seattle covered CW4 Long’s retirement ceremony. You may see their report at:

www.king5.com/news/local/Armys-latest-Vietnam-helicopter-pilot-leaves-the-service-179752341.html

VHPA Members retiring from active flight status are a milestone not only for themselves but for all VHPA Members. CW4 Long, who will turn 67 in January, has been informed by the DA that he was the oldest Vietnam helicopter pilot then on active flight duty. This leaves the possibility there may be others of “us” still out there serving but there can’t be many. If you know about a VHPA Member still on active duty, please contact David Adams or me and write a short story for the Aviator about the member.

John Penny

E-Mail: [REDACTED]

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DISCOVERY OF FLIGHT 19

– The quest to find five Navy Avenger bombers that disappeared in the Bermuda Triangle in 1945.

Written by VHPA Member Jon F. Myhre

Jon Myhre began his Flight 19 quest using his venerable military E-6B navigation computer, and data he read in a book. Over the next 30 years, Jon researched every record the Navy had of the incident, interviewed hundreds of individuals, and



conducted numerous ROV and sub dives to probable crash sites. During the journey, his team recovered a TBM Avenger near Cape Canaveral. Find out what really happened to the so called "Lost Patrol" when you read "Discovery of Flight 19."

Written by VHPA Member Jon Myhre who graduated as a WO1 with Flight Class 66-6 and went on to earn a commission, serve two tours in Vietnam and one in Germany. His military awards include the DFC, two Bronze Stars, four Purple Hearts and 30 Air Medals. Jon has worked for the FAA, and flown as both a civilian Flight Instructor and a Corporate Pilot ever since.

Discovery of Flight 19: A 30-Year Search for the Lost Patrol in the Bermuda Triangle (202 pages with 150 illustrations - ISBN: 978 1891030582) is available in both printed and e-book formats from specialbooks.com, Amazon.com, and other book suppliers.



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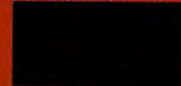
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DUSTOFF DOWN IN THE DELTA

In September, 1967, the 56th Transportation Company (AM&S) received a mission to recover a Dust-Off chopper shot down in the Delta. The 56th had responsibility to provide 3rd and 4th echelons of aircraft maintenance, supply, and recovery for all non-divisional aircraft in the III and IV Corps areas of South Vietnam (and, of course, back-up for Divisional aircraft and recoveries on occasion for USAF, RVNAF, and Air America). In 1967, the 56th's helicopter maintenance operations were at Hotel-1, while its fixed-wing maintenance shops were located closer to the main runways at Than Son Nhut Air Base, Saigon.

This Dust-Off was shot down toward the evening the day before I made these photos. After taking aboard wounded, ground fire disabled the Dust-Off's turbine. It appears that happened just as the chopper was going through translational lift and was able to flare to a stop in this rice-paddy irrigation ditch, without further damage. It became too dark to do the recovery the evening before, so we went back the next morning. A Platoon of Infantry was still engaged with the VC about a click beyond the nose of the downed helicopter. We never learned the status of the crew or its wounded passengers. Dust-Off pilots and crews were courageous, heroic.

While at the time I remember being pissed-off at the viciousness of the attack on such a defenseless, clearly marked aircraft on a mission of mercy, my memory of that recovery now is one of sadness - as reflected in this poem.

DUSTOFF DOWN IN THE DELTA

Flying up, rotating down, turning around and
Around, like a Hummingbird, the Medevac chopper
Darted, stopped to load wounded, a silhouette
In fading light, and was shot down mercilessly.

Short Bio: Jimmie C. Parker

Just a few highlights of his active duty military career, 1959 to 1969:

Student Company Commander, Infantry Officer Basic Course, Ft. Benning, XO, Hqs. & Hqs. Co., 1st Battle Group, 13th Infantry, 1st Infantry Division, Ft. Riley; Member, UH-1B Mobile Training Team to Colombian Air Force, Herman Olano Air Base, Colombia; CO, 71st Aviation Company, 193d Infantry Brigade, Panama; XO/Test Pilot and Recovery Operations, 56th Trans. Co. AM&S, Vietnam; Division Aviation Officer*, 2nd Armored Division, under MG J. A. McChristian and MG L. C. Shea, Fort Hood, Texas. He was dual rated, fixed and rotary wing.

After military active duty service, returned to University of Texas at Austin and obtained Master of Science Social Work (MSSW) specializing in Community Planning and Organizing, and spent the next 30 years planning, developing, and administering health and human service programs in various agencies. Last position at retirement: CEO, Centro San Vicente Community Health Center, a Federally Qualified Health Center, in El Paso, Texas.

Creative writing is a lifelong hobby - lots of writing workshops, classes, and some publications.

He is married, two children, three grandchildren, two great-grandchildren (with another one on the way). He currently lives with his wife, Carol, in Horseshoe Bay, Texas.

*While serving in this staff position, he also had a major additional duty: "Herding Cats" - see article by George Van Riper in The VHPA Aviator, July/Aug. 2008, Vol. 26, No. 4, Page 7.



56th Transportation Company recovery crew rigging Dust-Off for extraction by CH-47 Chinook, IV Corps area, September, 1967.



Close up of ground fire damage in cockpit area.



Major Jim C. Parker stands with two members of recovery crew in 56th's Operations, Hotel-1, Than Son Nhut, Saigon, 1967. III & IV Corps Area tactical maps displayed behind Parker. No GPS in those days just site map coordinates, compass headings, distance, and ETE.

VHPA'ers in the News



Daily News

Excerpted from the Wahpeton Daily News, Nov 13, 2012. By Carrie McDermott, Reporter

Yesterday just about the whole town of Breckenridge turned out to formally dedicate the town's new Veteran's Memorial Park. Undeterred by the single-digit temperatures, the crowd cheered the speakers and the Veterans in attendance, especially the men that flew the Cobra that serves as the centerpiece of the park.

The day started with a Veterans Day program at Breckenridge High School which featured three special guests — two pilots who flew our Cobra attack helicopter in Vietnam, Nick Lappos and Mel Walker and also Phyllis Rosenow, from Rosemont, Minnesota who's brother Tom was killed in Vietnam while flying another Cobra with D troop, 1/1 Cav, the unit our aircraft was assigned to. The first speaker was Mel Walker, a U.S. Army aviator who piloted the Cobra gunship currently on display at our new Veteran's Memorial park. Mr. Walker served back-to-back tours in Vietnam from 1968-1970, and his rank was Chief Warrant Officer. He returned to civilian life and continued service in the U.S. Army Reserves after ending his combat tours of duty. Next to speak was Nick Lappos, an aerospace engineer and a former U.S. Army pilot who also flew our Cobra while in Vietnam. Mr. Lappos has flown more than 70 helicopter aircraft and holds three helicopter world records for speed, has worked for Bell Helicopter and Gulfstream Aerospace Corp., and was the chief research and development test pilot for Sikorsky for more than 27 years. Both men spoke of their Vietnam War experiences and what Veterans Day now means to them.

The park dedication kicked off right on schedule at 1:00 PM, "In the heat of the day" said a visitor from Texas referring to the nine degree reading on the thermometers. The high school band played patriotic songs, the Mayor of Breckenridge, Clifford W. Barth spoke a few words but the day mostly belonged to the Chief of Police, Nate Harder, the man most responsible for establishing our Veteran's Memorial park. Chief Harder, a former US Marine first sold the idea for park to the City of Breckenridge and then was instrumental in acquiring the Cobra and securing the thousands of dollars in private funding to both refurbish and display the aircraft, and to construct the park's parking area, buildings, lighting and landscaping.

The crowd also recognized the eight Veterans there to reconnect and celebrate the Dedication of Cobra 650. All eight of them served in Vietnam with D troop, 1/1 Cav, the same unit that Cobra 650 flew with. While with the unit, all the men were pilots of, or served as a crewmember of the either a Cobra gunship, a venerable UH-1 Huey, or an OH-6 Scout helicopter, the



Cobra 650, bearing its Vietnam paint scheme is now on an eternal "gun run" for the citizens of the twin cities of Breckenridge, Minnesota and Wahpeton, North Dakota.

three types of helicopters flown by their Unit.

Also involved in the ceremony were a four-man U.S. Marine Corps Honor Guard that presented the colors, Mark Manning, the pastor at Breckenridge Lutheran Church who led the crowd in an invocation, and Wayne Gilbertson, the Minnesota American Legion vice commander who also gave a short speech. "Taps" was played to close out the ceremony.



D/1/1 Cav Veterans (LtoR) David Adams, Duane Sather, Gary Krehbiel, Dale McKnight, D.J. Miner, Nick Lappos, Mel Walker and Gary Hickman attend the Dedication of Breckenridge, Minnesota's Veterans Memorial Park.



DPMO

Defense Prisoner of War/Missing Personnel Office

Soldiers Missing from Vietnam War Identified

The Department of Defense POW/Missing Personnel Office has announced that the remains of Captain James M. Johnstone and Major James I. Whited, both from Oklahoma, who were lost on Nov. 19, 1966, when their OV-1A Mohawk aircraft crashed in Attapu Province, Laos, were recovered on June 5, 2009 and identified on July 9, 2012.

In mid-October, Joint Field Activities (JFAs) resumed in Laos and Vietnam. The level of operations continues to be relatively high, especially in Vietnam, though logistics issues still pose challenges in Laos. Time is growing short for getting answers before witnesses are no longer available and remains have disintegrated completely due to acidic soil in the region.

The number of Americans announced as returned and identified since the end of the Vietnam War in 1975 is now 928; another 63 US personnel, recovered post-incident and identified before the end of the war, bring the total to 991. Of the 1,655 unreturned American veterans from the Vietnam War, our POW/MIAs, 90% were lost in Vietnam or in areas of Laos and Cambodia under Vietnam's wartime control. Detailed numbers are Vietnam — 1,280 (VN-470, VS-810); Laos — 314; Cambodia — 54; Peoples Republic of China territorial waters — 7. Over 450 of these were over-water losses.

LET'S HAVE BREAKFAST

By Mike Scheuerman, Membership Chairman

Several months ago Gary Roush and I sent out an email to all non-current members asking for feedback as to why they were not renewing their VHPA memberships. We received quite a few responses with a long list of reasons and to me, several really stood out – No renewal notice received, Reunions too expensive, Reunions not conveniently located, personal or spousal health problems and several other reasons. Gary and I then turned this data over to the Executive Counsel for them to consider.

The main thing I most noted was the negative response to the VHPA Reunion. So - Let's have breakfast!

Here's what I'm driving at - less than 20% of the members of VHPA will ever attend a National Reunion. The largest attendance we ever had was for our Washington, DC Reunion in 2006, over 1400 pilots and 1300 guests were there. For our next Reunion in Phoenix, Arizona less than 1100 people total attended. The reasons vary - cost, location, time of year, current family situation, health (Any of these sound familiar? They read like the reasons given for not renewing their membership). But we did feedback indicating that 100% of our membership reads and enjoys the AVIATOR and over 90% of our members use the on-line directory or paper directory to look up a friend's address.

We all didn't join VHPA to be entertained at a National Reunion, we joined for the camaraderie and esprit de corps we experienced in Vietnam and possibly after our time in-country while flying in the active forces, the Reserves and/or the National Guard. Our branch of service didn't matter, but the experience we all shared does. So - let's have breakfast!

I remember my Dad, a WWII paratrooper, going to lunch every so often with guys that served in WWII. They weren't necessarily all paratroopers or even all Army guys, but they had all served in the war. When he took me along, I would see them sit around, laughing, telling stories, catching up on what was happening with their lives and families and just

enjoying being with other guys that had lived a part of what each of them had experienced. My Dad really felt comfortable with those men and I feel really comfortable being with you men. So - let's have breakfast!

What I'd like to see is more of the pilots just getting together locally. Doesn't have to be a local Chapter Meeting (although those are great!), but it can also be breakfast get together every two months or so. I flew in the Reserves with the 300th AHC based in Dallas; I left in 1981, President Clinton shut the Unit down in 1992 but we still get together for breakfast on the first Saturday of every other month. Not everyone can make it every time but there will always be 20-30 guys there for a couple of hours just laughing, talking and catching up. Now this is what I am talking about. Did you know there are over 200 Vietnam era helicopter pilots living in the Killeen, Copperas Cove, and Harker Heights area of Texas? Over 150 Vietnam era helicopter pilots are living within 25 miles of Gainesville, Georgia; Lawton, Oklahoma is home to over 100 close-by Vietnam era helicopter pilots and it's the same with almost every area of the United States. So- let's have breakfast!

What I need are guys who want to help get those breakfast meetings started. I can get you names, addresses, phone numbers and, in some cases, email addresses of everyone in your area. I can send you AVIATORS to give away to guys that have never joined and fresh bumper stickers and window decals for all our current members.

And it doesn't have to be breakfast. If lunch works better then - LET'S HAVE LUNCH! So, if you are interested in helping get something like this started in your area please contact me.

Mike Scheuerman, Membership Chairman

E-Mail: [REDACTED]

or call 1-800-505-VHPA

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

VHPA CHAPTER ACTIVITIES

CALIFORNIA CHAPTER NORTH

"Vettes for Vets", Placerville, CA - October 27th:

The CCN was invited by the "Vettes for Vets" car club to attend another one of their awesome shows, this time at the Redhawk Casino near Placerville in the foothills. It was a good mix of classic cars, classic music, and of course, a classic Huey. During the day we had a continuous group of visitors who asked a ton of questions, and we had a ton of answers. Al Doucette, Ken Fritz, Ed Morris, and Greg Hutson were there to represent the CCN.

Bryte VFW, W. Sacramento, CA - Veterans Day:

CCN members attended the Bryte VFW Veterans Day and Marine Corps 237th Birthday celebration. Prior to the event we had a special guest help us on wash day, our old friend Curt Knapp. Although Curt was unable to attend the function at the VFW it was good to see his smiling face. CCN members at the celebration included Al Doucette, Ed Morris, Ken Fritz, Mike Nord, Ross Mc Coy, and honorary member Jim Clark.

North Highlands, CA - November 15th:

The CCN was invited by the Community Outreach Academy (COA Middle School) to attend their monthly assembly for November, how fitting that the theme was "Honoring Veterans". The core makeup of students is predominately Russian immigrants and one of COA's goals is to insure the students have a clear picture and understanding of the importance of our veterans, their contributions and sacrifices. Ms. Yulia Hall, COA principal, felt the CCN's presence would be a great way to communicate this message to all COA students. During the assembly Ken Fritz, Al Doucette, and Greg Hutson each summarized their military service, which was followed by a short video and some great questions. Afterwards it was on to the Huey, the students loved it. This was a great way for COA students to meet veterans and connect with their service. Have to believe it meant as much to us, if not more, to be part of the COA assembly.

Huey Update:

Thanks to Ken, we now have "540" blades, most of the rotor head, and sync elevators. Before long we will begin sanding the blades and getting them ready for a new paint job. The CCN is still looking for rotor head control components from the servos up, if you have any leads on parts such as these please contact us (address below). Thanks.

CCN Membership-Contact Information:

It is "re-up" time for CCN members; please send a check for \$20.00 to our CCN Secretary-Treasurer, Greg Hutson, 2060 Quartz Hill Place, Gold River, CA 95670. Make checks payable to "VHPA-CCN". To those of you who have sent in your dues recently, "thank you" for supporting the CCN. If you want to become a member of the CCN, ditto on the check, please include your e-mail address. Speaking of e-mail addresses, CCN members who have not been receiving chapter e-mails, please send your current e-mail address to [REDACTED] and your name will be added to the mailing list. A special note of thanks to CCN member and former "loach driver", Tom Inks, your help is greatly appreciated when it comes time to clean the Huey.

Ken Fritz, President

Submitted by Greg Hutson, RLO

NORTH ALABAMA CHAPTER

The North Alabama Chapter has finished a yearlong project to refurbish a UH1C/M helicopter so it could participate in the Veterans Parade in Huntsville Alabama on 12 November 2012. Many hours of hard work were put in to accomplish this mission. It is hard to believe what a bunch of "old men" can accomplish when they put their skill and knowledge to work. The aircraft was completely disassembled and all parts were cleaned, sand blasted, sanded and then reassembled before getting a brand new paint job. Parts were obtained from all over the country, we were even able to obtain rocket pods.

Many of our members were responsible for this accomplishment.

The job is not finished because we still have the interior to complete and we will begin work on that phase before Christmas, there are also plans to paint the original units "Nose Art" and other identifying marks before next year. The interior will be completely accurate as will the other additions. Also one of our first priorities is to have a hard stand and shelter built to protect the aircraft from the elements. This will be located at the Huntsville Veterans Museum where the aircraft will be located when not out on projects.

There are plans on the aircraft participating in many functions including things like JROTC in the local High Schools and other organizations. Any function to enable us to educate the young people on the Vietnam era.

The Veterans Day parade was a complete success with the helicopter being the "Star Entry", the weather did not completely cooperate but the parade was still a success. It was hard to believe the crowds that were still present through the sometimes down pour of rain. After the parade the aircraft was relocated to the "Schnitzel Ranch" which is the restaurant where we hold our monthly meetings. The members and their families gathered to eat dinner and reminisce about the parade and to celebrate their accomplishment. Special awards were presented to Bernie Parr and Les Haas. A club shirt was presented to Bernie and also his wife Clair. A shirt and cap were also presented to Les. These were for their outstanding participation in the restoration of the helicopter. Without their participation this job would not have been accomplished in the way it was.

Our monthly meeting was held on 15 November 2012, our Christmas Party was discussed and it was decided to have it on 18 December 2012. The only business to be conducted at that event is our biannual election of Officers and Directors as required by our bylaws. We also welcomed two new members 'James E Richey and Paul E Bartlett' making a grand total of 45.

IT HAS BEEN A GOOD YEAR

Jim White, President

NORTH CAROLINA CHAPTER

The NCVHPA had a memorable week at the Cherokee Indian Reservation. We participated with 5 of our helicopters. The 2012 Memorial program was held to honor the fallen members from all wars of the Eastern Cherokee tribe. They had the Vietnam Moving Wall setup, organized a 2 mile long parade and provided outstanding hospitality to us. See the accompanying photo where we are being recognized for our participation with a Certification of Appreciation.

A couple of our members and wives were invited guests at the 8th annual USO-NC "Salute to Freedom Gala", which honor a member from each of the military branches. About 750 people were in attendance. General Martin Dempsey, Chairman, Joint Chief of Staff was the guest speaker. Submitted by Robert Ingles.

Jim Miles, President

OLD DOMINION CHAPTER

On November 3rd, 2012 we held our first Social Event complete at the Virginia Aviation Museum at Richmond Airport, in Sandston, VA.

A big "Thank you" went out to JT Severin and Jim Holden for setting this up. We opened with a prayer for JT Severin, our president, who passed away on October 18th, and the reading of his favorite poem, "Flying West".

Our wives brought Hors d'oeuvres and our Secretary, Davey Crockett, brought the liquid refreshments.

Then we were given a slide presentation by Col. James Ring, Virginia State G-3 for the National Guard.

He discussed his participation in the Bosnia-Serbia-Herzegovina Crisis during the latter part of 2001.

