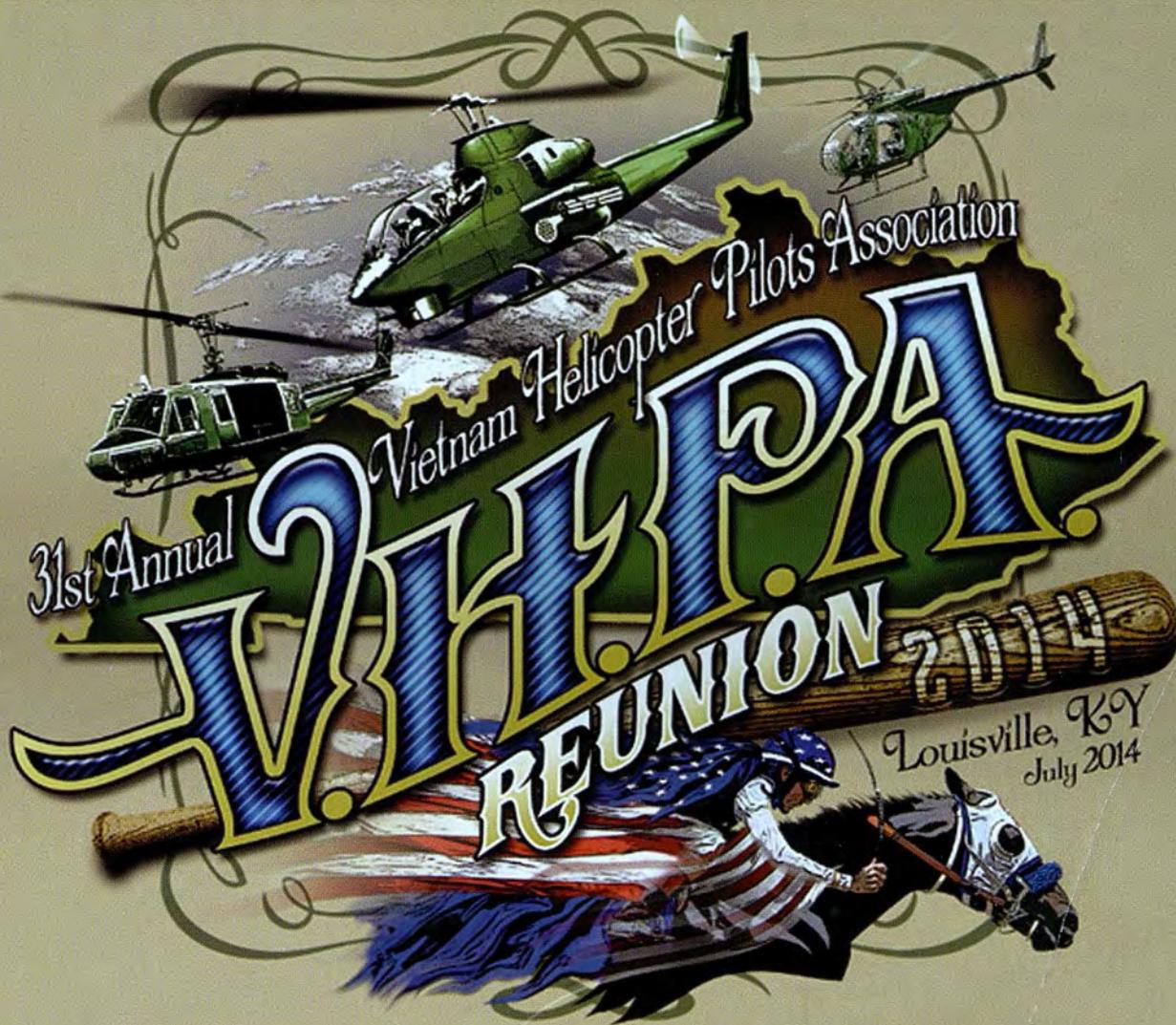




The VHPA AVIATOR

The Newsletter of The Vietnam Helicopter Pilots Association



*You are invited to attend the 31st Annual Reunion of the VHPA
Louisville, Kentucky, 1-5 July, 2014*

*Special Reunion Section starts on page 14 of this,
the January/February 2014 edition of the VHPA Aviator*

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Meet Cecelia Cancellare....

Recipient of this year's \$2,000.00 AAAA/VHPA 361st Avn Co. "Pink Panther" Heritage Scholarship. Cecelia is the granddaughter of MAJ Joseph Anthony Cancellare, Ret. from El Paso, TX.