Finally Hugh Adams gave a slide show of his participation with the 224th Aviation Battalion (Punishers) during his deployment to Iraq. Our next meeting is set for Dec 1st.

Don Agren, Interim President

SOUTH MISSOURI CHAPTER

As I am writing this article on Veterans Day 2012, this last week was Veterans Homecoming week in Branson, Missouri topping off the week with many of our members participating in the parade. Branson, Missouri is known for "Everyday is Veterans Day".

The Chapter has 91 members as we start the New Year 2013. Though the Chapter name is the "South Missouri Chapter of VHPA" our membership covers the entire state of Missouri and goes beyond our state lines, if you would like to join a bunch of fellow aviators please feel free to check us out and join if you wish.

Our next meeting will be held at Tan-Tar-A Resort, Osage Beach, Missouri (Lake of the Ozarks) March 16, 2013 scheduled to start at 1100 am. We are always pleased for first time attendees and wives to attend and Members are always welcome to bring a guest to our meeting and let them share in the camaraderie we enjoy each time we're together.

Check out our website, vhpsmo.org for information regarding The Chapter, our members and also on-line merchandise. Lots of great information.

Thanks to the troops and Veterans that have kept our country free, may we have peace in the New Year 2013.

Russ Emory, President

VHPA CHAPTER ACTIVITIES

SOUTHERN CALIFORNIA CHAPTER

On October 20th we held our So Cal Chapter meeting at the Newport Harbor Elks Lodge.

Thanks to all who helped with our VHPA Chapter info booth on October 28th at the 11th Annual Wings Wheels and Rotors Expo at the Los Alamitos Army Airfield. Over 35,000 attended the Expo and \$19,000 was donated to the Los Alamitos MWR.

On November 10th several of our chapter members met at Western Museum of Flight for A Vietnam Odyssey. Pat Rogers, Director of Wings and Rotors Museum and crew flew in their beautifully restored UH-1B gunship. Our guest speaker was LTC Ben Williams USMC Ret. VHPA member and flew CH-46 in Vietnam 69-70.

In January we are planning a So Cal Chapter golf day. Let me know what day, time and course location would work best for you. On March 16 we were planning on having our St. Patty's day meeting and BBQ. Time and location is pending.

Sven Akesson, President

THE ALAMO CHAPTER

As promised, we owe you a report on our October trip to Ft. Wolters. We did meet on the 12th at the Days Inn Hotel, which is just inside the old Ft. Wolters main gate, for a cookout around the pool. We even had some beer present. Then we strolled down the street and took photos around the old restored gate arch and the OH-23 Hiller Killer which resides beside the gate. While we were doing the photos, an NCO in uniform parked and approached us.

It seems this sergeant is stationed at a portion of the old fort which is now utilized by the Texas National Guard. He arranged to show us around the next day, Saturday the 13th. We met him there, and some of our former WOCs were able to see the (now empty) barracks where they used to live! Most of you know that some of those barracks were also used as a prison facility at one time. The prisoners had air conditioners installed in their cell windows. The WOCs will recall that THEY certainly had no air conditioners. Draw your own conclusions.

Also on Saturday, we visited the nearby future site of the National Vietnam War Museum, where there is a static Huey, a replica Vietnam Veterans Memorial Wall, and a Camp Holloway replica Memorial Wall, among other memorials and memorial gardens. Later we went downtown to see the displays, crafts, and shows of the Mineral Wells Crazy Water Days.

By the way, the bowling alley is still in the same place in Mineral Wells. The Laundromat where some of us bachelors did our laundry is no longer there, around the corner from the bowling alley. While the clothes dried, we would go into the alley, drink beer, and ogle the housewife bowling leagues. Yes, Woody's is still there, also.

On November 7th, The U. S. Army and Ft. Sam Houston conducted a "welcome home" ceremony for all Vietnam veterans, as part of the recognition of the 50th anniversary of the end of the war. Active duty military units from all the services, local police, and local firefighters all participated in a retreat ceremony, and a reception followed. Many of our members attended as the honored guests, and the welcoming was all very well done. Major General Patrick Brady, a Medal of Honor recipient and one of our Alamo Chapter members, was the guest speaker. We were, indeed, welcomed home.

Bob Dillon, President

CALIFORNIA CHAPTER NORTH



CCN (California Chapter North) members setting up for the Bryce VFW's part of the Marine Corps Birthday celebration. (From l to r) Jim Clark, Ed Morris, and Al Doucette

NORTH CAROLINA CHAPTER



Members of the North Carolina Chapter of the VHPA are given a certificate of appreciation for their participation in the Eastern Cherokee Tribe's, 2012 Memorial Program that was held to honor the fallen members of their tribe from all wars.

WASHINGTON STATE CHAPTER ACTIVITIES WINTER 2012

On the second Saturday of November, 24 of our chapter members joined 182 other groups in celebrating the Annual Veterans Parade through the streets of Auburn, Washington, our fall get-together. As you can see by the photo, we had a spectacular day again this year which helped to bring out thousands of folks to cheer us and our Huey down the street. If you have not joined us on this march, you should consider doing so, as one of our first-timers said after walk: "It was one of the most moving experiences that he had had since returning after his tour of duty." Thanks go to Pat Stacheli (USN '67) for his coordination again this year, and to Dave Saunders (Class 68-01) for moving the Huey from Olympia and back. Way to go guys, you make us look great.



Ken Woods (72-58), John Penny (71-28) and Jim Le Penske (67-11) for making it happen for our friend and fellow VHPA member. Good luck Joe Long, wish you could join us here in Washington, but we understand that Virginia is home. For more on this story, please look in this edition for John Penny's full account of the day at the Yakima Training Center. One final note: We will meet again in February, so watch our website vhpawa.org for all the info. Please note that the Chapter is offering a new 'Life' membership at a very agreeable price and terms.

Mark Hansen 2012 Chapter President

Welcome to the 30th Reunion of the VHPA!

From the Chairman of the VHPA Reunion Committee, Mike Law

Speaking for the VHPA Executive Council, the Headquarters Staff, and the entire Reunion Committee – I cordially invite you to attend the VHPA's 30th Annual Reunion in San Francisco from Tuesday, July 2nd through Saturday, July 6th 2013 at the San Francisco Union Square Hilton. We have a wonderful party planned for you, your family, and your friends! So y'all come now, ya hear?

In the next few pages you can see lots of details, the event schedule, the registration form, the policies and procedures, and some neat pictures. But before you delve into all that let me mention FIVE ideas.

First, PLEASE register early and THANK YOU!

Now let me tell you why registering early is a good idea. You will notice there are 21 tours or activities scheduled outside the hotel. At the bottom of 18 descriptions you should notice the word Maximum and a number. Now some of the numbers are large like 300 for the Cable Car and Walk-the-Bridge tour, but many are small like 50 for the Tuesday and Wednesday Group Dinners. Many of these events will sell out FOR SURE!! Surprise, surprise California wine tasting tours and bay cruises are very popular!! The ones we had in San Diego in 2010 easily sold out. The Reunion Committee developed a waitlist procedure in 2012 for the New Orleans Reunion and was successful in accommodating many at the last minute. We are not in the last minutes now. Please review the exciting list of tours and events. Register early and book the events you want. Early is better!!!

Second, bring a jacket and/or a sweatshirt!

Over the years we've often heard strong criticism about VHPA Reunions near the 4th of July being in places that are just too hot to visit. Well, leave that one home this year BUT bring a jacket!! Remember the coolest thing Mark Twain never said: "The coldest winter I ever spent was a summer in San Francisco." The truth is – it may be California, and it may be lovely, but the wind can be vicious and those summertime temperatures can be disappointing.

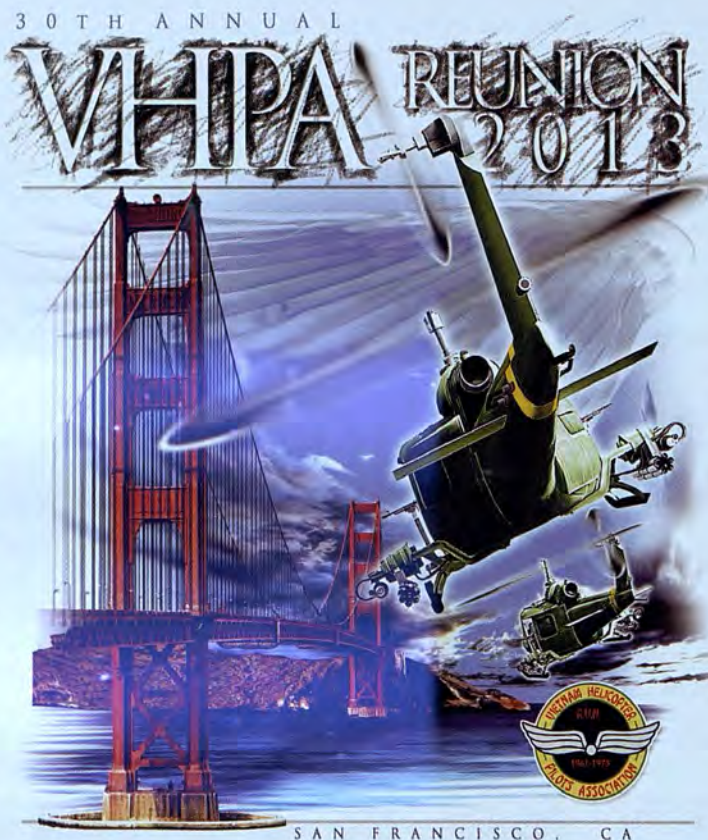
Third, a word of warning – San Francisco is expensive – especially service and fuel related items! We trust you've heard the term fuel surcharge? We trust you know that California's state government is financially broke? So along comes the VHPA wanting a bid for buses or cruises for next summer. OK the companies say – this is what I charged last summer and this is the fuel and tax surcharge I'm expecting to be in place next summer. OUCH!!! This Hilton is a union hotel. We are sooooo happy that the hotel contract we signed in 2008 had caps on the banquet meal prices! Even our good friends

tell us – this may be California but be prepared for New York style prices.

All for our golfers – please take a seat before looking at the price of this year's golf tournament. Now the Presidio is a great course. We worked with local VHPAers before we signed the contract. For the first time in our Reunion history your golf ticket is non-refundable. This is because we have to provide a guaranteed minimum number of players. Even two or three players dropping out at the last minute would be a financial loss to the Reunion.

Fourth, this is the VHPA's third visit to the Bay

We had the 'Big Bash by the Bay' in Santa Clara in 1996 and the 'What a Party!' at the San Francisco Marriott in 2005. For the record, only our Washington D.C. and Las Vegas Reunions had higher attendance numbers than 2005 in San Francisco. The 2005 Reunion Committee took a huge step (gamble is another word that comes to mind) when they chartered the San Francisco Belle for the July 4th dinner cruise to watch the fireworks with the city lights as a backdrop. They even opened online registration in December (something we now do routinely) to "see if there was sufficient interest" in the dinner cruise. Well, in less than a month the first deck sold out, so they chartered the second which sold out in about six weeks – eventually they chartered the entire boat and it sold out by late May. Gamble paid off! The cruise was a huge success – smiles all the way around as best I can remember. Well, folks, we are back to that same scenario! We were there as well when we chartered the USS Midway for the 2010 Reunion in San Diego for 1,000 people. That sold out and was a lot of fun as well! The 2013 cruise price is now \$159 per person and is non-refundable for the same reasons mentioned above. It could easily be a "once (or twice) in a life time" event. We haven't chartered the whole boat yet. Again we are waiting to see how many are interested in taking the cruise.



Fifth, enjoy yourself at this Reunion!!

San Francisco is one of the top 10 places to visit in the USA and a world destination city. The food, the sightseeing, the wines, the history, the bay, the architecture, even the smells around Fisherman's Wharf - We ain't in Kansas anymore, Toto! Literally there are 80 restaurants within easy walking of the hotel. You won't beat our hotel rate for anyplace you feel safe in – I guarantee that!

VHPA Reunions are all about renewing old and making new friends based on our common bonds forged when we were soldiers once and young. Please invite your friends and plan on having a good time.

Questions? Comments? As always get in touch with HQ at 800-505-8472 or Mike Law at [redacted] or [redacted]

Official Schedule of Events - The 30th Annual Reunion of the VHPA San Francisco, California, 2 through 6 July, 2013

See our Website at: WWW.VHPA.ORG
for the latest details and to register for the Reunion

Tuesday – July 2nd, 2013

11:00 am – 11:00 pm	O'Club open
1:00 pm – 5:00 pm	Vendor Room open
1:00 pm – 8:00 pm	Welcome desk and Registration desk open
1:00 pm – 8:00 pm	T-Shirt pick-up available
1:00 pm – 5:00 pm	Tour Desk open
5:30 pm – 8:00 pm	Group dinners on Fisherman's Wharf - at Franciscan Crab Restaurant or Fog Harbor Fish House
7:00 pm – 10:00 pm	Early Bird Reception

Wednesday – July 3rd, 2013

7:30 am – 9:00 am	Tour Desk open
8:00 am – 5:00 pm	Welcome Desk and Registration open
8:00 am – 8:00 pm	Pre-Registration open
8:00 am – 5:00 pm	T-Shirt pick-up available
9:00 am – 5:00 pm	Vendor Room open
1:00 pm – 11:00 pm	Mini-Reunions/TOC's
8:30 am – 4:30 pm	Day in Napa: Beringer & Castle Di Amorosa Vineyards
9:00 am – 1:00 pm	City Tour #1
9:45 am – 3:00 pm	Alcatraz Tour #1
11:00 am – 11:00 pm	O'Club open
1:00 pm – 4:00 pm	Bridge to Bridge Cruise
2:00 pm – 5:00 pm	Poker Tournament #1
3:00 pm – 5:00 pm	Banquet seating
3:00 pm – 5:00 pm	Tour Desk open
5:00 pm – 7:30 pm	Group dinners in the city - R & G Lounge (Chinese) or The Stinking Rose (Italian)
7:00 pm – 8:00 pm	1st Time Attendee Reception
7:30 pm – 10:00 pm	Welcome reception
8:30 pm – 10:00 pm	Bob Hope USO Show

Thursday – July 4th, 2013

7:00 am – 2:00 pm	Golf Outing
7:30 am – 9:00 am	Tour Desk open
8:00 am – 11:00 pm	Mini-Reunions/TOC's
8:30 am – 4:30 pm	Pre-Registration open
8:30 am – 4:30 pm	T-Shirt pick up
8:30 am – 4:30 pm	Registration Desk open
9:00 am – 3:30 pm	Muir Woods & Sausalito Tour
9:00 am – 10:30 am	HPF #1 - Vietnam's Impact on Helicopter Development
9:00 am – 1:00 pm	City Tour #2
9:00 am – 5:00 pm	Vendor Room open
9:30 am – 12:30 pm	Cable Car & Walk-the-Bridge tour #1
10:45 am – 12:00 pm	Writers panel discussion
11:00 am – 11:00 pm	O'Club open
1:00 pm – 3:00 pm	Cable Car Tour #1
1:00 pm – 4:30 pm	Tour Desk open
2:30 pm – 4:00 pm	HPF #2 - AH-64 Apache Development
3:00 pm – 5:00 pm	Banquet seating
5:30 pm – 10:00 pm	Dinner & Fireworks Cruise

Reunion Continuing Events:

Unit Mini-Reunions and Unit TOC's are scheduled daily at various times every day of the Reunion – see HQ for a separate schedule for your individual unit's date, time and room assignment.

The Vendor Room – first opens on July 2nd at 1:00pm and remains open daily from 9:00am - 5:00pm through the last day of the Reunion, July the 6th

The O Club – Open from 11:00am till 11:00 pm on 2, through 5 July, on 6 July open only from 12:00 noon till 5:00 PM.

Friday – July 5th, 2013

7:30 am – 9:00 am	KIA/MIA Gold Star Breakfast
7:30 am – 9:30 am	Tour Desk open
8:30 am – 2:30 pm	Day in Napa, Beringer Vineyards
8:30 am – 4:30 pm	Registration/Pre-registration/T-Shirt pick-up
9:00 am – 5:00 pm	Vendor Room open
9:00 am – 11:00 pm	Mini-Reunions/TOC's
10:00 am – 12:00 pm	Quilters' Show & Tell w/Outing
10:00 am – 4:00 pm	Hillier Museum & Helicopter Display
10:00 am – 5:00 pm	Hillier Museum & Helicopter Display & Tank Museum
11:00 am – 11:00 pm	O'Club open
12:00 pm – 2:30 pm	Information Presentations
12:00 pm – 5:00 pm	Alcatraz Tour #2
1:00 pm – 4:30 pm	California Academy of Science
1:00 pm – 3:00 pm	Cable Car Tour #2
2:00 pm – 4:00 pm	Banquet seating
2:00 pm – 5:00 pm	Poker Tournament #2

Saturday – July 6th, 2013

8:00 am – 9:30 am	Memorial Service
8:00 am – 5:00 pm	Mini-Reunions/TOC's
9:00 am – 5:00 pm	Vendor Room open
9:30 am – 3:00 pm	Registration desk open
10:00 am – 12:30 pm	Annual Business Meeting
10:30 am – 1:30 pm	Spousal Mystery Theater & Lunch
12:00 pm – 5:00 pm	O'Club open
12:30 pm – 1:00 pm	President's Recognition
12:30 pm – 1:30 pm	VHPA Chapter President's Meeting
1:00 pm – 5:00 pm	Mini-Reunions/TOC's
1:00 pm – 4:00 pm	Cable Car and Walk the Bridge tour #2
2:00 pm – 4:00 pm	HPF #3 - Collective History of Black Helicopter Pilots
4:00 pm – 6:00 pm	Banquet seating desk open
5:45 pm – 11:00 pm	Closing Banquet & Dance

Visit ... www.VHPA.org
for the latest information on
The 30th Annual VHPA Reunion 2013

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Outside the Hotel Events & Tours

GOLF TOURNAMENT AT THE PRESIDIO GOLF COURSE

Thursday, July 4th, 7 am – 2 pm

Buses depart the hotel at 7 am. Golfers should be back at the hotel by 2 pm. Lunch is included. This year we will play the Presidio Golf Course. Please see www.presidiogolf.com for details about the course. The 117 year old Presidio Golf Course opened for public play in 1995 and quickly gained a reputation as one of the nation's top public courses. Located just minutes from downtown San Francisco, the 18-hole course plays 6,500 yards of challenging golf, winding through beautiful Eucalyptus and Monterey Pine trees in The City's trademark hills. Our "scramble" Tournament package includes golf, GPS equipped golf carts, bus transportation from/to the Hilton, range balls, and a delicious sit-down deli platter luncheon in the beautiful clubhouse. We want you to leave with remembering this one as the Best VHPA Golf Tournament ever. You won't want to miss this one. So get your foursomes together and register for this event. Contact John Shafer [redacted] or [redacted] for details.

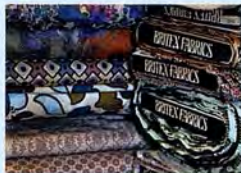


PLEASE NOTE - Since the VHPA had to guarantee a minimum number of players to secure a contract for this Tournament, this is a non-refundable event. This means that once you purchase a ticket for this Tournament, it is indeed your ticket. Should you be unable to play for whatever reason, the VHPA will not refund the price of this ticket.

QUILT SHOW & TELL WITH OPTIONAL VISIT TO BRITEX FABRICS

Friday, July 5th, 10:00 am – 12:30 pm, Imperial B

This will be the fourth year we've had an event for Quilters. We trust you remember the rule? If the guys can have Mini-Reunions and tell war stories, it is only fair for the ladies to have a Mini-Reunion and talk about crafty stuff! This year we will return to our Show and Tell roots. Please consider bringing some of your own work – quilts, embroidery, knitting, crocheting. We will give everyone a chance to display and talk about their project. We've made arrangements for a tour of one of San Francisco's wonderful fabric shops just three short blocks from the Hilton. Britex Fabrics, consult www.britexfabrics.com for details, is located in the famous Union Square shopping district. If you have questions about or suggestions for this event, please contact Diana Law at [redacted] or [redacted].



GROUP DINNER: THE FRANCISCAN SEAFOOD RESTAURANT

Tuesday, July 2nd (5:30pm-8:00pm)

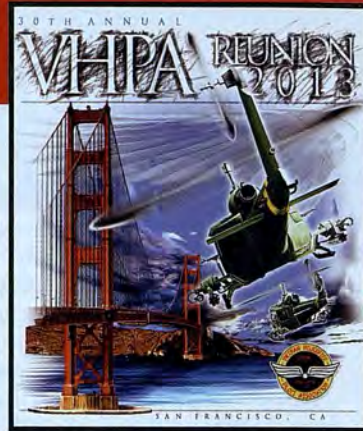
The Franciscan Crab Restaurant offers superb panoramic views and excellent seafood dining. High ceilings and twenty foot windows offer unforgettable views of San Francisco Bay, the Golden Gate Bridge, the Bay Bridge, San Francisco's spectacular skyline, Alcatraz and of course, historic Fisherman's Wharf. Built in the late 1950's, the Franciscan Restaurant has been a long standing part of San Francisco seafood dining and Fisherman's Wharf's landscape. Dinner includes salad, chowder, dessert and a choice of entrée, including the famous Dungeness crab. Don't miss this wonderful chance to catch up with your friends and kick-off the reunion. Price includes round trip transportation, all taxes and gratuities associated with the meal. *Maximum 50*



GROUP DINNER: FOG HARBOR FISH HOUSE RESTAURANT

Tuesday, July 2nd (5:30pm-8:00pm)

Fog Harbor Fish House offers the quintessential San Francisco waterfront dining experience. Steeped in tradition, Fog Harbor Fish House was created by the original developers of Pier 39 and is filled with a quarter century of San Francisco history. Enjoy spectacular views of San Francisco Bay and the Golden Gate Bridge while dining on the freshest seafood and meats available. Family-owned and operated, Fog Harbor Fish House is among the most favored restaurants on the Wharf. Dinner includes salad, chowder, dessert and a choice of entrée, including the famous Dungeness crab. Don't miss this wonderful chance to catch up with your friends and kick-off the reunion. Price includes round trip transportation, all taxes and gratuities associated with the meal. *Maximum 50*



DAY IN NAPA: BERINGER & CASTLE DI AMOROSA VINEYARDS

Wednesday, July 3rd (8:30am-4:30pm)

Today, you will visit two of the most well known vineyards in Napa Valley; Castle di Amorosa and Beringer. No winery or vineyard more thoroughly embodies the timeless appeal and seductive flavor of Napa Valley than Beringer Vineyards, Napa's benchmark producer since the establishment of the vineyard in 1876. Beringer crafts Napa Valley wines that speak eloquently of the rich heritage of the Beringer Vineyard, while offering cutting-edge quality and contemporary elegance. The exquisite wines crafted at the Beringer Vineyards display a single minded dedication and pursuit of excellence instilled by the founder, Jacob Beringer. The visit to Beringer includes a guided walking tour of the heritage cellars, wine tasting, and the chance to stroll the lush vineyards. Sip wine while on tour at Beringer (3 samples) and then fill your glass again as you sit down to enjoy your gourmet boxed lunch.



Spend the afternoon at the Castle di Amorosa. This an authentic 12th century Tuscan castle of 121,000 square feet and 107 rooms (no 2 are alike), 8 floors, a 500 year old fireplace, 900 feet of caves, a drawbridge, a dungeon, and the single most impressive wine barrel room in the United States. The castle produces only 15,000 cases of wine which are sold only at the winery. Enjoy a guided tour, time to roam the castle and tasting of three of the wineries finest wines.

The tour includes a boxed lunch served at the Beringer Vineyard, six wine tastings, and plenty of time to shop for wine at both wineries. Wine tasting will begin in the morning; we recommend you have a large breakfast before departing on this tour. *Maximum 100*



SAN FRANCISCO HIGHLIGHTS BY MOTOR-COACH

Wednesday, July 3rd (9:00am-1:00pm)

Thursday, July 4th (9:00am-1:00pm)

Board your coach, with your experienced guide, for an inside look at one of the most culturally diverse and beautiful cities in the country. Your guided journey will highlight famous landmarks and familiarize you with the unique sociology of San Francisco. There will be wonderful photo opportunities as you see some of the city's most famous landmarks, including the Golden Gate Bridge, panoramic views atop the Twin Peaks, Nob Hill, and famous Lombard St. Following the narrated portion of the tour, you will have the option to return to the hotel or be dropped off at Fisherman's Wharf. If you choose to stay at the Wharf, you will be on your own for transportation back to the hotel.

ALCATRAZ TOUR

Wednesday, July 3rd (10:00am-3:00pm)

Friday, July 5th (12:00pm-5:00pm)

Step back in time and experience the legendary island that has been a civil war fort, a military prison and one of the most notorious federal penitentiaries in US history. Take the short bus ride to Pier 33 where you will board the ferry to Alcatraz. The tour includes the 45 minute audio presentation "Doing Time: The Alcatraz Cell House Tour". No one can tell the Alcatraz tale like the men who actually lived it. This award-winning audio tour brings history alive through the actual voices of the correctional officers and inmates who lived on the island during the infamous Federal Penitentiary era. Hear both sides of life on the island prison, including such famous events as escape attempts, "The Battle of 1946", food riots, and surviving solitary confinement. Your tour also includes a boxed lunch, the Discovery Channel's orientation video, optional ranger and docent led tours; historic gardens and abundant wildlife. A light jacket is recommended for this tour. This tour is subject to availability. Maximum 100 per day



BRIDGE TO BRIDGE CRUISE

Wednesday, July 3rd (1:00pm-4:00pm)

This unique 90-minute cruise will sail under both the Golden Gate Bridge and the

San Francisco-Oakland Bay Bridge in one spectacular cruise along San Francisco's entire urban skyline, accompanied by the headphone audio. Along the way, explore San Francisco's stunning landmarks like Alcatraz, Coit Tower, the Ferry Building, Transamerica Pyramid, Palace of Fine Arts, and much more. As you sail, learn about San Francisco's unique natural history, architecture, and Native American culture through the audio tour. Sailing under both of San Francisco's incredible bridges surely will be the highlight of this journey. The cruise departs at 2:00pm from Pier 43 1/2 located in the heart of the Wharf at the end of Taylor Street. There are snack bars on board the boat or you are welcome to bring your own, maybe chowder in a bread bowl purchased at the Wharf! Upon arrival at the Wharf you will have about 30 minutes to browse or pick up a sandwich prior to boarding your cruise. Maximum 250

GROUP DINNER: R & G LOUNGE (CHINESE)

Wednesday, July 3rd (5:00pm-7:30pm)

Board your coach for the short ride to famous Chinatown, where you will dine in one of the best Chinese restaurants in San Francisco. The Chinese dishes are innovative yet traditional. They use only the freshest ingredients to make your experience as memorable as possible. You will have an extensive meal which includes some of the restaurants most popular dishes. Served family style at tables of 10, some of the dishes you will dine on include salt and pepper crab, deep fried prawns, scallops and steak with black pepper sauce, braised seafood soup, Peking duck, crispy chicken, steamed fish, vegetables, rice, and dessert. Price includes round trip transportation, all taxes and gratuities associated with the meal. Maximum 50



GROUP DINNER: THE STINKING ROSE (ITALIAN)

Wednesday, July 3rd (5:00pm-7:30pm)

All you have to do is "follow your nose" and it will lead you to one of The-City-By-The-Bay's most unique and entertaining dining experiences... The Stinking Rose: A Garlic

Restaurant. Located in North Beach, San Francisco's renowned Little Italy, The Stinking Rose has become famous for celebrating the culinary euphoria of garlic and serving over 3,000 pounds of the pungent herb each month. Named after an historical term for "garlic", The Stinking Rose offers sumptuous, contemporary California-Italian cuisine prepared and adorned with garlic - and strives to accommodate every palate. And the fun goes far beyond the tantalizing choices at the table. The restaurant's

whimsical dining rooms are decorated with colorful garlic characters, curious memorabilia and a mechanical miniature garlic factory. The world's largest garlic braid winds its way throughout the establishment, and festive murals, depicting a garlic bulb's view of San Francisco's history and culture, adorn the walls. Your dinner includes a garlic appetizer, salad, choice of entrée (including chicken, meat, and fish), and dessert. Price includes round trip transportation, all taxes and gratuities associated with the meal. Please note: this restaurant is not wheelchair accessible. Maximum 50



MUIR WOODS, SAUSALITO & BAY FERRY

Thursday, July 4th (9:00am-3:30pm)

The day begins with a short bus ride north across the Golden Gate Bridge to Marin County. Here you will find one of the most affluent counties in the United States, and the home to one of the few

groves of virgin Coastal Redwoods. These redwoods are among the tallest and the oldest trees in existence. Upon arrival, there will be time to take the "Nature Trail" at Muir Woods which leads you into the heart of its cathedral-like grove. Then spend some time in Sausalito, an alluring village of art galleries, quaint shops and waterfront restaurants offering wonderful views of San Francisco across the bay. There will be plenty of time for lunch and browsing on your own; you may choose to spend your time walking among the cliff-hanging cottages and houseboat communities which have a distinct Mediterranean ambiance. You will return to San Francisco by ferry, which you will board in downtown Sausalito. Upon arrival in San Francisco, your bus will be waiting to transfer you back to the hotel. This is going to be a great day out, be sure to wear walking shoes and bring a jacket. Maximum 250

SAN FRANCISCO HIGHLIGHTS BY CABLE CAR & WALK THE BRIDGE

Thursday, July 4th (9:30am-12:30pm)

Saturday, July 6th (1:00pm-4:00pm)

Enjoy a 2-hour city tour of San Francisco aboard a classic cable car. Ride through the historic neighborhoods that made the city famous. You will be riding a vintage Cable Car, some dating back to the late 1800/early 1900's and all built by hand using the original cable car blueprints. You may choose to sit in the front, the back or stand on the side, whatever you decide to do, this will be a fun way to see the city. After the tour, your cable car will take you to the Golden Gate Bridge for your walk. Thought to be one of the most beautiful bridges in the world, you will be given ample time to leisurely walk across the 1.7 mile bridge. Upon arrival at the North side, you may choose to continue under the bridge to Hendrik Point for a great view of the bridge with the San Francisco skyline in the background. The Golden Gate Bridge was open to the public on May 28, 1937. The bridge is 90 feet wide, the average height above the water is 220 feet, two towers rise up to 746 feet above sea level; more than 80,000 miles of wire were used in the bridge. Please note, the cable car is open and not climate controlled, and it will be windy on the bridge; we recommend you bring a light jacket. Maximum 300



SAN FRANCISCO HIGHLIGHTS BY CABLE CAR

Thursday, July 4th (1:00pm-3:00pm)

Friday, July 5th (1:00pm-3:00pm)

Enjoy a 2-hour city tour of San Francisco aboard a classic cable car. Ride through the historic neighborhoods that made the city famous. Your tour includes a ride over the Golden Gate Bridge for some spectacular views of the city by the Bay. You will be riding a vintage Cable Car, some dating back to the late 1800/early 1900's and all built by hand using the original cable car blueprints. You may choose to sit in the front, the back or stand on the side, whatever you decide to do this will be a fun way to see the city. Please note, the cable car is open and not climate controlled, we recommend you bring a light jacket. Maximum 300

DINNER AND FIREWORKS ON THE BAY

Thursday, July 4th (5:30pm-10:30pm)

Embark on a magical evening of memory making aboard the fabulous Hornblower yacht! Enjoy the stunning skyline of the "City by the Bay", sail under the magnificent Golden Gate Bridge and enjoy the festive lights adorning the Bay Bridge at night. Spend the evening on board The San Francisco Belle, this 292-foot sternwheeler features Art Nouveau style on all three climate controlled, enclosed levels, plus a spacious sun deck and three full wrap-around decks. Your private deck includes an all-you-can-eat buffet dinner, and a DJ who will be playing all your favorite tunes, so you can dance the night away. Highlight of the evening will be the spectacular San Francisco Fireworks on the Bay. You will have a close, unobstructed view of this wonderful fireworks show. Don't miss the best place in the bay area to see and hear the fireworks which will surely be a crowd pleaser. Rate includes round trip transportation, cruise, dinner, all taxes and gratuities. Cash bar will be available on board. Remember to bring a jacket!! Maximum 325

This is the same wonderfully successful cruise the VHPA enjoyed in 2005 when we sold out all three decks and actually had a waiting list of people who wanted to go! The 2013 fuel, tax, and expenses related to the boat and motor coaches are so high for this charter that the tickets for this cruise are non-refundable. As outlined in the cancellation/refund policy above, once you purchase dinner cruise ticket, it is indeed your ticket. Should you be unable to go on the cruise for whatever reason, the VHPA will not refund the price of this ticket.



DAY IN NAPA: BERINGER VINEYARDS

Friday, July 5th (8:30am-2:30pm)

Today you will visit one of the most well known vineyards in Napa Valley; Beringer Winery. No winery or vineyard more thoroughly embodies the timeless appeal and seductive fla-

vor of Napa Valley than Beringer Vineyards, Napa's benchmark producer since the establishment of the vineyard in 1876. Beringer crafts Napa Valley wines that speak eloquently of the rich heritage of the Beringer Vineyard, while offering cutting-edge quality and contemporary elegance. The exquisite wines crafted at the Beringer Vineyards display a single minded dedication and pursuit of excellence instilled by the founder, Jacob Beringer. The visit to Beringer includes a guided walking tour of the heritage cellars, and the chance to stroll the lush vineyards. You will sip wine while on tour at Beringer (three samples) and then fill your glass again as you sit down to enjoy your gourmet boxed lunch. Wine tasting will begin in the morning we recommend you have a large breakfast before departing on this tour. Maximum 100

CALIFORNIA ACADEMY OF SCIENCES

Friday, July 5th (1:00pm-4:30pm)

Spend the afternoon at the California Academy of Sciences

building; the only place on the planet with an aquarium, a planetarium, a natural history museum, and a 4-story rainforest all under one roof. This stunning architectural achievement is home to hundreds of unique exhibits and nearly 40,000 live animals. See penguins and parrots up close, fly through the Universe in the world's largest all-digital planetarium, take a virtual safari in African Hall, and then climb into the canopy of a living rainforest, all under one 2.5 acre roof. Begin with a short guided tour which will provide an overview of this amazing facility. You will then have the rest of the day to tour on your own and visit the exhibits which interest you the most. There are cafes on site for lunch on your own. Rate includes round trip transportation, admission to all museums; aquarium, planetarium, living roof, rainforest and, all daily scheduled programs, and shows. Maximum 100



HILLER AVIATION MUSEUM & STATIC HELICOPTER DISPLAY

Friday, July 5th (10:00am-4:00pm)

The Hiller Aviation Museum is dedicated to discovering the past, celebrating the present and envisioning the future of aviation. The museum's exhibits highlight many historic achievements in flight that are native to Northern California and show how creativity and innovation are the foundation for technical advances in air transportation. The museum displays include vintage and futuristic aircraft, prototypes, photographic displays, and models. Over 40 aircraft on display and extensive exhibits chronicle aviation history as far back as 1869. The museum is truly a unique experience, and is devoted to telling the story of early historical and future aviation developments in California. Dedicated to the dreams of flight, the museum exhibits chronicle over a century of aviation history and provide a glimpse into air transportation's future. Current plans include a static display of at least four helicopters – the Viet Nam Helicopters, Inc UH-1H from Concord that flew with the 25th Infantry Division, EMU 309 based in Hayward restored with 135th AHC details, Cobra 095 owned by the Cactus Airforce in Carson City, NV, and one of San Francisco Helicopters' current ships. These helicopters will park on the ramp behind the Hiller Museum. Rate includes round trip transportation, museum entrance fee, docent led tour, time to browse on your own, and a boxed lunch. For more information visit www.hiller.org Maximum 250



HILLER AVIATION MUSEUM, STATIC HELICOPTER DISPLAY & THE MILITARY VEHICLE TECHNOLOGY FOUNDATION

Friday, July 5th (10:00am-5:00pm)

The tour begins with the Hiller Aviation Museum and helicopter static display tour

described above. At approximately 3:00pm, your bus will take you to the Military Vehicle Technology Foundation. The Foundation oversees one of the largest and most significant collections of historical military vehicles in the world. The Foundation started out as the private collection of the late Jacques Littlefield and now includes 240 vehicles from the USA, USSR, Germany, England, France, Switzerland, Czechoslovakia, and Israel. Many are completely restored to working (not firing) condition. We anticipate you will have about an hour to explore the Foundation's four, nearly football field sized museum buildings. Ticket includes Hiller Museum tour, round trip bus transportation from the hotel, boxed lunch, admission to the Military vehicle Technology Foundation museum, and docent lead tours. For more information visit www.mvtf.org Maximum 55

OTHER NOTEWORTHY LOCAL ACTIVITIES NOT ASSOCIATED WITH THE REUNION

San Francisco Giants baseball club

The team plays out of town from Monday, July 1st through Thursday, July 4th and then playing the LA Dodgers in San Francisco on Friday, July 5th through Sunday, July 7th, then the NY Mets are in San Francisco from Monday, July 8th through Wednesday, July 10th. Please consult their website (<http://sanfrancisco.giants.mlb.com>) for their latest scheduling and ticketing information.

Oakland Athletics

The Oakland Athletics baseball team is playing the Chicago Cubs at home from Tuesday, July 2nd through Thursday, July 4th and then they leave for an extended road trip. Please consult their website (<http://oakland.athletics.mlb.com>) for their latest scheduling and ticketing information.

America's Cup Yacht Race

Please consult www.americascup.com/en/events for the most accurate information. The final set of races is scheduled for Sep 7 – 21 in San Francisco Bay. The Louis Vuitton Cup (to determine the finalists) is scheduled for July 4 – August 30.

Currently the VHPA has no plans for any group participation for any of these events.

Administrative Details for the 30th Annual Reunion of the VHPA, San Francisco, California, 3-7 July 2013

Last updated 26 Nov 2012

GENERAL GUIDANCE FOR THE 2013 REUNION

WWW.VHPA.ORG is the only official source for up-to-date reunion information. Additionally this website has links for the Online Reunion Registration Application (ORRA) plus the hotel's reservation system. It also includes the Morning Report (a searchable roster for attendees), a list of scheduled Mini-Reunions, and much more.