My name is Cecelia Cancellare and I was born in El Paso, Texas on July 13th, 1995. I have spent most of my life growing up in a suburb ten minutes away from the wonderful, diverse city of Chicago, and am currently attending the Honors College at University of Illinois at Chicago. I am a pre-nursing student and hope to continue my career in the city that I love. That way I can help the people in my community, as well as continue to enjoy living in a melting pot of cultures and experiences. I also work as a lifeguard and aquatics instructor at the Pav YMCA. I also enjoy volunteering with my friends around the city and suburbs.

Several of my passions include reading, painting, swimming, and music. I enjoy going downtown to the Art Institute and Field Museum, as well as hanging out at the North Avenue beach with my friends. I also love sharing an excessive amount of pictures of my pets on social media, to my friend's extreme disappointment. Like most college freshmen, my life currently revolves around finding cheap food downtown, studying for my classes, and attempting to maintain a decent social life. I live my life trying to explore and understand the world around me, in an attempt to broaden my worldview and live life to the fullest.

Thank you VHPA for your generous gift to my education, I will do my best to make you proud.



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E-mail items to The Aviator at:
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THE VHPA WELCOMES MEMBER #16000

by Mike Sheuerman

The sixteen-thousandth man to join the VHPA is Peter Vardell. Pete lives in Concord, North Carolina, he was a graduate in WORAC 68-521, he flew with the 176 AHC in '69-'70 using the Call Sign "Minuteman 19A" and flew with A/123 AVN 23 INF in '70 using the Call Sign "Pelicano 38".

Pete and his wife Karen, plan to attend the 2014 VHPA Annual Reunion in Louisville where he will receive a VHPA hat denoting him as Member #16,000! That's correct, ever since we started the VHPA over 16,000 men have joined the Association, and in fact as this magazine goes to press, our newest member owns Membership Number 16,035. Of course not all 16,000+ members are still current, many have since appeared in our TAPS columns and some have even declined to renew their memberships, but that's a story for another day for we still have over 9,000 active members. Today's story is to congratulate our member #16,000, Peter Vardell! What took you so long Peter, where have you been?

Remember, we still have quite a few more men to find, contact and get to join our Association; who will be Member # 17,000, Member #18,000, etc.?

Mike Sheuerman
Membership/ VHPA

E-Mail: [REDACTED]

Phone [REDACTED] (cell) or 1-800-505-VHPA

MOON'S ONE-DIME-A-DAY IDEA PAYING OFF

Moon's "FROM THE PRESIDENT" column in the last issue was a good one. His idea of donating one-dime-a-day for a year to give a fellow helicopter pilot that has never joined VHPA a chance to enjoy our organization for a year was spot on. And it is already helping grow our ranks. As I write this article, eleven members have paid the one-dime-a-day and 26 NEW GUYS are the recipient of a year's membership in our Association. Good idea, Mr. President, good idea!

If you are considering answering our President's call to action and helping the VHPA grow, PLEASE send Membership your check and/or credit card information for the amount you wish to donate. Also include the name (or names) of the men you would like to receive your gift or your Flight Class or Unit if you want HQ to select someone for you. Moon's goal is 250 NEW GUYS through this program. Please feel free to call HQ to make a donation and ask any questions.

Thanks, Moon!

Mike Sheuerman

Membership/ VHPA

E-Mail: [REDACTED]

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From (2841)

**Bill "Moon" Mullen,
President
of the VHPA**



YOUR LAST CHECK RIDE

I have four daughters, two each by separate moms, and a new wife. I am a lucky guy in that all five actually like each other. Now what are the odds of that happening?

I sometimes think what could happen to change their great relationship....perhaps my last check ride! In a time of sorrow when they have to agree on a funeral home, a casket, what I will wear, funeral arrangements, where to bury me, write an obituary. I decided to give them the final act of love. All the arrangements have been made and paid for in advance, by me.

Now, being a Vietnam Helicopter Pilot, I know we do not like people telling us what to do. The actuary charts tell us that 7% of those reading this article will not live for another year. No, not reading this will not change your odds! So, I am going to make some suggestions.

1. Please make a will....even if it is handwritten, signed and dated. Many times an attorney will take your handwritten will and put it into a legal document for a few hundred dollars.

2. Talk to a funeral director and exchange ideas. The casket is usually the largest cost item. The difference between a \$2,000 and \$6,000 casket is the amount of time it will remain air and water proof. Twenty five years or one hundred years.