The VHPA Aviator especially the Jan/Feb 2013 issue contains the schedule, registration form and all the details known by the Reunion Committee as of 25 November 2012. Subsequent issues of The Aviator will ONLY contain updated information plus the schedule and registration form.

The Reunion Guide is scheduled to be published in early January 2013 for distribution to anyone and everyone who will not receive a copy of the Jan/Feb 2013 Aviator.

GETTING THERE AND GETTING AROUND

Reunion hotel: The Hilton San Francisco, 333 O'Farrell Street, San Francisco, California 94102 415-923-5006. This hotel is also known as the Hilton Union Square. The hotel's website is: <http://HiltonSanFranciscoHotel.com/>

Reunion hotel reservations: There are at least three ways to make your hotel reservations while insuring that you receive the VHPA Group Rate of \$119 per night during the period 28 June - 10 July 2013. Please consider the following:

■ Hilton's Group Services established a personalized website specifically for this Reunion. To use it simply copy the following address into your web browser:

https://resweb.passkey.com/Resweb.do?mode=welcome_gi_new&groupID=16466303

As mentioned above, you can also use the link provided by WWW.VHPA.ORG.

If you are a Hilton HHonors member, provide those details on the second step "Guest Details" screen.

This reservation link has been operational since early November 2012 and has already accommodated several VHPA'ers so don't wait if you are ready to Register/Book your rooms.

■ The hotel's reservation line is 415-771-1400. You should say you want to make a hotel reservation and need to mention any number of keywords such as "VHP" or "VHPA" or "VHPA National Reunion" so the agent can find the contract.

■ The Toll Free Hilton central reservations line is 800-445-8667 (Hiltons). You should guide the agent to the Hilton San Francisco Union Square property and use the keywords outlined above to find the contract.

Vicinity Around the Hotel: You can ask the Bell Captains - there are many restaurants, bars and shops (Walgreens) nearby

Official Rental Car: The VHPA does not have an Official Rental Car for this Reunion. Please know that the Mason O'Farrell Garage is located immediately across O'Farrell Street from the hotel. Several rental car agencies have offices in this garage.

Official Airline: The VHPA will not have an Official Airline for this Reunion. Parking: Self-parking is \$20 plus tax per day for VHPA attendees. There are several other large parking structures across the street and around the hotel. The Mason O'Farrell Garage's rates are \$32 for 24 hours plus \$1 extra for in and out privilege. Internet Access: VHPA attendees enjoy free internet access in their room as part of our contract with the Hilton.

WHO CAN ATTEND THIS REUNION?

As a general rule anyone who is "dues current" in the VHPA can register, order tickets, etc. simply by paying the Reunion Registration Fee. All who served in the Vietnam War as helicopter pilots must not only to be a member of the VHPA but also be current with respect to their annual membership dues as of the first day of the Reunion to register. **Anyone who was not a pilot is also welcome to attend** as long as they are a "dues current" supporter, i.e. a current subscriber to the VHPA Aviator magazine. Exceptions are vendors, specifically invited performers/speakers, Gold Star Family guests, and Non-Registered Banquet Guests, these people do not have to be a subscriber to attend. The Non-Registered Banquet Guest (NRBG) Fee was specifically designed years ago to accommodate Reunion Attendee's guests only coming to the Closing Banquet. Anyone wishing to purchase a ticket (for example a helicopter ride, a tour, to attend an HPF, to attend a

concert, etc.) must pay the Reunion Registration Fee.

As a general rule, VHPA Membership and Subscriber dues expire on the last day of the month. Thus someone's dues could expire on 30 June 2013. This same person could register, say, in February 2013 and state "I am dues current today" and, indeed, he/she is. However, this same person will not be dues current on 3 July 2013 which is the first day of the Reunion. For this reason, the VHPA Reunion Registration software and procedures are "forward looking" with respect to the dues status.

It is important to know and remember that **all Reunion Attendees** (anyone who pays the Registration Fee) are treated as equals. A VHPA Life Member, a former enlisted man, the widow of a deceased Vietnam Vet, a good friend - they **are all treated as equals** once they pay the Registration Fee. They are all equals because they can purchase tickets at the same price, receive the services (name badges, refunds, banquet seating, etc.), stand in the same lines to board buses, etc. **The only exception is that only VHPA Members can attend the Annual Business Meeting.**

The bottom line - Who Can Attend This VHPA Reunion? Answer - any invited guest who pays the Registration Fee and is "dues current" as outlined above. So, please consider inviting anyone and everyone to attend with you!

DRESS CODE

California casual is the dress code for this Reunion with some obvious reminders and suggestions as follows:

■ Many men wear a suit and tie with the ladies wearing a nice dress to the Closing Banquet. You will even see Dress Blues.

■ It is always a good idea to wear your Reunion lanyard.

■ Bring a jacket - remember the popular quote incorrectly attributed to Mark Twain: "The coldest winter I ever spent was a summer in San Francisco."

TRANSPORTATION FROM THE AIRPORT TO THE HILTON HOTEL

For those of you flying to the reunion there are a few options for transportation to the Hilton Hotel. You may consider a taxi, which will cost about \$40-\$50 each way. We have arranged for special discounted transportation rates with SuperShuttle. The discounted rate is \$15 per person each way (\$30 per person round trip). Reservations need to be made in advance either by phone or on-line. SuperShuttle can be reached at (916) 648-2507 Option 2. The discount code EACZ5 must be provided. All reservations must be prepaid in order to get the discount. Reservations for SuperShuttle can be made online at the following web address:

<http://groups.supershuttle.com/vhpa2013.html>

You can also take the BART. The "yellow line" will take you from the Airport to the Powell St. Station which is located about 3 blocks from the hotel. The cost is about \$8.25 per person each way.



SuperShuttle
Need a lift?

CANCELLATION DATE AND REFUND POLICY

19 June 2013 is this Reunion's cutoff date to cancel a registration and receive a refund minus the Reunion Cancellation Fee. HQ must receive the Refund Request prior to 5 pm CDT on Wednesday, 19 June 2013 including those via US mail. HQ can receive a Refund Request via US mail, email, FAX, or phone. A Refund Request can be for a specific event, for an individual guest, or for an entire registration. A Refund Request can include any registration fees and/or tickets for meals, tours, events. Any membership dues, product fees (including Reunion T-shirts and Directory Fees, etc.), donations/contributions/sponsorships gifts paid or associated with Reunion Registration payments **ARE NOT** refundable. Additionally the following events are designated as non-refundable events: the Golf Tournament and the Dinner Fireworks Viewing Cruise. No refunds will be considered for a non-refundable event unless the number of participants at that event exceeds the breakeven or guaranteed minimum for that event.

This Reunion's Cancellation Fee is \$15. This fee is subtracted from any refund due regardless of the number of items in the Cancellation/Refund Request. It also applies to each refund transaction which is defined as whenever a check is issued. As a general rule, HQ will process all refund checks not later than close of business on Friday, 26 July 2013. If, however, you request more than one refund check (for example one in April and then one in June), then there would be one Cancellation Fee per check.

Each Refund Request received prior to the cutoff date mentioned above will be processed by HQ not later than close of business on Friday, 26 July 2013. Since refunds are traditionally paid via check the goal is to have all checks in people's hands not later than Saturday, 2 August 2013.

CANCELLATION PENALTY WAIVER PROGRAM AND REFUND GUARANTEE FEE

The following is extracted from the "Addendum to the Reunion Refund Policy Refund Guarantee" document posted in the Policies area of the www.vhpaservice.com website.

Notwithstanding the details outlined in the Cancellation Date and Refund Policy above, for an additional fee of 10% of the total of the registration fee and event ticket prices, an Attendee may optionally pay the Reunion Guarantee Fee and enroll in the Cancellation Penalty Waiver Program. This Program does not apply to any designated non-refundable events described above. To benefit from this Program, however, the additional fee must be paid along with other registration fees **at the time of initial registration**. Enrollment in the Program will not be available at any time thereafter. The Program offers you and your guests the opportunity to receive a refund should you cancel or interrupt your trip to the Reunion for the following reasons:

1. Sickness, injury, or death of yourself, a traveling companion or members of either of your immediate families, which is diagnosed and treated by a physician at the time your trip to the Reunion is terminated;
2. Involvement in a traffic accident, en route to the Reunion that causes you to miss the Reunion or a particular event;
3. Your home is made uninhabitable by a natural disaster such as fire, flood, earthquake, hurricane, or volcano between the time you registered but prior to the Reunion;
4. You are recalled into active duty by the military that causes you to be unavailable to attend the Reunion;
5. Subpoena or being called to serve for jury duty between the time you registered but prior to the Reunion;
6. You are quarantined or prevented from traveling to the Reunion by governmental action.

The Program **will not** provide a refund should you cancel or interrupt your trip to the Reunion for any of the following reasons:

1. Business, contractual, or educational obligations of you, and immediate family member, or traveling companion;
2. Any unlawful acts, committed by you or a traveling companion;
3. Other condition, event, or circumstances occurring prior to your purchase of the VHPA Cancellation Penalty Waiver Program.

REUNION T-SHIRT

Continuing our tradition from several recent Reunions, Honor & Pride is this Reunion's "Official Reunion T-shirt" contractor. This Reunion's T-shirt will be a green color with the VHPA logo on the left front pocket and a large version of Reunion Logo on the back. This year's prices are the same you enjoyed in the last five Reunions. You are welcome to order as many as you wish with a Reunion Registration until **1 June**. All orders made after **1 June** are subject to inventory on hand at the end of the Reunion. [If we have a supply of the shirts you requested, we will mail them to you; if not we will refund your T-shirt money.] All cancellation made **prior to 1 June** come with the option to have the T-shirt mailed to you after the Reunion or having the amount paid for T-shirt refunded. For all cancellation received after **1 June**, the T-shirts will be mailed to you after the Reunion. There is a \$5 shipping & handling fee per shirt when HQ mails the T-shirts.

Please know it is possible to order Reunion T-shirts even if you do not plan to attend the Reunion. Simply contact VHPA HQ and tell them you only want a "**Reunion T-shirt order**." They will make certain you receive your T-shirts after the Reunion.

INSIDE THE HOTEL SCHEDULED REUNION ACTIVITIES

MINI-REUNIONS

Wednesday, July 3rd through Saturday, July 6th in various Franciscan Rooms and in the Union Square Meeting Rooms.

Keeping in mind that one of the primary reasons for our Reunions is to reconnect with past compatriots from your RVN unit and flight school. The best way to meet up with unit members is to schedule your own Mini-Reunion. If your unit does not have a Mini-Reunion, why not take the initiative to start one up, or you could combine with other sister units you are familiar with if you wish. In addition

to specific units and flight classes, we've had Mini-Reunions for such subjects as tandem rotor, Dust-off, Operation Lam Son 719, anyone who was stationed at Soc Trang, VHPA chapters, anyone interested in radio controlled aircraft models. Really there are no rules! Mini-Reunions are typically scheduled in 4-hour blocks and are available for booking on most days during the Reunion. You can also request a second four-hour block. However, this second block will be granted on a space available basis with priority for the particular space given to units requesting only one block. Due to decreased usage and increased expenses, the Reunion no longer provides AV equipment for Mini-Reunions. Once your Mini-Reunion is scheduled the details will appear on the webpage. You still should make an effort to get the word out to your buds. Use your directory to contact members (encourage them to re-up with the VHPA if they are not dues current), write a short article for the VHPA Aviator, and schedule early so we can list your unit in articles such as this. It is easy to schedule a Mini-Reunion. Complete the Mini-Reunion Request form available at VHPA.ORG and email it to Rebecca Bittle at Rebecca@vhpa.org or call 813-909-0968 or mail the completed form to HQ in Grand Prairie, TX.

Unit TOC (Tactical Operation Center): If you have a big group that you know are coming (say approximately 20 registrants), then we invite you to schedule a TOC. TOCs will provide a room for all day several days for the group. So, this is like a super Mini-Reunion. Since the group is going to "hang out" in the same room for several days, they can bring almost anything into the room (food beverages, AV stuff, displays, etc.). Contact Mike Law [REDACTED] or [REDACTED] directly to schedule a TOC.

THE O-CLUB

Tuesday, July 2nd 11 am – 11 pm daily through Saturday, July 6th in the Yosemite Foyer on the Second Level (called the Ballroom Level on the hotel maps).

It is only fitting that the "official opening" of the Reunion happens at the O-Club at 11 am on Tuesday, July 2nd! In the tradition of a Vietnam unit's Officer's Club which you can get a beer and shoot the breeze with your buddies. This year the O-Club is part of 'ground zero' – meaning the Vendor Room, Registration and Pre-registration, and the O-Club are all in the same large room. Unlike many large hotels we've visited in the past, this Hilton does NOT HAVE a hotel watering hole. The only place to buy a drink in this huge building is the Urban Tavern. For the record, the O-Club inclusive prices are: Well Brand Liquors / House Selection Red and White Wines - \$10, Bottled Beers (Domestic/Imported/Micro Brews) - \$8, Domestic Keg Beer (12 Oz. pour) - \$4, and Soft Drinks/Bottled Water - \$5.

HISTORIC PRESENTATION FORUMS (HPFS)

Without a doubt the HPF concept is the VHPA Reunion's greatest success story of the last seven + years! Each year video recording of these presentations are compiled on a DVD that is distributed at HPF attendees at the next Reunion. These DVDs can also be purchased by contacting HQ. Most presentations are on par with a university seminar. Because they are making such a significant contribution to the VHPA's legacy, the DVDs are given to The Vietnam Archive at Texas Tech in Lubbock, TX. As we've done in the past, a ballroom section is dedicated room to the HPFs, set up theater style and equipment with high-end audio visual presentation equipment. This year's HPF line-up is as follows:

BILL ZIERDT - VIETNAM'S IMPACT ON HELICOPTER DEVELOPMENT – HPF #1

Thursday, July 4th, 9 – 10:30 am, Continental ballroom.

Our war, the Vietnam War, was unique and shall always be remembered as the "Helicopter War." This resulted from an unusual convergence of three factors: Terrain, Tactics and Technology. Those stars will never align again as they did for us. Because of the unique situation we were faced with, we made it up as we went. There was an incredible amount of creating, experimenting, and testing that was accomplished leading to modern airmobile doctrine – something that did not exist in 1960 but had evolved, by our hands, by 1970. Bill will present some little known episodes of history, beginning with the first two French helicopters in Vietnam, emphasizing the experimentation and testing that we did on a daily basis – whether or not we were aware. The organizations changed, the equipment evolved and tactics were adapted to the situation, all by us. Mostly he will appeal for us to own up to it. We did it; let's tell people what we did while our aging brains still remember. We dealt with strange equipment, unusual systems and unique situations. Unlike any other time in military history, ideas flowed upward from those of us doing it rather than down from desk jockeys imagining how it should be done. Let's brag!

BOB STEWART - DEVELOPMENT OF AH-64 APACHE - HPF #2.
Thursday, July 4th, 2:30 – 4 pm, Continental ballroom.

Bob will present details of the AH-64 development connected with our Vietnam combat helicopter experiences. He will also provide details about his time as a NASA Astronaut including two missions into space.

HERBERT METOYER - COLLECTIVE HISTORY OF BLACK HELICOPTER PILOTS – HPF #3

Saturday, July 6th, 2:00 – 4:00 pm, Continental ballroom.

Retired US Army Major Herbert Metoyer, flight class 57-02 and one of the first black helicopter pilots in the US Army, will chair a presentation tentatively titled the 'collective history of black helicopter pilots.'

INFORMATION PRESENTATIONS

Friday, July 5th noon – 2 pm, Continental Ballroom

At previous reunions the only options available for vendors (both exhibitors and sellers) was to staff a table in the vendor room. Vendors are free to distribute printed material, to have live demonstrations, and/or show videos in the vendor room. This year we are providing vendors the capability to make audio-visual presentations to interested attendees at no charge when they schedule their presentation with the reunion's Information Presentation coordinator (Rebecca Bittle at 813-909-0968 or rbittle@vhpa.org). Vendors will have complete access to the VHPA presentation room's audio-visual equipment. The VHPA presentation room is also used for the Annual Business Meeting, Historical Presentation Forums, Writers Panel Discussion and many of our evening entertainment events such as Movie Night. Interested vendors are encouraged to sign up for 15-minute slots in the Information Presentation schedule posted (after about 1 Jan 2013) on WWW.VHPA.ORG. Slots are available on a first come first honored basis. Once the coordinator confirms you have a slot, it is guaranteed – meaning you can start to advertise your presentation as you deem appropriate. As with Mini-Reunions, confirmed Information Presentations will be posted on the website and on the reunion's daily schedule of activities displayed prominently the hotel. The initial goal is to have 15-minute slots where each presenter is expected to conclude the presentation in those 15 minutes. There will be a 5-minute break to allow for change of presenters. Information Presentations will not be mentioned on the Reunion Registration form.

POKER TOURNAMENTS

Wednesday, July 3rd and Friday, July 5th, 2 – 5pm, California room near the Continental Ballroom

The proceeds from this annual event go to the VHPA Scholarship Fund. This is a social activity for people who enjoy playing poker. No money changes hands but you must have a ticket to play. We obey all local gaming regulations while having a good time.

BOB HOPE USO SHOW

Wednesday, July 3rd, 8:30 – 10:00pm, Continental Ballroom

Join Bob Hope and his special guests for a wonderful trip back in time. Relax, grab a drink and enjoy an evening of wonderful entertainment. The Bob Hope impersonator is so wonderful that you will soon forget that he is not the actual Bob Hope. The Swingin' Blue Stars of the USS Hornet is a group of ladies who specialize in performing songs from the 40's and 50's. Ann-Margaret did at least two USO show tours in Southeast Asia while Bob Hope did 57 tours from WW II to post Vietnam. This private 90-minute VHPA USO Show is a tribute to Ann, to Bob, to the USO singers, and to the guys who were their audiences from the Delta to the DMZ and all the ships at sea. Similar to the USO shows of years gone by, Bob Hope's show will include comedy monologs and mildly irreverent humor plus singers and Ann-Margaret as a special guest appearance. This show will give you reminders of "home" and American Life and Values when we were soldiers once and young. Bring your cameras, there will be many opportunities for photos. Don't miss it! You must have a ticket to enter the room. Subject to available seats, cash only tickets are traditionally sold at the door.

WRITER'S PANEL DISCUSSION

Thursday, July 4th, 10:45 am – 12:00 noon, Continental Ballroom

VHPA Book Reviewer, John Penny, continue his efforts to help and encourage VHPA'ers to write and publish books about their Vietnam War experiences. This

year he will concentrate on book publishing professionals and what they can bring to the table.

KIA/MIA GOLD STAR FAMILY BREAKFAST

Friday, July 5th, 7:30 am – 9:00 am, Imperial A Room on the Second Level.

As aviators who have seen combat, most of you remember someone from that long-ago time who didn't make it back from Vietnam. A few of you have connected with the families of your fallen buddies, either through the Family Contacts Committee or by other means, to share with them a memory or two, perhaps a photo, most of all, the knowledge that their loved one was never forgotten. Have you thought of inviting them to attend the VHPA reunion, and particularly, the Gold Star Family Breakfast, with you? As a sister of a fallen Vietnam helicopter pilot, I remember the first time I sat down with veterans who served with my brother, who was killed while flying C 1/9 Cav scouts at age 19. The experience of being with men who could tell me more about his life and his service was powerful. I learned that not only are we families of the fallen welcome at veterans' reunions, we are welcomed "warmly" by those who knew our loved ones and shared their last days. You might have wondered previously: "Should I invite John's family to a reunion? What in the world would they do there, among 600+ of us rowdy pilots? Would they feel out of place?" For the past few years, there's been an event designed especially to bring Gold Star Families (families of the deceased) together with pilots in remembrance and celebration of the lives we lost: the Gold Star Family Breakfast. We are still working out the details but we know this year, as in the past, the breakfast will be a fitting time for you to share great stories about the lives of the guys we lost, with their families, and the rest of us. For family members, reunions provide a great opportunity to experience, firsthand, the camaraderie that our loved ones shared with veterans who have never forgotten them. Have you been sending Christmas cards to John's family all these years? Been calling Harry's mom on the phone at Mother's Day just to brighten her day? Have you been emailing back and forth with Bob's brother for years, but just never got a chance to shake his hand? This is the opportunity to do that. Invite them to attend the reunion and bring them to the Gold Star Family Breakfast. I'm happy to answer questions about the breakfast, as details get confirmed, 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. I am also a member of VHFCN Family Contacts Committee. Visit www.VirtualWall.org/contacts or email me at [REDACTED]

KIA/MIA GOLD STAR FAMILY BREAKFAST SPONSORSHIP

This item was added to the Reunion Registration form at the request of the membership at the San Diego 2010 Reunion. Briefly this provides a way for Reunion attendees to gift or sponsor KIA/MIA Gold Star family members to attend the breakfast. Julie Kink and the Reunion Committee often receive requests by family members to attend the breakfast. The VHPA often invites local family members to attend the breakfast. For the last two years many VHPAers have generously provided sponsorship. These gifts are deeply appreciated.

SPOUSE/GUEST/LADIES EVENT: MURDER MYSTERY LUNCH

Saturday, July 6th, 10:30 am – 1:30 pm, Imperial Room on the Second Level

Who Dunnit? That is the question you will have to answer at this fun, interactive luncheon at the hotel. You will solve this hilarious murder case while enjoying a delicious 3 course luncheon. Will you be the top sleuth of the day? Be careful, you may actually be a suspect, or the killer could be sitting at your table. There are no hokey costumes, no lame scenarios, and no corny dialogue, just professional actors who are masters at improvisation. This will be a wonderful chance to spend some time with your friends, while enjoying a delicious lunch, wonderful entertainment, a mystery to solve, and many laughs.

ANNUAL BUSINESS MEETING (ABM)

Saturday, July 6th, 10:00 am – 12:30 pm, Continental Ballroom

This is a "ticket event" for this Reunion. As with all "ticket event" everyone who enters the room must show or surrender their ticket. The VHPA has a long standing policy that only VHPA Members (versus vendors, Subscribers, spouses of deceased members, family members of VHPA Members, etc.) can attend the ABM. The then current VHPA President is the only one with the authority to approve exceptions. Traditionally the only exceptions are individuals specifically invited by the Executive Council to address the ABM attendees such as the HQ

contractor, the annual auditor, a representative from the hotel, etc.

All VHPA Member Attendees receive their ABM ticket in their Registration Packet. It is important to remember that while the ABM is a mission critical feature of the VHPA Reunion, any dues current VHPA Member can attend the ABM without registering for the Reunion. All dues current VHPA Members who desire to attend the ABM and are not registered for the Reunion must obtain their ABM ticket from the on-site Reunion Registration Desk.

The current VHPA President, John Sorensen for this Reunion, presides over this meeting. The Executive Council approves the meeting's agenda including the sequence and time allocation for each speaker and/or agenda item. Traditionally the six major agenda items are as follows:

- Committee Reports – Secretary/Treasurer, Membership, Reunion, Calendar, Directory, Scholarship, Aviator Editor, History, etc.
- Special Reports – (Always as directed by the VHPA President) – examples are current HQ Contractor, Annual Auditor, Reunion hotel representative, etc.
- Election of Officers – normally the Vice President and Junior Member At Large are the only two offices to be filled.
- Old Business
- New Business

If you have any questions about the ABM, please contact the current VHPA President or any member of the Executive Council.

Closing Banquet

Saturday, July 6th, 5:45 pm – 10:30 pm, Grand Ballroom

Over the years the Closing Banquet has developed its own personality. Plans for this year include the following:

■ Back by popular demand the New York City Police Emerald Society Bagpipers will provide their stirring opening to the Banquet with their wonderful tribute to the United States military services.

■ Catherine Truc-Cam Nguyen will sing the National Anthem. She is the 12-year granddaughter of Teresa and Paul Vo. Catherine sung the National Anthem last year at a SF Giants/LA Dodgers baseball game. Teresa worked with the 118th AHC "Thunderbirds" in Bien Hoa during the war. Paul was a Major in the South Vietnamese Army. Teresa and Paul have attended several VHPA and 118th AHC reunions.

■ VHPA Member Mike Roulier and the Warrant Officer Candidate (WOC) Chorus will sing "This is My Country" immediately after our Missing Man Tribute. The Chorus will sing "God Bless the USA" immediately following the VHPA President's closing remarks at the banquet. If you aren't familiar with their history, the chorus started in 1966 at Fort Wolters. These days, however, they allow RLOs to sing with them! Please spread the message: if you enjoy singing, you are welcome to join them at this Reunion. Please contact Mike at [REDACTED] if you are interested in performing. He will get information on rehearsals, etc., to you as we get closer to the reunion.

■ There will be NO AMPLIFIED SOUND in the dining room following the President's closing remarks and the WOC Chorus presentation of "God Bless the USA." Our promise is – you and your party can sit at your table or anywhere in the dining room for as long as you wish and you will NOT HAVE TO TALK over the dance band music/entertainment sound. The Cash Bars will remain open until they are no longer needed.

■ For those who wish to dance and simply listen to the music/entertainment, we will have a professional group playing ON THE OTHER SIDE OF THE BALLROOM'S AIR WALL with a proper dance floor, cash bars, and seating. Naturally you can come and go as you please.



See the star of last July's Aviator when on 5 July 2013, Mike Billow, Spur 38, brings Cobra 095, owned by the Cactus Airforce in Carson City, NV, to the tour event titled Visit to the Hiller Museum and Helicopter Static Display. Mike will join a fully restored UH-1H from Concord that flew in Vietnam with the 25th Infantry Division, an EMU 309 based in Hayward, CA and restored with the 135th AHC details, and one of San Francisco Helicopters' current ships for an absolutely fantastic static display. Check the Reunion web site often for more details on this event as they develop.

Executive Council Leadership in the VHPA

The VHPA remains successful through the work of volunteers just like you.

Do you have the time to participate on the VHPA Executive Council? The VHPA leadership circle is the focal point for executing and ensuring the association's mission, and is made up by members just like you. Your Executive Council (EC) consists of six members: past President, presiding President, Vice President, and three members-at-large (senior, mid-term and junior).

Executive Council participation is interesting. It provides a portal to understanding and assisting the efforts that create successful national reunions, year after year, and gives you the chance to assist in the long term VHPA effort to ensure a complete historical legacy and enduring scholarship program. The mechanics of EC activities include a monthly telephone conference call to discuss and make administrative decisions on VHPA functions, and frequent e-mails to share details of ongoing activities.

An election is held each year at the Annual Business Meeting to fill the positions of Vice President (VP) and Junior Member at Large, and each brings a three-year commitment to ensure leadership continuity. The elected Member at Large will serve one year as Junior, one year as Midterm, and one year as Senior Member at Large: the elected VP candidate will serve the first year as Vice President, the following year as President, and the final year as Immediate Past President.

The requirement for candidates is straightforward: the individual must be an active member for one year prior to the first day of the 2013 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, 2013.

The election will take place at the Annual Business Meeting during the 2013 reunion in San Francisco, CA. Although candidate attendance at the meeting is not required, it is strongly recommended. Rules for conducting the election shall be provided in the application packet.

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 actively attend to VHPA interests. Since you are expected to attend and serve at the reunions, the hotel is contracted to provide you with a complimentary room.

To volunteer, nominate, or to discuss the EC duties and election process, please contact me, John Shafer, our current Junior Member at Large and Election Coordinator. I will provide you with an application packet and form to complete and return. The nominee form details basic biographical information which will then be posted to the VHPA website by June 20, 2013 for all the members to see.

This notice fulfills the VHPA policy to notify members of the election and to seek nominees for the positions of Vice President and Junior Member at Large. My contact information is:

John Shafer

Email [REDACTED]

VHPA 30th Annual Reunion • San Francisco, CA • 2-6 July 2013

NATIONAL REUNION REGISTRATION FORM

Toll Free (800) 505-VHPA (8472)

Email HQ@vhp.org

Fax (817) 200-7309

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.: <u>L13041</u>	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 4/30/2013*	1	@\$25	25
Registration 5/1/2013 and after*		@\$35	
Registration for under age 21		@\$15	
Group Dinner at Franciscan (July 2)		@\$65	
Group Dinner at Fog Harbor (July 2)		@\$65	
Early Bird Reception (July 2)	1	No Charge	
Winery Tour & Lunch #1 (July 3)		@\$136	
City Tour #1 (July 3)		@\$31	
Alcatraz Tour #1 (July 3)		@\$71	
Bridge to Bridge Cruise (July 3)		@\$45	
Poker Tournament #1 (July 3)	1	@\$25	25
Group Dinner at R&G Chinese (July 3)		@\$67	
Group Dinner at Stinking Rose (July 3)		@\$57	
1st Time Attendee Reception (July 3)		No Charge	
Welcome Reception (July 3)	1	No Charge	
Bob Hope USO Show (July 3)		@\$30	
Golf Outing with Lunch ** (July 4)	1	@\$136	136
Muir Woods & Sausalito Tour (July 4)		@\$56	
City Tour #2 (July 4)		@\$31	
Cable Car & Walk-the-Bridge #1 (July 4)		@\$40	
Writers Panel Discussion (July 4)		No Charge	
Cable Car Tour #1 (July 4)		@\$34	
Dinner Cruise (fireworks viewing) ** (July 4)		@\$159	
KIAMIA Gold Star Breakfast (July 5)		@\$20	
Gold Star Breakfast Sponsorship (July 5)	8	@\$20	160
Winery Tour & Lunch #2 (July 5)		@\$92	
Hillier Museum & Helicopter Display (July 5)		@\$55	
Hillier Museum & Helicopter Display & Tank Museum (July 5)		@\$80	
Alcatraz Tour #2 (July 5)		@\$71	
California Academy of Science Tour (July 5)		@\$41	
Cable Car Tour #2 (July 5)		@\$34	
Quilt Show & Tell w/outing (July 5)		No Charge	
Poker Tournament #2 (July 5)	1	@\$25	25
Memorial Service (July 6)	1	No Charge	
Spousal Murder Mystery & Lunch (July 6)		@\$55	
Annual Business Meeting (July 6)	1	No Charge	
Cable Car & Walk-the-Bridge #2 (July 6)		@\$40	
Closing Banquet - Adult (July 6)	1	@\$76	76
Closing Banquet - Child (July 6)		@\$18	
Non-Registered Guest at Banquet (July 6)		@\$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)			
2013 CD or Paper Directory Fee		@\$10	
Mult. Year CD or Paper Directory Fee (# of Years x \$10)			

HPF Event Fee \$25.00
 One \$25.00 PER-FAMILY fee buys access to every one of the three HPF events for 2013. You will also receive a CD of all of last year's HPF and WSC events. For 2013, this ticket may also be purchased at the door of each event. Remember, every person in your family gets in under this one ticket.
 Total \$

T-Shirts Total \$ 36
 ___ S@\$18 ___ M@\$18 2 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, Wednesday, 19 June 2013

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.

** Denotes a Non-Refundable Event

GRAND TOTAL \$ 483

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

1501

TAPS

ANORGA, Jose (Joe), graduated flight training with Flight Class 55-H, he flew in Vietnam with the 128th AHC in 1965-66.

Jose "Joe" Anorga, 83 of Deer Park, Texas passed away on Saturday, October 6, 2012 in Houston, Texas.



He was born September 25, 1929 in Brownsville, Texas. Joe served his country proudly in the U.S. Army and retired after 23 years of service. He served in both the Korean Conflict and the Vietnam War. After leaving the Army, Joe went on to another 22 year career with PHI Helicopters. He was a member of the American Legion Post 521, Pasadena Moose Lodge and the VFW.

He was preceded in death by his wife, Daisy M. Anorga; one daughter, one sister, two brothers and his parents. He is survived by his son, Rick Anorga and wife Janet, two sisters, six grandchildren and great grandchildren.

HERBSTER, Walter R. graduated flight training with Flight Class 67-3 and 69-38. Flew in Vietnam with the 214th CAB (1978-68) and Div Arty, 25th Div (1968).

Walter R. (Bruce) Herbster, 67, died Sept. 27 2012 at home.

Walter was an Army veteran serving in the Vietnam War and was a member of the Vietnam Veterans Helicopter Association. Along with his late wife, Judith M. Wayne, he was the owner/operator of Shefford-Meade Inc., in Stoystown, PA.

Surviving is his brother of Venice, Fla. Services with military honors were held at Indiantown Gap National Cemetery, Hanover Township. Memorial contributions are requested to the donor's local animal shelter. To send messages of condolence, please visit www.Parthemore.com.

HULL, Allen graduated flight school with Flight Class 67-1 & 67-3, he flew in Vietnam with the 121st AHC (1966-67) and the 478th HHC (1970-71) under both the Tiger 129 and the Hurricane 16 callsigns

Alan Hull, retired IRS Agent passed away on October 23, 2012. Alan spent his life in service to others; he retired from the IRS in 2003 and continued to teach at Front Range Community College until his stroke in October 2007.

Alan loved animals and devoted his free time to volunteering at the Cat Care Society and the Denver Zoo. He spent over 25 years as a volunteer for VITA (Volunteer Income Tax Assistance Program) but he was most proud of his service in the Army as a helicopter pilot during the Viet Nam war, serving two tours of duty. He passed his CPA exam on his first attempt.

He would not want us to be sad at his passing, but to reflect on how he may have enriched the lives of

those he came in contact with. He leaves behind his wife, Marsha Crest, two sons and four grandchildren. He is also survived by two sisters and many members of Marsha's family. Contributions in his memory can be made to the Cat Care Society, 5787 W. 6th Ave, Lakewood CO 80214 or the Denver Zoo.

JONES, Gary R graduated flight training with Flight Class 69-4, he flew in Vietnam with the 187th AHC (1969) and B/3/17th Cav (1969-70) under the RAT32 and the STOGIE 42 callsigns.



Capt. Gary R. Jones, 67, passed away on Friday, November 30, 2012. Born on July 26th 1945 in Texarkana, Texas, Gary attended school in both Daingerfield and Texarkana; he graduated from Texarkana High School in 1963.

Gary was a proud member and officer of the United States Army, he was a graduate from OCS at Fort Benning, Georgia in 1968 and after completing flight training in March of 1968, Gary was deployed to Vietnam where he was with the 187th AHC Crusaders and later with the RAT PACK (locate and rescue) 3/17 Air Cav and the 101 Hunter Killer Team. Gary flew in Panama with the Unit Southern Command until 1971. Captain Jones received many awards and medals of which 38 were air medals, The Bronze Star w/Valor, the Distinguished Flying Cross and 2 Purple Hearts.

When he returned to the states, Gary lived and worked for many years and throughout Texas in the aggregate/Redi-mixed concrete industry. Gary loved to hunt in South Dakota with his Dad and in South Texas with family and friends. He loved to play dominos. He was an avid water skier, a sometimes golfer and he enjoyed fishing. Gary was a member of the Carrollton VFW and a member of the 187th Vietnam Helicopter Assoc. Gary was a humble man, a good friend and neighbor and he was very proud of his sons, his nephew and his grandchildren.

He is survived by his wife, Stephanie of 31 years; two sons, 5 grandchildren, one sister and numerous other nieces, nephews and friends. Please send any donations in Gary's name to the Wounded Warriors Project at got@woundedwarriorproject.org

KARIG, Martin Robert (Bob) graduated flight training with Flight Class 69-26, flew in Vietnam with the 189th AHC (1969-70) and the A/2/17 Cav, 101 ABN (1972) under the Assault 28 callsign

LTC (Ret.) Martin Robert (Bob) Karig went to Fiddler's Green on November 2, 2012, at the age of 66. "To finish the moment, to find the journey's end in every step of the road, to live the greatest number of good hours, is wisdom." Ralph Waldo Emerson

There are more than 30 Amtrak routes in the USA and Bob Karig rode them all...save one, the

Texas Eagle from Chicago to San Antonio. That changed when Bob boarded in Chicago and rode the line to San Antonio, to meet friends from the unit he flew with in Vietnam, A/2/17th Cav. and their wives. It is something the same small group from the larger A/2/17th Association does every year.

The group had dinner and drinks Tuesday evening, arrival day for most of the nine. Bob turned in early but less than two days later he died surrounded by family members and friends. The man who had defied anti-aircraft fire, survived being shot down, and who is enshrined in the 2/17th Cav's Hall of Honor on Ft. Campbell had lost his fight against rare and massive organ failure. He was ambushed by a powerful hidden enemy, one that took no quarter, and which in spite of the best medical help, could not be defeated. The wise and brave man that was Bob Karig died.

It's important to understand the importance of Bob Karig to A/2/17th Cav. His personal search for the crew that saved him led to his searching for, and finding almost every member of the troop that served in Vietnam. He formed the Alpha Troop Association, and organized the first reunions. Hundreds of comrades were brought together, reuniting to renew friendships, swap stories, heal wounds, and to help each other. He invested years of time, and more than a small amount of money for us. The very fact that we were in San Antonio for a mini reunion was a direct result of what Bob accomplished. Without Bob, none of us would have been there together. It's the same story for the big bi-annual reunion. The 50 to 100 members of Alfa Troop who come together every two years can thank Bob. The association was his passion, and the hundreds of names on its roster are largely there because of him. He was the heart and soul of the association, and the glue that kept it together.

Bob finished his journey in San Antonio, the final line. The good he did for so many survives through the friendships renewed or made, and the wounds healed. Bob Karig was truly the wise man! He will be lovingly missed by his fiancée, Dolores (Dolly) L. Bankert of Lititz, Pa.; he is survived by one sister, one brother, two stepchildren, two grand children and several nieces and nephews and grandnephews.

LTC (Ret.) Martin Robert (Bob) Karig III was a lecturer and author on the subject of railroads...most notably the history of rail lines and important, yet largely ignored facts about the history of the rail industry. Notable works include "Coal Cars: The First 300 Years", and "Hard Coal and Coal Cars".

LTC (Ret) Karig graduated class 69-26, and served with the 189th AHC 69-70, and A/2/17 Cav, 101st ABN 71-72.