My comment was... who cares...and who is going to check? I selected the inexpensive one.

3. Do you want flowers or a charitable donation?....do you want a religious ceremony?....music selection?....cremation?

4. Most pilots can be buried in a military cemetery....contact your local VA office and gather information. There is a burial allowance, they provide a headstone or marker, there is a death pension and a burial flag.

Note: I will have an Irish wake at the local American Legion hall. Of course there will be an open bar and plenty to eat. It is hoped that many will sit around and tell Moon stories and celebrate with laughter and remembrance.

As I stated in the beginning, over 600 of us will take that final check ride during the next year. It is going to come at some time so do your family the last big favor and plan ahead.

I am PROUD to be one of us.

**Welcome Home, God Bless You and
God Bless the United States of America.**

*Let me know how we are doing
~ Moon*

America's tradition of service: Mike King

by Terry Garlock

Note: this column was published in the Fayette County, GA newspaper, The Citizen, on Aug 14, 2013, one of many attempts by Terry Garlock to focus an uninterested American public on our military.

The Silver Star is our country's 3rd highest military decoration for valor, exceeded only by the Distinguished Service Cross and Medal of Honor. If you ask my buddy Mike King how he earned the Silver Star, or if you ask about the personal cost involved, he may stare at you but he won't tell you and there is nothing you can say to convince him you deserve to know.

The Silver Star is awarded for "gallantry" in action, one peg above heroism on the military awards chart, but if you utter the word "hero" to Mike he will think you a damn fool and he just might say so because he's inclined to speak his mind without the inhibitions that encumber most of us. Too many Americans have no interest in or concept of serving our country under difficult conditions. Too many don't even know anyone in uniform and since these days virtue is measured in self-indulgent pastimes and cell phone acumen, I believe our youth would do well to pay attention, to measure themselves against examples of service such as Mike King in Peachtree City. He retired from the US Army as Lieutenant Colonel, but I will tell you a little about his younger days as a Lt., serving as a helicopter pilot in the Vietnam War in 1972.

The war was rapidly winding down and all American ground troops had been withdrawn from Vietnam. Our pilots remained to support South Vietnamese ground troops fighting to protect their country from North Vietnamese invaders seeking to impose Communism by force. Mike was a Scout pilot with Charlie Troop of the 16th Cavalry in the delta region in southern Vietnam near the equator, where the mighty Mekong river spreads out in many fingers to flow in ever-slower ebbs into the South China Sea, depositing its silt along the way to build more flat so-called land, where there are no foxholes because digging a few inches will strike water, where palm trees grow tall and the vegetation spreads thick and fast beside thousands of rice paddies separated by dikes in squares, where the steamy heat and humidity suffocate newcomer Americans while rotting the clothes off their back and distracting them from noticing trip wires and mines, where snakes abound and the bugs are so big they might conspire to carry you off for dinner, where ground transport was predominantly by boat on the countless canals under cover of darkness despite curfews and civilians had been mostly relocated out of the areas designated as free fire zones due to relentless enemy activity.

Scout pilots were a special breed, kind of the "Airborne Ranger" among helicopter pilots, mostly volunteers for their dangerous mission. They flew the Hughes Cayuse OH-6 Light Observation Helicopter, "Loach" in our slang, a powerful little aircraft that suffered none of the power problems plaguing other helicopters in the lousy "density altitude," a by-product of the heat. The Loach gave a quick, highly responsive low vibration ride, perfectly suited to the Scout



Mike King, in front seat, and Hugh Mills, in back seat, share some down time between missions. Photo taken by Bob Hesselbien

mission of flying low, swooping around, blowing tall grass apart looking for footprints, campfires, weapons or food caches or any other sign of the expertly concealed enemy, always trying to draw their fire to expose their position. Mike and his fellow Scouts flew missions in Loach pairs, darting around low and usually quite slow looking for trouble, flying a circular cap around a target 180 degrees apart to cover each other with the gunner's M60 and the pilot-controlled minigun, a breathtaking weapon that fired 7.62mm rounds at the rate of 4,000 per minute on full speed. Of course standard issue weapons weren't enough for these cowboys, so they carried a pile of "bombs," a concussion grenade taped to three pounds of C4 plastic explosive. The gunner used them like bowling balls to roll on the fly into the door of enemy bunkers after pulling the pin. The longest four seconds of Mike's life was when his gunner in the back seat was hit in his chest protector by an enemy round and knocked to the other side of the aircraft while he was holding the bomb, yanking the commo chord out of socket, leaving Mike to wonder whether the grenade was still in the back seat with the pin pulled, which would have turned them and the aircraft into a shower of small pieces.