His Call Sign while with A/2/17 was Assault 28. He is a member of the 2/17 Cav, 101st Airborne Hall of Honor

Sent to us by his friend Robert (Bat) E. Masterson

KEENER, John Leroy (Jack), graduated flight training with Flight Class 69-9. Flew in Vietnam with A/4th AVN, 4th AVN (1969-70) under the Lizard 8 call sign.

John Leroy Keener, Jr. John (Jack) Leroy Keener, Jr. of Beaufort, SC, passed away on Monday, October 22, 2012. He was born in Bethesda, MD at Bethesda Naval Hospital and as a Navy military dependent, he had lived in the Territory of Hawaii, Quantico, VA; Dahlgren, VA; Warwick, RI; Portsmouth, VA; and Beaufort, SC.

He served in the US Army as a helicopter pilot and an instructor pilot, and he retired from the SC Army National Guard. Military decorations include the Distinguished Flying Cross, Bronze Star, Air Medal, Purple Heart, Army Commendation Medal, Vietnamese Service Medal, Vietnamese Campaign Medal, and Vietnamese Gallantry Cross with Palm.

He graduated from the University of South Carolina in Biology and obtained a Masters Degree of the Arts in Biology from The Citadel. He retired from Clemson University in 2002 and had served as a Marine Extension Agent, State Commercial Fishery Specialist, County Extension Director and County Agricultural Agent for Beaufort County. He started the Master Naturalist Program in South Carolina and taught the Master Gardener class in Beaufort County for many years. He was a member of many organizations, including: the County Agents Associations of South Carolina, the SC Fishery Workers Association, the SC Wildlife Association, Beaufort County Saddle and Bridle Club member and President, the Beaufort Rotary Club member, president and Assistant District Governor, Beaufort County Farm Bureau member and president, the Soaring Society of America, Low Country Soaring Association member and president, Beaufort Shag Club, and a charter member of the Exchange Club of Beaufort. At the time of his death, he was a member of the Carteret Street United Methodist Church where he served on the church council.

He is survived by his wife Cindy, one step-daughter, one brother and one sister. He and his wife Cindy established Wimbee Farm in Dale, SC in 1986 where they raised beef cattle, and produced row crops and pine trees. Jack held a commercial pilot's license for helicopters, airplanes, and gliders. You may make memorial contributions to Carteret Street United Methodist Church. Please share your thoughts and stories about Jack and his life by visiting www.copelandfuneralservice.com

LOPEZ, James F graduated flight training with Flight Class 69-40 and 69-44, flew in Vietnam with B/159th ASHB, 101 ABN (1970-71) and A/159th ASHB, 101 ABN (1971)

James F. Lopez of West Deptford, NJ formerly of Kalispell, MT, went home to be with His Lord on October 3, 2012 as a result of a massive heart attack at the age of 67. Jim was passionately

devoted to his faith in the Lord and to his family leaving a Godly heritage to his children and grandchildren. Born and raised in Brooklyn, NY, he attended Montana State University, where he fell in love with the rugged beauty of the state as well as his future wife, Virginia (Ginger) Gay.

Following his graduation from the University of Montana, he proudly served in the US Army from 1969-1977 and was a veteran of the Vietnam War, during which he flew CH-47 Chinook Helicopters. Prior to retirement, Jim worked as a business manager in various Fortune 500 Companies throughout the US. Jim had a very special relationship with the Lord. He loved sharing God's word with others through a weekly radio ministry and as a pastor and as the founder of Stepping Stones Ministries. In his celebration of life, Jim enjoyed using his artistic talents, drawing and spending time outdoors, either boating or sailing on the water or taking in the splendor of the Rocky Mountains. However, spending time with and praying for his family was always paramount. Family

He is the beloved husband of 47 years to Ginger; a devoted father to his two sons and his four loving grand children. Memorial contributions may be made to: KALS FM Radio, PO Box 9710, Kalispell, MT 59904-9710. Tributes and memories may be shared at: www.mcgfuneral.com.

MICHAELS, John Jack, graduated flight training with Flight Class 68-14 & 68-22, he flew in Vietnam with A/4/77 ARA, 101st ABN (1969) and the 48th AHC (1970) under both the Dragon 32 and the Joker call signs.

John H. "Jack" Michaels was born April 21, 1944 in Watford City, ND and he passed away on November 16, 2012.

As a young boy, Jack moved to Seattle, where he grew to love the mountains and forests of the NW, and in particular his work with the Boy Scouts at Camp Parsons. Jack graduated from the University of Washington, and shortly thereafter served his country as an Army helicopter pilot in Vietnam. During his second tour of duty, he sustained a serious injury, and, thereafter began a lifetime of service advocating for people with disabilities; he helped found and lead local organizations serving veterans and those with disabilities. He served as chairman of the Governor's Committee on Disability and Employment Issues, and National President of Paralyzed Veterans of America. In recent years, Jack helped prepare meals at the St. James Cathedral Kitchen, and led a Sister Parish relationship with people in El Salvador. Jack's life was a quiet testimony to service. Always wearing a gentle smile, he reached out to people who were struggling, and who needed a courageous voice to support them.

Jack is survived by his loving wife Rosanne, one

brother, one brother-in-law and numerous nieces, nephews, and their children. Memorial contributions to NW Chapter Paralyzed Veterans of America, Burien, or St Francis of Assisi Sister Parish fund.

O'CONNER, Raymond Timothy graduated flight training with Flight 69-05 and flew in Vietnam with the 173rd ABN (1969-70), HHT/7/1 Cav (1971), HHC 1 AVN BDE (1971-72) under the Casper 9 and Dutchmaster 9 call signs.

Raymond Timothy O'Connor II, age 69, of Kenosha, Wis. passed away peacefully on Oct. 4, 2012, at his home after battling cancer and congestive heart failure. He was a proud Army veteran of two combat tours in Vietnam as a helicopter pilot, and received the Air Medal, 20th Oak Leaf Cluster for Valor. He retired in 2005 from Bane Nelson Inc. after a long successful career in construction.

He is survived by his wife Connie of 29 years; one son, two daughters, five grandchildren and several brothers and sisters.

PETERSEN, Dean Thomas graduated flight training with Flight Class 67-3, flew in Vietnam with the 45th Med Co (1967) and the 571st Med Det. (1967-1968).



Member Gary Potter sent us this obituary for his friend CW2 Dean Petersen

CW2 Dean Petersen, 67, passed away on September 20, 2012 in a convalescent hospital in San Andreas California, after a long battle with Cancer.

Dean was born January 13, 1945 in Hayward California and joined the Marine Corp Reserve after graduating from High School and eventually enlisted into the US Army WOC Aviation program graduating with class 67-1/67-3. Dean was assigned to the 45th Medical Co (AA) which was forming at Ft Bragg North Carolina and arrived in Vietnam in July 1967.

Dean flew with the 45th until the 571st Medical Det (RA) arrived in Vietnam in December of 1967. Dean was one of the more accomplished pilots who was transferred to the 571st allowing it to become fully operational on 2 January 1968. After his tour in Vietnam, Dean became an instrument instructor at Ft Rucker until his Honorable Discharge and then joined the California Nat'l Guard and was an Instrument Examiner until he left to pursue other aviation interests.

Dean is survived by his two sons Dean Jr. and Jesse and older brother Roy. Dean entered the Catholic Church a few days before he died and the Priest later told me that Dean had left a profound impact on his life. I believe Dean left a profound impact on everyone that knew him well. "Dean Petersen may you rest in peace".

REDEL, Dave graduated flight training with Flight Class 67-1 & 66-23. He flew in Vietnam with C troop, 7/7th Cav (1967-68) and F Troop, 8th Cav, 23rd INF in 1968 under the Blue Ghost call sign.

(From Member Greg Ross) - Dave Redel, graduate of WOC 67-1, lost his fight against brain cancer on June 8th, 2012. In Vietnam he flew with F-Trp. 8th Cav. "Blue Ghost" in H-Models originally and then C-Model Gunships.

He became an Air Traffic Controller after leaving the service but parted ways with them during the strike. He then went to work for Sysco Foods Headquarters in Olatha, Kansas as a computer specialist and was still working for them when he passed. He and his lovely wife Pat were just beginning to make plans to travel after Dave retired.

Because he had a major presence in a room, one of his Flight School Classmates nick named him "Bear", and the name stuck. Everyone continued to call him "Bear" right up to the end. He will be sorely missed by all those that knew him. May he rest in peace.

SCHUSTER, Major Richard graduated flight training with Flight Class 65-10 and 65-4. Flew in Vietnam with the 119th AHC (1965-66) and the 101st CAG, 101 ABN (1971-72)

Major (Ret.) Richard Richard Schuster passed away at his home in Marco Island, Florida on November 19, 2012.

Richard's wife Maureen wants everyone to know that he died as a result of a series of accidental falls, and complications from resulting surgery. She wants everyone to know that he had a very full life while on Earth, that he went out fighting, and that he is in a better place now.

He is survived by his wife Maureen Fahey; one daughter, one son and a sister.

When he reported the news of Richard's death to the membership, Member Chuck Oualline said "I was privileged to serve in the 2nd platoon with Richard. You may remember that during our animal parties, he would often recite the poem about the little bird landing on his windowsill. Over the years, I have seen Maureen and him at VHPA reunions and he will be missed, like all the rest. This is truly sad news for my fellow Alligators and Crocodiles".

SEVERIN, Jerome Thomas (JT) graduated flight training with Flight Class 69-505 and 68-3, he flew in Vietnam with the 123rd CAB, 23rd Infantry in 1968-69 and also with 3/18th Artillery in 1970. He flew under the BigHorn 6 callsign.

Jerome Thomas Severin, 63, of Richmond, VA, died Thursday, October 18, 2012 after a courageous battle against cancer. Born December 19, 1948 in Brooklyn, NY, tom grew up in Bethpage, NY and graduated from Bethpage High School in 1966. He was a proud member of the US Army (1967-71) where he served as Chief Warrant Officer and an OH-6 Loach pilot in Vietnam (1968-69) and Ans-

bach, Germany (1970-71). During his time of service, he earned numerous decorations including a Bronze Star Medal and an Air Medal 13th OLC.

Prior to his retirement in 2008, Tom spent his career in the hospitality industry. Most recently, he served as President of the Old Dominion Vietnam Helicopter Pilots Association, Richmond, VA Chapter. He was also an avid NASCAR enthusiast and a devout Tony Stewart fan...GO SMOKE! Tom was the widower of Patricia Barbino Severin, his beloved wife of 25 years. He is survived by 3 brothers, 4 step-siblings, one daughter, 2 sons, one stepdaughter and 10 grandchildren. He is also survived by his 2 loving dogs, Scoot and Sox.

In lieu of flowers donations may be made in memory of Jerome T. Severin to the Army Aviation Association of America Scholarship Fund at www.quada.org/. Condolences may be registered at www.jtmorris.com

*Don Agren, Interim President,
Old Dominion Chapter
Vietnam Helicopter Pilots Association*

SUDECK, Roy graduated flight training with flight classes 68-516 and 68-28. He flew in Vietnam with B/7/1 Cab (1969), D/3/5 Cav (1969-70). C/7/17 Cav (1971). H Troop, 10th Cav (1972) and the 1st TOW Missile Detachment (1972).

Roy Sedeck, CW4 (Ret), 65, of Marietta, died November 16, 2012; internment will be at Arlington National Cemetery at a date yet to be determined.

Chief Warrant Officer Sudeck's 41-year Army Aviation career spanned from 1966 to 2007. He served two extended tours (32 months) in Vietnam as an AH1Cobra, UH1B Huey and OH6 Loach Pilot. Highly decorated with a Silver Star, Distinguished Flying Cross (3rd OLC), Bronze Star (2nd OLC), Air Medal (V Devise and 67th Award), and numerous other Medals, Citations and Commendations from the United States and Vietnamese Military. Roy transitioned from helicopters to fixed wing and later served in Bosnia, Iraq and Kuwait.

Mr. Sudeck is survived by his wife, Gayle C. Sudeck, one son, two brothers, one stepson, two stepdaughters, two grandsons and several nephews. Contributions in memory of Mr. Sudeck may be made to Wounded Warrior Project, P.O. Box 758517, Topeka, Kansas 66675 or on-line, or Caring Bridge, Donation Processing Center, P.O. Box 6032, Albert Lea, MN 56007-6632 or on-line.

TILTON, John E. graduated flight training with Flight Class 71-32 and flew in Vietnam with HHT/7/17th Cav 1971-72, with HHC 17th CAG (1972) and the 129th AHC (1972).

John Edward Tilton, Jr. of Ridgeland, Mississippi died in an airplane crash on Nov. 13, 2012.

Mr. Tilton was born into a family legacy of military service. He attended Georgia Military Acad-

emy and The Citadel before completing his degree at Georgia State University in 1970. He enlisted in the U.S. Army that same year and spent 20 years serving as a pilot and officer, both in the active Army and the Army Reserves, retiring as a Lt. Colonel. He received over a dozen decorations and service badges, including the Bronze Star and the Master Aviator Badge. After his career in the military, Mr. Tilton served his community through the Civil Air Patrol, where he held the rank of Colonel and served in a variety of leadership roles including Alabama Wing Commander, Southeast Region Commander, National Safety Officer, and as a member of the Board of Governors.

He piloted gliders, helicopters, prop planes, jets, float planes, and hot air balloons. He was a Certified Flight Instructor and a corporate pilot for companies such as Energy Helicopters, Magic Express Airlines, and The Southern Company, from which he retired. Over his military and private careers, he accumulated over 18,000 flight hours.

Survivors include his wife, Becky Tilton; two daughters, one son, one stepdaughter, one stepson, six grandchildren and his sister. Memorials may be made to The Salvation Army of Central MS or to Blair E. Batson Children's Hospital.

THOMASON, Jeffery Hugh graduated flight training with Flight Class 66-14. He flew in Vietnam with the 334th AWC (1966-67), the 118th AHC (1967), the 269th CAB (1969-70 and the 12th CAG (1970).

LTC (Ret.) Jeffrey Hugh Thomason, 71, of Augusta, GA passed away on Saturday, November 24, 2012. Born in Manhattan, NY, he retired after 28 years of service as a Lieutenant Colonel in the Army.

He served 2 tours in Vietnam, where he received the Distinguished Flying Cross, Bronze Star, Purple Heart, Meritorious Service Medal, Army Commendation Medal, Valorous Unit Award, Meritorious Unit Commendation, Good Conduct Medal, National Defense Service, Vietnam Service Medal, Army Service Ribbon, Overseas Ribbon, Vietnam Campaign Medal Armed Forces Honor Medal, Senior Army Aviator, Legion Merit, and Parachutist Badge.

Jeffrey was a member of Trinity on the Hill United Methodist Church, American Legion Post #205, Gatun Lodge A.F. & A.M., Scottish Rites of the Valley of Columbia Orient of SC and the Vietnam Helicopter Pilots Association. Jeffrey graduated Magna Cum Laude from the University of Tampa in 1973 with a bachelor's degree in Political Science/Economics. He was in sales with ADT Security and Prudential Insurance following his military retirement. He was passionate about his patriotism, politics, and conservatism in general.

He is survived by his five children, one brother, one sister and one granddaughter.

TAPS

VAILLE, John Dean graduated flight school with Flight Class 61, flew in Vietnam with the 121st AHC (1966-67) and the USARV Flt DET (1967) under the Tiger and the Long Trip callsigns.



Lt Col John Dean Vaile (US Army, ret) passed away October 5, 2012 at his home in San Antonio, Texas. He was born on October 2, 1934 in Kansas City, Missouri and is survived by his wife of 52 years, Frances Lamont (Vacek) Vaile, his three children Kevin and wife Nancy, Brian and wife

Cindy, Darcie and husband Fritz Page; and his seven grandchildren.

John graduated from Texas Christian University and was commissioned as a 2d Lt in the Army on May 30, 1957. He began his career as an artillery officer, serving as a NIKE AJAX missile site platoon leader and, during a year-long tour in Korea, as an artillery battery commander. But he spent most of his army career flying helicopters and fixed wing aircraft, including a one year tour in Vietnam flying UH-1 helicopters. He retired from 5th Army Headquarters, Fort Sam Houston, Texas on June 30, 1977; his decorations included the Master Army

Aviator Badge, Legion of Merit, Distinguished Flying Cross, Bronze Star, and Meritorious Service Medal.

After a follow-on civilian career that included commuter and corporate aviation, he retired to a quiet life spending time with his family and pursuing his hobbies – woodworking, gardening, and building models. When his son Lamont reported his death, he passed on the following to the membership..” I’m sad to report the passing of my father, John D. Vaile, on 5 Oct 12 following a 7-month bout with pancreatic cancer. The then Maj Vaile served and flew with the 121 AHC in late ‘66 into ‘67, piloting “Lamont’s Lament” named for his wife (my mother).

The following 16 death notices were received by the VHPA during this period, but none of these men were ever members of the association. Their deaths were also not reported to the Association by a member of the man’s family, or by a current member of the VHPA (they were obtained through an internet search engine). We have posted the TAPS information we received on these men on their individual listing at VHPA.org if you would like more information on them. If you are not able to retrieve the information on-line, call HQ for help (1-800-505-VHPA).

AUFDERHEIDE Edward Harold, US Air Force Aviator who graduated flight training with Flight Class 71-26AF.

BAUER, Edward Richard, no other info available on VHPA.org

BROOKS, Alan graduated flight training with Flight Class 70-8

BRINKMAN, Allen Ray graduated flight school with flight class 68-28 & 68-516, flew in Vietnam with the 92nd AHC (1969-70) under the Stallion 16 callsign

BRITT, Harvey E. USMC, retired Marine Corps Major

BURT, Richard Wight, graduated flight training with Flight Class 61-4.

BOWERS, Robert Neal, USAF, Ch-53 pilot with the 38th Aerospace Rescue Recovery Squadron during the Vietnam war.

HIRREL, Phillip Hugh graduated flight training with Flight Class 68-3 & 68-503, he flew in Vietnam with the 128th AHC in 1968-69.

ISAAC, Thomas Broadstreet, MAJOR, USMC, Ret

JACKSON, Robert McHugh, passed away on October 1, 2012. No flight training or Vietnam unit assignment data available. Info provided stated Mr. Jackson was on Omaha Beach in WWII and went on to stay in the Army through Korea and Vietnam.

KALAHAR, Kenneth E., no other info available on VHPA.org

McPHERSON, Marvin David, graduated flight training with Flight Class 72-13

McBROOM, William David graduated flight training with Flight Class 67-26, he went on to serve in Vietnam with HHT/3/17 CAV (1968-69)

OSBERG, Daryl Francis graduated flight school with Flight Class 70-07, served in Vietnam with D/1/1 Cav (1971) (under the Sabre 24 callsign) and the 196th BDE, 23rd INF (1971-72)

SENAY, David Charles, flew in Vietnam with the 57th TC Co 1963) the 120th AHC in 1963.