The first time Mike was shot down he was flying the wing of Hugh Mills, a legendary Scout pilot and member of the US Army Aviation Hall of Fame. Intelligence had reported an NVA unit in the area. Searching for the enemy was scheduled for an end of the day mission, which afforded the brass at Group Headquarters the opportunity to join the Cavalry package sent to check it out since this was thought to be a "milk run." The brass would observe from the Command and Control Huey helicopter at a higher and safer altitude, so what could possibly go wrong?

Mike and Hugh flew their approach low, at about eight feet off the ground and 80 knots to surprise the enemy – if they were there. As they rounded a turn at a canal, suddenly the enemy unit was in close front encamped in a clearing, surprising all on both sides, and Mike lost track of his fire team lead bird because there were lots of pretty twinkles out front – enemy muzzle flashes – and as the rounds

zipped and whacked into his aircraft Mike was focused on the minigun to shoot back. He says after a minigun burst it all seemed like slow motion because everything went quiet when his turbine died and that low to the ground there was no time to do anything. When he hit the ground that tough little helicopter rolled right through the enemy camp, slinging off all kinds of parts and maybe killing some enemy as it rolled, and kept rolling beyond into a rice paddy. By the time that highly survivable cockpit stopped rolling, everything external had either fallen off or had been torn off, including the plexiglass bubble, and a dizzy, banged up and pissed off Mike unstrapped and climbed out, looking around for John Hazelwood, his door gunner in the back seat, but all he could see was John's nose just above the dirty rice paddy water.

So Mike drew his knife, cut John's safety belt, pulled him up by his shirt, threw him over his shoulder and proceeded to a nearby rice paddy dike for cover. Carrying Hazelwood through waist-deep foul water fertilized with animal and human dung, Mike noticed armed enemy troops, who looked rather pissed off themselves, advancing from both sides of the dike. Hazelwood told Mike later that his legs worked fine but he decided if Mike was determined to carry him he would gladly go along for the ride, but as the enemy closed in he did hasten to remind Mike about his .38 pistol, their only remaining weapon. Mike drew his pistol and fired all six rounds while still carrying Hazelwood, alternating his fire from one side to the other, hitting two of the enemy and slowing the others down. Mike doesn't remember, but John swears that Mike threw the empty weapon at a nearby enemy soldier just before the C&C aircraft arrived to pick them up, first dispatching nearby enemy with the gunner's M60.

Mike's John Wayne impersonation was over, at least for that day, February 20th, 1972. But that is not the occasion for which Mike received the Silver Star. Mike's luck held through being shot down four more times in the Delta, including one day a very angry enemy soldier emptied his AK-47 into Mike's helicopter from point-blank range as he flew by low and fast, putting one round in the middle of his chest protector. Mike still has that chest protector, or "chicken plate" in our lingo, with the 7.62mm bullet hole to remind him how much his bruised ribs hurt for days. One day Mike zigged when his gunner expected him to zag, and unintentionally shot holes in the ends of each of the four rotor blades. Mike had to set it down before the extreme vibration tore the aircraft apart.

If you want to call that a shoot down, then make it six in all, too many tests of a young man's courage and luck. If you ask Mike he'll tell you he just did his job in Vietnam like the other guys. Just like them, he didn't really want to be there amidst all the misery, he didn't hate anyone and he didn't want to kill anybody. He was doing his duty.

One of the reasons he won't answer some questions is that he knows fancy medals that set one man apart don't make a dime's worth of difference among Vietnam veterans; we're all brothers who were in it together. As any combat veteran can tell you, war is a nasty business, the price of admission to a brotherhood of those who were there. I have known Mike King for just five years but he



Mike King and his daughter Abby

and I will be brothers and friends until one of us draws a last breath and there is no other in this world I would rather have watch my back.

Young people, tear yourself away from your cell phone, take notice of people around you like Mike King, measure yourself and wonder: How can I serve an interest that is greater than myself? Only you can answer that question.

Terry Garlock of Peachtree City, GA was a Cobra helicopter pilot in the Vietnam War and wrote a book about Vietnam veterans, "Strength & Honor: America's Best in Vietnam," see www.garlock1.com. Terry's e-mail address is: [REDACTED]

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HOW I SPENT MY CHRISTMAS OF 1968

At the time, I was commanding the 159th Med Detachment, a DUST OFF unit at Cu Chi, located about 20 miles north of Saigon. I was wounded during the early morning hours of December 11, 1968 and spent the next four days in the hospital after a North Vietnamese soldier ricocheted an AK- 47 bullet off my hard head.

I returned to my unit on the 16th of December. A couple of days later, the Commander of the 25th Medical Battalion called and said the Chief of Staff of the 25th Infantry Division wanted to see both of us right away. When I asked why, he said, "I don't know, but the Chief wants to see us right now!"

When we got to the Chief's office, he shooed everyone else out and told us to pull chairs close to his desk. When everyone else was gone, he turned and said, "What I'll be discussing is at the Secret or Top Secret level, so keep it close-hold. No one else knows anything about this except for the G-3 and the Division Commander."

After that unexpected warning, the Chief continued, "We have information concerning a very sensitive mission that may be coming our way and I need a pilot who knows the area around Tay Ninh like he knows the back of his hand." I responded, "Sir, you're looking at him. I flew in this area for a year during my previous tour and I've been here for nearly six months this time." The Chief looked at me and said, "But you just got out of the hospital, didn't you?" I said, "Yes sir, but I can get back on flying status again in a heartbeat."

The Chief continued, "We understand the North Vietnamese plan to release some American Prisoners of War (POW) as a goodwill gesture on Christmas Day and we need a DUST OFF to pick them up. Can you do it?" I said, "Yes Sir." He then said, "Okay, pick your best crew to go with you because I don't want any problems."

The Chief of Staff was one of those officers you didn't mess with, so I replied, "Okay, sir, I'll pick my best people." The Chief closed with, "Be at Tay Ninh tomorrow at 1330 for a meeting at the Third Brigade headquarters. Now, get out of here!"

When we walked out, LTC Helzel turned to me and said, "I thought the flight surgeon grounded you for at least two weeks?" I replied, "I'm on my way to see him right now and, if I need any help, will you support me?" He looked at me and said, "Well, okay." I knew the flight surgeon fairly well and didn't believe he would give me any grief, but it didn't hurt to have another doctor in my corner as insurance.

I told the flight surgeon I needed an "Up Slip" because the Chief of Staff wanted me to fly a mission for him. He asked me two questions, "Are you having any dizzy spells? Can you see all right?" I told him I was fine, so he said,

"Then I'll put an "Up Slip" in your records." That's how easy it was to get back on flying status after being wounded.

I picked a W-1 by the name of Jim Daily to be my copilot and the two of us selected the crew chief and medic we wanted to fly with us. I gave them a brief outline of what I had been told and asked them to keep it close-hold. The next day, we were anxious to learn what the mission might entail, so we arrived at Tay Ninh about 30 minutes early. Jim and I went to the Third Brigade headquarters to ask where the briefing would be held and were directed to a nearby building. We told the crew chief and medic to stay with the aircraft and headed for the meeting area. When we arrived, we were surprised to see armed guards surrounding the building.

There I was; a young major with a W-1 trailing me, as we walked into a room filled with high-ranking people. There were Army, Air Force, and Navy officers; people in civilian clothing (either State Department or CIA); and two brigadier generals present. Jim and I took a seat in the back of the room. After a short wait, the 25th Division Chief of Staff and others entered. An Army major began the briefing by telling us a clandestine message had been received from the North Vietnamese indicating they planned to release several American POWs on Christmas Day. He said the release would occur at or across the Cambodian Border west of Tay Ninh and the purpose of the meeting was to



Captain Doug Moore (on left) standing outside his medevac copter at Tan Son Nhut air base, Saigon.



Trying to land all the way to the ground for a pick-up in the Rung Sat swamp south of Saigon.



Dong Soi Special Forces camp, located twelve kilometers northeast of Tay Ninh city in the shadow of the Black Virgin (Nui Ba Den) mountain. This is where 2LT Williams earned his MOH for actions on June 9, 1965.

by COL, Ret. Doug E. Moore

discuss the planning that had already been underway for several days.

The briefing continued in the excruciatingly hot weather while each phase of the plan was discussed in minute detail. Those plans provided for an infantry battalion, that would be placed on standby at Tay Ninh airfield with enough helicopters to lift the entire unit at one time. All nearby artillery, including a long range, 175mm howitzer unit, would be prepared to fire on targets in and around the release site. The Air Force would have two squadrons of fighter/bombers airborne to respond if the need arose. Finally, they told us a 20 mile radius 'No Go' zone would be established around the release point; into which no ground units or aircraft could penetrate other than the DUST OFF aircraft.