SHEETZ, Donald McClellan II, graduated flight training with Flight Class 70-05 & 70-07, flew in Vietnam with the 15th TC, 1st CD (1970-71) and the 6/16th CAV (1972)

FISHER, Edward Michael, graduated flight training with Flight Class 66-19

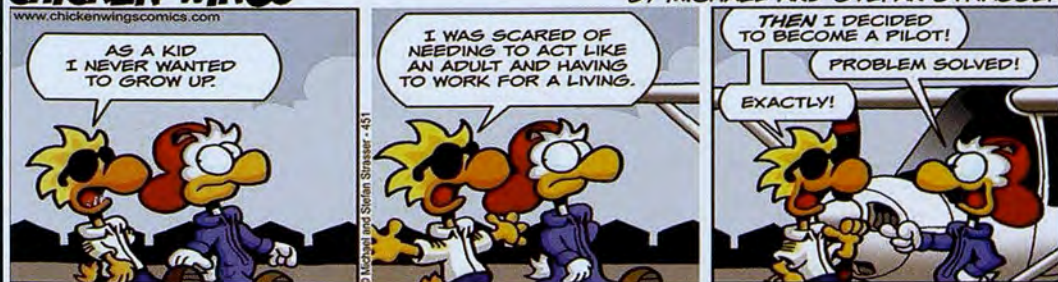
SOUPENE, James Cecil "Jake", graduated flight training with Flight Class 56-3, he flew in Vietnam with HHC/229th AHB, 1st CAV DIV (1965-66), the 40th TC, 7/17th Cav (1967-68) and the 70th TC CO (1968) under the Antennae 56 and Cowboy 6 callsigns.

Enjoy this cartoon?

Then you'll love the next issue of the Aviator! In it we're mainly running funny stories about our experiences in Vietnam, from "Clues for the Clueless Flight Crew" to an hilarious story about a member's 1970 Vietnam Wedding, (while they were both in Vietnam on combat tours no less!).

CHICKEN WINGS

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But we have lots of room left for more funny stories! Send me yours by 31 January and I'll make sure it runs in the February/March issue!

David Adams, Editor
E-Mail: Aviator@VHPA.org



"Looking For"

Looking For....witnesses to an H-13 crash, on 24 Jun 1968

A Field Artillery friend of mine and his pilot survived the crash of an H-13 just inside the wire at LZ Jack, aka FSB Jack (YD 498--282), on 24 June 1968, while returning from a radio delivery and FO pay mission. The aircraft call sign may have been Woodpecker. The passenger was the then 1Lt John Schrimpf, XO, C Btry, 1/21 Artillery and the pilot was 1LT Brown, aka "Crash Brown," Div Arty, 1st Cav Div.

Research concerning the accident has been difficult because the aircraft tail number and the pilot's unit identification are not available. So, any reader with information or documents/photographs concerning this crash is asked to please contact me directly.

Your assistance will be greatly appreciated. Thank you.

Larry M. Jonas, Colonel, Infantry (Retired)
165th Aviation Group (1969), An Khe AAF & 12th Aviation
Group (1971), Plantation AAF
E-Mail: [REDACTED]

Looking For....a Loach Pilot that picked up a wounded grunt on 2 Sep 1970

I am Michael O'Reilly and every week a bunch of us Vietnam Vets get together for coffee. Two weeks ago one of us had just gotten out of the hospital after surgery for an old Vietnam War wound received on February 9, 1970, in Xuan Loc Province of Vietnam. He was just a common grunt but he was shot four times during a fire fight and as he says "I was left for dead" as the fighting moved away from him. He heard the med-evac helicopter come in to pick up the wounded, but it came under such heavy fire that they soon left the LZ. He tried to crawl through the tall grass to rejoin his unit but loss of blood and the pain of the injuries finally made him quit after going only a short way. As my friend tells it "I had accepted the fact that I was going to die when all of a sudden a Loach pilot, accompanied by an artillery observer spotted me. They also knew that the med-evac had already left the scene of the fighting so, at great danger to themselves, they landed, loaded me up and took me to FSB Blackhorse as fast as they could fly."

He had multiple bullet wounds that day, but he often says that being rescued beat the heck put of the other option and he is still being treated for my injuries even today. But, since he was unconscious when they arrived at FSB Blackhorse, he never had the chance to thank those guys and to this day, that is his only regret about what happened to him in Vietnam.

So I am sending this letter to the members of your organization in the hopes that someone out there will recognize just who it is that my friend is looking for, and hopefully I can help them get together and he can finally properly thank them for saving his life.

I thank you for any help your members can provide.

Mike O'Reilly
E-Mail: [REDACTED]

Looking For.....anyone who knew my father, WO1 Fred Albert Williams, Sr.

My name is Fred Albert Williams Jr. and my father was WO1 Fred Albert Williams Sr. was killed in action on December 16, 1970. He was in the 358th Aviation Detachment flying in support of the 525th Military Intelligence Group.

I wish to seek out anyone who may have served with him or attended Flight School with him. His flight class was 70-9 at Fort Wolters and class 70-11 at Fort Rucker.

Thank you very much,

Albert Williams
E0Mail: [REDACTED]

Looking For....anyone in Flt Class 71-40 that remembers Al Nordeen

I am not eligible to be a member of your organization although I feel somewhat related to it. I graduated flight training at Fort Wolters with Class 71-40 and went on to Ft. Rucker only to be medically eliminated during the instrument flight training phase. Basically, I would now like to contact the guys in my class and let them know that I did not give up on my dream after that happened.

After I left the Army in March of 1972, and on my own, I got my Helicopter Commercial FAA Rotorcraft Certificate on August 15, 1972 just before entering the Phoenix Arizona Police Academy. After graduating from the Academy I was assigned street patrol until the Department formed an Air Unit in 1973. They started with a Hughes 300c Helicopters and later purchased 4 Army TH-55a Helicopters. The first pilots accepted to the unit were Vietnam vet pilots which made sense due to their experience but on June 7, 1995, I was selected for an opening in the unit. The second week in the unit I was given a day & night proficiency ride in a TH-55A, FAA, S/N N90811. I passed both rides and remained in the unit until my retirement for the Phoenix PD on Jan 28, 1998.

I later went to work for Maricopa County Sheriff's Office Air Division as their unit flight Instructor and stayed with them until Sept 2000 flying OH-6a's, OH-58c and Bell 407 helicopters. But it was not until a reunion of Phoenix Police Air Unit personnel that a unit Mechanic gave me the old TH-55a, S/N N90811, its original helicopter military flight operators manual which carried the ship's US Army serial number of 18037. This bit of history, and my old flight school log book confirmed that the Helicopter I soloed in at Fort Wolters on April 29, 1971 was in fact the same helicopter that I took my proficiency ride in with Phoenix Police Department on Jun 23, 1976.

When I was eliminated from the Army Flight Program I was in total depression as I had just lost my dreams of flying an OH-6 in Vietnam. That was just not to be; however, what did happen was that I ended up flying that exact same helicopter in order to pass two check rides 5 years later. I ended up with 23,780 hours of helicopter crew time of which 12,196 hours was PIC. I ended up rated in the OH-6A as well as the Hughes 500D, 500E & MD 520 N. It wasn't the same dream, but it was a wild ride all the same.

I'd like to let the guys I left behind in Class 71-40, Section A1 know what happened to me and I would like to know how they did over the years.

As always, proud of once being a part of Flight Class 71-40,

Al Nordeen
E-mail: [REDACTED]

Looking For.....anyone who knew my father, WO1 John Darrell Bryant

I am the sister of WO John Darrell Bryant who was killed in Vietnam on 8 Dec 1970 while he was flying with A Troop, 7/17th Cav. We have just learned after the many, many years since we buried him in Arlington, that he wasn't alone in the aircraft that day and indeed, there was another crewmember aboard that survived the crash.

I am wondering if there is anyway your membership could help us find this survivor? It would mean so much to me, as well as my brother's widow. We both still have many unanswered questions as his casket was sealed and the escort officer didn't know much about the crash, so we have never really had full closure. I know it might be difficult for someone to talk about what happened that day, and we respect that, but maybe, just maybe this man, or anyone else there that day he wouldn't mind talking to us.

I appreciate any help you can give us.

Pat Bryant Webb
E-mail: [REDACTED]

Looking For.....anyone who can help us find/acquire a Huey
(From members Pete Bohn and Jim Haga)

We are Directors of Liberty War Bird Association, and we're trying to find a Vietnam-era Huey (any model) that can be acquired and restored to flight status. Our mission is to get the aircraft in front of as many veterans as possible to honor both those veterans and the iconic war bird.

We have participated in two Veteran's Day celebrations in the Northeast in the last few weeks, both were focused on the Vietnam vet. The Traveling Wall was at the local VA hospital and a local community discovered they have the oldest Vietnam War memorial in the nation. Both were perfect opportunities to allow vets to reconnect to the aircraft that has so much meaning for all of us. If anyone knows of an aircraft that might be available, please let us know. We can follow-up to determine whether or not the aircraft will fly again.

Please consider becoming a member of our organization. As you know, these aircraft are expensive to operate. We're a 501 (c)(3) tax-exempt, non-for-profit organization. Visit our website for more on our mission and progress. Thanks everyone!

E-Mail: [REDACTED]
Web Site: <http://libertywarbirds.com>



Looking For anyone that might recognize this photo...

In April or May of 1969, this Cobra crashed onto LZ Whip and eventually came to rest on top of two, full fuel blivets. And while this photo has been displayed on our web site for several years, we (B-2/50th Inf, 101st ABN Div don't know anything else about it (other than it might be from the 4/77th ARA).

Can anyone out there help us?

Regards,
D. Reinheimer

E-Mail: [REDACTED]

REMEMBERING

by Jack Salm

What do you remember most from your tour (s) in Vietnam?

Was it the seemingly endless flight to get there? Or the express elevator descent into Ton Son Nhut? The oppressive heat when you deplaned? The smells? The crackling energy of the place? Watching the guys who were rotating home when you hadn't even been in country for one day and how old they looked? Will I look like that a year from now? It was a strange new world for most of us.

Funny, how you remember some things and forget others. They might have been important, but some things stick in your mind, others don't. How can you forget breakfast in the mess tent with the Vietnamese firing up the half 55 gallon drums filled with human waste, topped with JP-4 and the breeze blowing the wrong way right through the mess tent? YUCK !!

Or was it the first time you were shot at? It became instantly apparent that this helicopter flying was not going to be all fun and games. Was it the first time your unit suffered a loss? Or, worse yet, was it one of your close friends?

Your memories may have been of sad times, but like me, I'm sure you also have some good memories.

I remembers Christmas of 1967 in Dong Tre, mud up over our boots -- no flying and no security since the unit we were supporting pulled up stakes and left during the night. All we had guarding our two gunships and our sorry asses were about a half dozen CIDG's and they were more interested in stealing whatever we had that wasn't nailed down. Probably my least favorite Christmas of all time.

I remember the best prawns I ever had. We were in Tuy Hoa at the time and a



Sector Chief sent us a gunny sack of them. We cooked them in beer and they were absolutely the best tasting shrimp I have ever eaten. They were the size of small chicken legs. The prawns were on a par with the best French Onion soup I have ever had at Fregatte's in Nha Trang.

I remember flying close to a B-52 "Arc Light", scared the living daylights out of me. Luckily I wasn't right in the middle of it or I wouldn't be telling this story. It was about aScared the living daylights out of me. Luckily I wasn't right in the middle of it or I wouldn't be telling this story. It was about a mile to my right and the earth just erupted. I have never seen anything like it.

Some of you probably have wild tales about your time in Saigon, I don't. I only spent one night at the Red Bull Inn. Strangely, I felt more secure out in the "boonies". One night I didn't feel that secure was at the Special Forces compound in Duc Co right on the Cambodian border. We were mortared all night long and I just knew we were going to be attacked and the compound overrun. We weren't, and I was out of there early the next morning feeling very relieved.

Do you remember the USO Shows? Some were good, some were really bad. I never did get to see Bob Hope but I did get to see Martha Raye. She worked harder to entertain the troops than anyone and she was in her sixties at the time. It was a hot day in Tuy Hoa and she had everyone jumping up and down and stomping their feet. A great lady.

Everyone had a DEROS calendar. So me religiously crossed off the days, but we all knew when we were scheduled to return to the world. I guess most of us just accepted that we were there and would make the best of it and do the job we were supposed to do.

What do you remember most? Why not share it with the VHPA?

John Salm

E-Mail: [REDACTED]

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 also welcome these 94 new Members to our Association in this issue. All have joined the VHPA during the period from 02 October thru 06 December, 2012.

Allen, Bobby R **
Tallahassee, Florida, US Army
Flight Class(s): 67-10
VN Combat unit(s):
135 AHC in 66-67; 120 AHC in 71-72

Allen, Harvey R
Mobile, Alabama, US Army
Flight Class(s): 66-12
VN Combat unit(s):
128 AHC in 66-67; 173 AHC in 70-71

Allen, Robert D. 'Bob' **
Ames, Iowa, US Air Force
Flight Class details not provided
VN Combat unit(s): 20 SOS 14 ACW in 66-67;
MACV FLT DET in 70

Anna, Robert R.
Riverside, California, US Air Force
Flight Class(s): 57
VN Combat unit(s): 21 SOS 14 ACW in 69-70

Babcock, Wayne R. 'Mr B'
Minnetonka, Minnesota, US Army
Flight Class(s): 67-19
VN Combat unit(s): 1 CAV DIV in 68-69

Barnes, Brian J.
Montgomery, Minnesota, US Army
Flight Class(s): 71-17
VN Combat unit details not provided

Basye, Robert Alan 'Bob'
Wilmington, Delaware, US Marine Corps
Flight Class(s): 67-9
VN Combat unit(s): HMM-265 in 68-69

Blankenship, Joe G. **
Mario, Virginia, US Army
Flight Class(s): 68-524 68-44
VN Combat unit(s): A/4 AVN 4 INF in 69-70

Boessen, Joseph F.
Fairfax, Virginia, US Army
Flight Class(s): 71-2
VN Combat unit(s): 129 AHC

Brinnon, Charles E 'Chuck' **
Pinellas Park, Florida, US Army
Flight Class(s): 65-18
VN Combat unit(s): 118 AHC in 66-67;
HHC 145 AVN in 68-69; 334 AWC in 69-70

Brosveen, Douglas A. 'Doug'
Albuquerque, New Mexico, US Air Force
Flight Class(s): 64-H
VN Combat unit(s): 38 ARRS in 67-68

Broyard, Michael C. 'Mike' **
Miami, Florida, US Army
Flight Class(s): 66-24 66-22
VN Combat unit(s):
1/4 CAV 1 INF in 67; DIV ART 1 CAV in 67

Brunelle, Pierre V 'Pete' **
Daytona Beach, Florida, US Army
Flight Class(s): 59-5
VN Combat unit(s): 81 TC CO in 62-63;
545 TC DET in 62-63; 330 TC CO in 70;
56 TC CO in 70; 765 TC BN in 71

Bruns, Thomas E. 'Tom'
Fayetteville, Georgia, US Army
Flight Class(s): 67-24
VN Combat unit(s):
587 TC DET in 69-70; 238 AWC in 69-70

Burnham, Lawrence A. 'L.A.'
Odessa, Florida, US Army
Flight Class(s): 68-524 68-44
VN Combat unit(s): 25 AVN 25 INF in 70

Burruss, James H 'Jim' **
Panama City Beach, Florida, US Army
Flight Class(s): 55-G
VN Combat unit(s): HHC 10 CAB in 68-69

Bush, James D 'Dave'
Belleville, Illinois, US Army
Flight Class(s): 65-17W
VN Combat unit(s):
188 AHC in 67; 116 AHC in 67-68

Byars, Harold W **
Yorktown, Virginia, US Army
Flight Class(s): 59 61
VN Combat unit(s):
116 AHC in 67-68; 101 ABN DIV in 70-71

Caliva, Sam A.
Salem, Oregon, US Army
Flight Class(s): 68-24 68-42
VN Combat unit(s): 187 AHC in 69

Calkin, Ellery F **
Clifton, Virginia, US Army
Flight Class(s): 60-9FW
VN Combat unit(s): 196 LIB AVN in 67;
256 TC DET in 68; 1 AVN CO in 70-71

Carlson, Raymond R 'Ray Bob' **
Victor, Montana, US Army
Flight Class details not provided
VN Combat unit(s): 119 AHC in 63-64

Chester, John C.
Wilbraham, Massachusetts,
US Marine Corps
Flight Class details not provided
VN Combat unit details not provided.

Christie, Thomas C **
Petaluma, California, US Army
Flight Class(s): 54-F
VN Combat unit(s): 57 MED DET in 64-65

Cook, Thomas E. 'Tommy'
Elizabethtown, Kentucky, US Army
Flight Class(s): 69-40
VN Combat unit(s): A/7/17 CAV in 70

Cunningham, Walter R. 'Walt'
Box Elder, South Dakota, US Army
Flight Class(s): 69-15
VN Combat unit(s): A/7/1 CAV

Dassonville, Curtis R 'Curt' **
Gallatin Gateway, Montana, US Army
Flight Class(s): 63
VN Combat unit(s): 121 AHC in 64;
C/1/17 CAV in 65; 180 ASHC in 68;
129 AHC in 68-69

Davies, Winston T
Callahan, Florida, US Army
Flight Class(s): 70-10
VN Combat unit(s): 335 AHC in 70

Davis, Edward P
Milford, Connecticut, US Army
Flight Class(s): 58
VN Combat unit(s): 25 AVN 25 INF in 66-67;
101 AVN 101 ABN in 70-71

Davis, Harry Q
Social Circle, Georgia, US Army
Flight Class details not provided
VN Combat unit(s): 18 AVN in 64-65

Davis, John L
Chattahoochee, Florida, US Army
Flight Class(s): 69-44
VN Combat unit(s): 7/17 CAV in 70-71

Dawson, Hal Richard
Clinton, Tennessee, US Army
Flight Class(s): 67-5 67-3
VN Combat unit(s):
334 AHC in 67; 235 AHC in 68

Delaney, James R. 'Jim' **
Chesterfield, Missouri, US Army
Flight Class(s): 68-17 68-29
VN Combat unit(s): 57 AHC in 68-69

Dillon, Richard L 'Rich' **
Buckhannon, West Virginia, US Army
Flight Class(s): 71-10
VN Combat unit(s): 334 AHC in 71; 25 CAC
in 71-72

Duffy, Danny W
Lexington, Kentucky, US Army
Flight Class(s): 69-6
VN Combat unit(s): 361 AWC in 69

Duvall, Julius D 'Dean'
Seneca, South Carolina, US Army
Flight Class(s): 70-20
VN Combat unit(s): 227 AHB 1 CAV in 70-71

Fitzgerald, James F
Louisville, Kentucky, US Army
Flight Class(s): 66-11 66-9
VN Combat unit(s): 161 AHC in 66-67

Foster, Kerry **
Glenburn, Maine, US Army
Flight Class details not provided
VN Combat unit(s):
339 TC CO in 63-64; 56 TC CO in 63-64

Franklin, Donald R
Snellville, Georgia, US Army
Flight Class(s): 69-40 69-44
VN Combat unit(s): 336 AHC in 70-71

Garner, Haskell D
Killen, Alabama, US Army
Flight Class(s): 71-4
VN Combat unit(s): 11 ACR in 71-72

Geller, Stanley A
Spring, Texas, US Army
Flight Class(s): 70-26
VN Combat unit(s): 120 AHC in 70-71

Gieseke, Donald E **
Carrollton, Missouri, US Army
Flight Class(s): 66
VN Combat unit(s): B/1 AVN 1 INF in 67-68

Gilbert G, Macdonald
Salisbury, North Carolina, US Army
Flight Class(s): 70-5 70-3
VN Combat unit(s): C/158 AVN 101 ABN
in 70; 158 AVN 101 ABN in 70-71

Gilliam, Frank H. **
Warrenton, Virginia, US Army
Flight Class(s): 64-5Q 70-2
VN Combat unit(s): HHC 15 MED 1 CAV
in 66-67; 237 MED DET in 69-70;
498 MED CO in 69-70

Goreham, Kenneth C. 'The Kid' **
Junction City, Kansas, US Army
Flight Class(s): 68-524 68-44
VN Combat unit(s):
C/2/17 CAV 101 ABN in 69-70

Griffin, Burt **
Wiggins, Mississippi, US Army
Flight Class(s): 67-24
VN Combat unit(s): 4 AVN 4 INF in 68-70

Hogancamp, Charles G.
Dingmans Ferry, Pennsylvania, US Army
Flight Class(s): 71-45 71-41
VN Combat unit(s): 361 AVN in 72

Hoover, Ferris E. 'Ed'
Iowa City, Iowa, US Army
Flight Class(s): 68-523 68-43
VN Combat unit(s): E/82 ARTY 1 CAV
in 69-70; H/17 CAV in 72-73

Horton, Barry W
Sour Lake, Texas, US Army
Flight Class(s): 70-10
VN Combat unit(s): 128 AHC in 70-71

Howlett, Byron P 'By' **
San Antonio, Texas, US Army
Flight Class details not provided
VN Combat unit(s): 498 MED CO in 67-68

Hunt, Albert L
Birmingham, Alabama, US Army
Flight Class(s): 65-13W
VN Combat unit(s): 2/20 ARA 1 CAV in
68-69; 155 AHC in 65-66; 174 AHC in 65-66

Hunter, Earl J
Mechanicsville, Virginia, US Army
Flight Class(s): 71-18
VN Combat unit(s): 162 AHC in 71-72

Hurt, John R.
Nashville, Tennessee, US Marine Corps
Flight Class(s): 71-1
VN Combat unit(s): 369 TC DET

Ingram, Charles W 'Chuck'
Bedford, Texas, US Army
Flight Class details not provided
VN Combat unit(s):
9 AIR CAV BDE (PROV) in 67

Jameson, Donald L
Yakima, Washington, US Army
Flight Class(s): 70-22
VN Combat unit(s):
F/4 CAV in 70-71; 240 AHC

Jaynes, Robert H 'Bob'
Nokesville, Virginia, US Army
Flight Class details not provided
VN Combat unit(s): 57 AHC in 73

Johnson, Charles O. 'Charlie'
Fenton, Missouri, US Army
Flight Class(s): 67-8 67-6
VN Combat unit(s): D/3/4 CAV in 67-68;
D/1/9 CAV in 70-71

Johnson, Robert M 'Dr. Bob' **
Harpers Ferry, West Virginia, US Army
Flight Class details not provided
VN Combat unit details not provided

Jones, Robert N 'Bob' **
Alexandria, Virginia, US Army
Flight Class(s): 54-F
VN Combat unit(s):
119 AHC in 63-64; 18 ENG BDE in 67-68

Jordan, George W **
Hot Springs Village, Arkansas, US Army
Flight Class(s): 60-4
VN Combat unit details not provided

Jordan, Robert J **

Lawton, Oklahoma, US Army
Flight Class(s): 64-5W
VN Combat unit(s): 220 AVN in 65-66;
123 CAB 23 INF in 68-69

Keaton, Jack L **
Naples, Florida, US Army
Flight Class details not provided
VN Combat unit(s): 178 ASHC in 66-67;
1 CAV DIV in 71-72

Keilers, Charles H **
San Angelo, Texas, US Army
Flight Class(s): 56-C
VN Combat unit(s):
ACTIV in 66; 520 TC BN in 69

Kellam, Edwin E **
Three Rivers, Texas, US Army
Flight Class(s): 70-50
VN Combat unit(s): 101 ABN DIV in 71-72

King, William W **
Winston Salem, North Carolina, US Army
Flight Class details not provided
VN Combat unit(s):
140 TC DET in 61-62; 335 TC CO in 68-69

Klugiewicz, James A. 'Wizard'
Grand Rapids, Michigan, US Army
Flight Class(s): 71-39
VN Combat unit details not provided

Krienke, Albert **
Dothan, Alabama, US Army
Flight Class(s): 57-3
VN Combat unit(s): 119 AHC in 65-66

Ksendzuk, Anatole 'Tony'
Spring, Texas, US Army
Flight Class(s): 67-21
VN Combat unit(s):
B/1/9 CAV 1 CAV in 68-69

LaDue, John J 'Pepe'
Carbondale, Pennsylvania, US Army
Flight Class(s): 66-17 66-15
VN Combat unit(s): B/227 AHB 1 CAV
in 66-67; D/227 AWC 1 CAV in 67

Lance, William H 'Festus'
Valley, Alabama, US Army
Flight Class(s): 69-12
VN Combat unit(s):

Lanier, James A. "Lil Fox"
Petersburg, Virginia, US Army
Flight Class(s): 69-19
VN Combat unit(s): B/227 AHB 1 CAV
in 69-70; HHC/45 TC BN in 73-74

Lanstra, Albert L.
Fairbanks, Alaska, US Army
Flight Class(s): 68-8 68-10
VN Combat unit(s): 4/77 ARA in 68-69

Lawson, Julius L
Florissant, Missouri, US Army
Flight Class(s): 64-1W
VN Combat unit(s): E/701 MNT 1 INF in 65-
66; 355 AVN in 69-70

Lea, Eddie M.
Rogers, Arkansas, US Army
Flight Class(s): 70-5 70-3
VN Combat unit(s): D/1/1 CAV in 70-71; F/8
CAV in 71

Lewis, Mose E
Mc Lean, Virginia, US Army
Flight Class details not provided
VN Combat unit details not provided

Mabardy, David M 'Dave' **
Panama City, Florida, US Army
Flight Class(s): 66-4
VN Combat unit(s): 156 AVN in 66-67; 187
AHC in 71-72

Mancuso, Vincent P 'Vince'
Greensboro, Georgia, US Army
Flight Class(s): 66-12
VN Combat unit(s): B/1 AVN 1 INF in 66-67;
HHC 10 CAB in 67-68; HHC 1 AVN BDE in
68-69; 192 AHC in 69-70

Markham, Allen M **
Caldwell, New Jersey, US Army
Flight Class(s): 67-11
VN Combat unit details not provided

Martin, Dale S **
Wadesville, Indiana, US Army
Flight Class(s): 57-1
VN Combat unit(s): HHC 145 AVN in 64-65;
604 TC CO in 67-68

Martin, John S 'Steve'
Thornville, Ohio, US Army
Flight Class(s): 67-20
VN Combat unit(s): 17 AHC in 68; B/101
AVN 101 ABN in 68

Mattina, John C **
Sparks, Nevada, US Army
Flight Class(s): 69-14
VN Combat unit(s): 173 AHC in 69-70;
C/2/20 ARA 1 CAV in 70-71

McAdoo, David R.
Kemersville, North Carolina, US Army
Flight Class(s): 69-34
VN Combat unit(s): HHC 3 BDE 1 CAV in
69-70

McClain, David R.
Sterling, Colorado, US Army
Flight Class(s): 69-38
VN Combat unit(s): HHB DIV ARTY 101
ABN in 69-70

Ozmon, Nat P.
Columbus, North Carolina, US Army
Flight Class(s): 70-27 70-29
VN Combat unit(s): 162 AHC in 70-71

Papka, Marvin F.
Littleton, Colorado, US Army
Flight Class(s): 68-7
VN Combat unit(s): 61 AHC in 68-69

Pepin, William L.
Des Moines, Washington, US Army
Flight Class(s): 64-2W
VN Combat unit(s): 229 AHB 1 CAV
in 65-66; 228 ASHB 1 CAV in 68-69

Perrymore, Donald H.
APO, USA, US Army
Flight Class(s): 70-18 70-16
VN Combat unit(s): D/227 AWC 1 CAV
in 70-71; 361 AVN in 71

Peth, Stephen B. 'Steve' **
Nokesville, Virginia, US Army
Flight Class(s): 68-503 68-1
VN Combat unit(s): 44 MED BDE in 68-69;
159 MED DET in 68-69; 57 AHC in 72

Powell, Phillip
McDonough, Georgia, US Army
Flight Class details not provided
VN Combat unit(s): 118 AHC in 66-67;
CMD AVN CO in 71-72

Scoggins, John **
Danielsville, Georgia, US Army
Flight Class details not provided
VN Combat unit details not provided

Soares, Douglas J. 'Doug'
Land O Lakes, Florida, US Army
Flight Class(s): 70-7 70-3
VN Combat unit(s): 176 AHC in 70-71

Vecsey, Richard J.
Hudson, Florida, US Army
Flight Class(s): 67-9
VN Combat unit(s): 187 AHC in 67-68

Womack, Edwin C. 'Ed'
Elk City, Oklahoma, US Army
Flight Class(s): 68-503 68-1
VN Combat unit(s):
12 AVN GP; 176 AHC in 68-69

Yost, Howard T. 'Tom'
Canal Winchester, Ohio, US Army
Flight Class(s): 69-50
VN Combat unit(s):
121 AHC in 70; HHC 13 CAB in 71

Zielinski, Edward J.
Rockport, Texas, US Army
Flight Class(s): 69-15
VN Combat unit(s): 129 AHC; TACRON



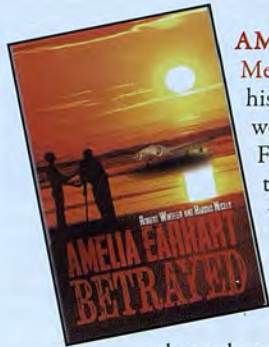
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BOOK REVIEWS



AMELIA EARHART BETRAYED by VHPA Members Robert Wheeler and Harold Nicely is a historical novel based on the ill-fated around the world flight of Amelia Earhart and her navigator, Fred Noonan in 1937. But, as the title implies, the authors believe that Earhart and Noonan were involved in a fate influenced by far more than just bad luck.

There has been a lot of speculation over the last three-quarters of a century since Earhart's flight disappeared in the Pacific. Theories abound and expeditions have been made in attempts to solve this mystery which continues to capture the imagination. Wheeler and Nicely have done a thorough job of documenting the factual aspects of Earhart's flight and integrating their own theories of the fate that

befell Earhart and Noonan.

The authors have brought the personalities of Earhart and Noonan back to life along with a well-developed cast of characters including the shifty and evil types worthy of the "usual suspects" in a movie such as Casablanca. Whatever your own understanding is about the possible fate of Earhart and Noonan, this book draws you in and provides a really great reading experience.

Access the authors web site, noted below, if you would like to explore the technical data and factual information used in the novel.

Amelia Earhart Betrayed (367 pages with photos, \$14.95, \$4.99 Kindle) by Robert Wheeler and Harold Nicely, ISBN: 978-0985718305 is available from the author's website, www.ameliaearhartcontroversy.com (click on "the book"), your local book store, Amazon, and other book suppliers.



BIG MOTHER 40: A Vietnam War Novel by VHPA Member Marc Liebman draws upon his Vietnam War flying experiences with Navy combat search and rescue missions and his knowledge of Navy helicopter SEAL operations to create an impressive novel. Like me, you will find yourself staying up late at night with your heart rate going up as the flying and shooting become "white knuckles."

Character development makes the difference between a great reading experience and a mediocre one. Liebman has not scrimped in that department with his main character Lt. Josh Haman, an AC with HC-7, his comrades and commanders, or the particularly dangerous enemy "up north" that must be "taken out." The enemy seems to be "reading the mail" of the Americans and they know all too much about Lt. Haman.

Liebman has done well by his old unit. His novel brings back the days when "Big Mother" launched from ships, both large and small, of the 7th Fleet on Yankee Station and snatched many Navy and Air Force pilots from the North Vietnamese whether they were in Haiphong Harbor or hanging in the triple canopy jungle. You will find this book hard to put down.

Marc Liebman has a website which is noted below. Check out his future plans for "Lt. Haman."

Big Mother 40: A Vietnam War Novel (404 pages, \$19.95, \$9.95 Kindle, Sony, Kobo, and Apple) by Marc Liebman, ISBN: 978-1611792317 is available from your local book store, Amazon, Barnes and Noble, or other book suppliers as well as directly from Fireship Press at fireshippress.com. Signed copies are available at <http://www.marcliebman.com/>



DMZ DUSTOFF VIETNAM by Phil Marshall, a VHPA Past President, is a collection of the memories of the pilots and crewmen who served with the 237th MED DET also known as DMZ Dustoff. Marshall has brought together the voices of many of those men whose lives depended on each other on those missions west of Camp Evans and Quang Tri and done it in a unique way. He has also honored the men of this unit whose voices have been silenced.

The core of this book is the collective memories of 22 missions, including the mission that shortened Marshall's own tour and tested the skill of a new "peter" pilot to deliver him to the pitching deck of the USS Repose at night. The voices in the narratives of these missions give insight into the characters, lives, and sense of humor of the young men and their absolute dedication to saving

lives by risking their own. These stories have not been embellished or sanitized, and as Marshall says, "not one of these stories starts with "Once upon a time."

It has taken Marshall several years to bring these memories together. Getting men to talk about these missions was often difficult for Marshall and difficult for the veteran. Although Marshall makes apologies to his high school English teacher for his editing of this book he has done nothing that detracts from these often gripping stories of dedication and sacrifice. This is a very good reading experience which I recommend.

DMZ Dustoff Vietnam (382 pages with photos, \$21.95) by Phil Marshall, ISBN: 978-1477620571 is available from your local book store, Amazon, Kindle in 4 volumes (due to photographs), or other book suppliers. Autographed copies may be obtained at DmzDustoffVietnam@yahoo.com

**By VHPA Life member:
JOHN PENNY**
E-MAIL: BOOKREVIEWS@VHPA.ORG



GOODBYE, MY DARLING; HELLO, VIETNAM by VHPA Member and retired CW5 Michael Lazares is an engaging memoir of his two tours in RVN with C/2/20 ARA and E/82 ARTY in 67-68 and 196 ASHC in 69-70. It is also a story of a young man growing up in a dysfunctional family and taking on the responsibilities of a husband, father, and leader.

Lazares had what could be described as a mis-spent youth. Love and encouragement were not found in his home. He hung out with shifty characters, left home for a time to work the carnival circuit, and married well before he was ready to assume that responsibility. He did manage to graduate from high school and a visit to an Army recruiter and a good score on the aptitude test put him in the "pipeline" to becoming an Army Aviator. His rite of passage as a WOC is humorous, at times, including his odd choice of a pet.

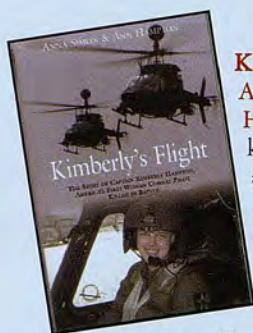
The missions that Lazares flew during his two tours make for gripping reading. These stories interlaced with the diversions young men facing death on a regular basis find to relieve the pressure allow you to remember and laugh. On his first tour he flew UH1B and C model gunships out of An Khe but was soon assigned as an OH-13 scout out of LZ Two Bits near Highway One. He discovered the OH-13 didn't float well,

but the snakes in the water quickly improved his swimming skills, leading to a speedy evacuation from the lake. His second tour, with the 196th flying a CH-47 supporting the ROK was also eventful: we all know the CH-47 units got all the "good stuff" by hook or by crook.

Young and impetuous, Lazares was in conflict with his leadership on occasion and came close to being court marshaled more than once. He now understands the influence PTSD has played in his behavior and his struggles to be a good husband and father and states he wishes he could have a "do-over." After Vietnam, Lazares continued to serve in the reserves completing a 28 year career and rising to CW5, a rarely attained rank and due high respect in Army Aviation. He also served as a police officer in a metropolitan area for 35 years; a story he promises to share with us in his next book.

Lazares is looking for first hand stories for a book about Army Aviation in Vietnam that he is putting together. You can contact him at [REDACTED]

Goodbye, My Darling; Hello, Vietnam (318 pages, \$19.95, \$3.99 Kindle) by M.D. Lazares, ISBN 978-1477261729 is available from your local book store, at authorhouse.com, Amazon, or other book suppliers. All profits from this book are going to the Wounded Warrior Project.



KIMBERLY'S FLIGHT by Anna Simon and Ann Hampton is the story of Capt. Kimberly Hampton, America's first female Army Aviator killed in combat. Kimberly was an accomplished aviator and CO of D/1/17, the armed recon aviation squadron of the 82nd Airborne in Iraq when she was killed in action over Fallujah, Iraq on 2 January 2004 when her OH-58D was hit by a surface to air missile. This book is Hampton's story of service and sacrifice and a mother's story of love for her daughter and pride in her achievements.

Kimberly could be any one of our daughters, or be the girl next door. She was born and raised in the small town of Easley, South Carolina (12 miles west of Greenville, SC). The book follows her college and Army career, culminating in the cockpit of an OH-58D Kiowa Warrior in Iraq. Mrs. Hampton describes Kimberly as a perfectionist; whether it was academics, sports, flight school, or flying helicopters in Iraq; Kimberly excelled and was respected.

Kimberly entered flight school at Ft. Rucker in 1998, following in the footsteps of women Army Aviators like Col. Sally Murphy who started graduating from Army Flight School in 1974. Since that time the role of women in Army Aviation has expanded and women pilots, crew chiefs, and medics serve in the U.S. Army in units all over the world and in combat zones in Iraq, and Afghanistan. Though it is still a man's

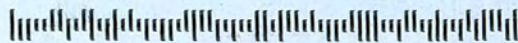
world in the U.S. Army, women are now 15% of the force and have achieved many milestones. Sadly the casualties of war do not discriminate by gender and all losses are the loss of American treasure. We are all honored by their service and sacrifice.

This story does not end with Kimberly's death. Ann Hampton, Kimberly's mother has traveled to Iraq as a Gold Star Mother in a "Hugs for Healing" program sanctioned by the State Department. This program brings American and Iraqi mothers who have lost children during the war together to work on humanitarian projects. For more information about this program go to <http://womenforfuture.org/healing.htm>

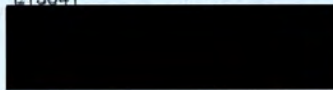
Kimberly's Flight: The Story of Captain Kimberly Hampton, America's First Woman Combat Pilot Killed in Battle by Anna Simon and Ann Hampton (240 pages, \$21.84, \$3.99 Kindle) ISBN 978-1612001029, is available through your local book store, casematepublishing.com/, Amazon, or other book suppliers.

**The royalties for this book benefit the
Captain Kimberly Hampton Memorial Foundation**

www.captainkimberlyhampton.org



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