The briefing continued with only minimal acknowledgement of our role, so the Chief of Staff finally stood up from his front row seat and came striding down the aisle. As he passed where Jim and I were sitting, he said loudly, "You guys know what to do, don't you?" I said, "Yes, Sir." So the Chief continued, "Well, come on then, you don't have to stay and listen to the rest of this crap!"

We walked out behind him, leaving everyone else staring at us and wondering who in the hell we were. When we got outside, the Chief of Staff turned to me and said, "You guys ready?" I said, "Yes, Sir, we're ready." He then said, "Okay, you'll be given detailed instructions when the time comes. All I want you to do now is make sure your aircraft is ready and study possible pick-up sites on your map."

On Christmas Day, we returned to Tay Ninh. We were supposed to be there at 10:00 in the morning, but arrived about an hour early. After parking our aircraft in its revetment, several staff officers from the 25th Infantry Division came by to inspect it and found it in good order. A CIA or State Department representative stopped by and told us to keep our weapons slung on the backs of our seats unless we had to use them. He also told us not to take any cameras or recording devices and warned us against making any undue facial expressions or other gestures that might jeopardize the mission.

The POW release was scheduled to occur at noon, but nothing happened. We continued waiting until about 1600, when a captain from the operations center came out and said, "Okay, guys, everyone go home. Remember the Christmas truce ends at midnight, so watch yourselves!"

I wasn't satisfied with his brief information, so I walked over to the operations center and asked what happened. Their response was, "We don't know. It just didn't happen." At that point I asked, "Well, what was supposed to happen?" Their answer was, "We don't know." We were completely puzzled by the day's events, as we returned to Cu Chi.

There was no additional information about the POW release until shortly after noon on the 28th of December. I had just returned from flying another mission when my clerk told me the Chief of Staff wanted to see me right away. I hurried to his office and the Chief told me, "Everything is on for New Year's Day. Be at Tay Ninh at 0930."

On January 1, 1969, we returned to Tay Ninh and an Army LTC was waiting when we got out of the aircraft. He asked us to gather around him before saying quietly, "We think it will be a 'go' today. Just before you launch, you'll be given a set of map coordinates. Now, here are two code words for you to remember. The first is to be used to call in the Air Force in case it's a trap and they begin shooting at you. If you successfully pick the POWs up, here's another code word for you to use. Call us as soon as you are out of the pick-up site and transmit that code word followed by a number indicating how many POWs you have on board. Are there any questions?" At that point, I asked, "How will the landing zone be marked?" His response was, "I

don't know. You'll be given a set of map coordinates and that's all I know."

We stayed with our helicopter for nearly two hours in terribly hot weather and were beginning to believe it was going to be a repeat of Christmas Day. Suddenly, an officer ran from the operations center and gave me a handwritten set of map coordinates. We quickly checked them on our map and found the pick-up site was not across the Cambodian border as we had been told to plan for. Instead, it was a few miles inside South Vietnam in an area of heavy jungle that was commonly called the "Saw Tooth Woods." I had been on operations in that area earlier and we always drew heavy automatic weapons fire.

As the crew untied the rotor blades, Jim and I made a last check of our weapons to ensure they were as inconspicuous as possible. The takeoff we made that day was one of the strangest I've ever experienced. Typically the skies around Tay Ninh were filled with all sorts of airplanes and helicopters. On that day, however, we couldn't see another aircraft in the air anywhere.

Jim navigated while I flew and as we approached the "Saw Tooth Woods," we began noticing small clearings near where the coordinates were leading us. Then, we saw a large North Vietnamese flag flying in a small clearing, so I told the crew, "That's probably it. Let's land by the flag and see what happens." At that point, I called the operations center at Tay Ninh and told them we were landing.

We landed a few yards from the flag and kept the engine running. A few minutes later, we saw eight North Vietnamese Army (NVA) soldiers

See page 46 for the conclusion of COL Moore's story



Photo of the helmet Doug Moore was wearing on 11 Dec 68 while he was picking up eight patients from the 2/12th Infantry Battalion. "The aircraft took 37 hits while we were on the ground and during take-off including an AK-47 round that came through the lower part of the windshield frame, hit my helmet in the visor knob slot and came out behind my left ear.

The bullet barely scraped my forehead, but metal and Plexiglass fragments cut my nose and filled my left eye. An ophthalmologist plucked most of the fragments out of my eye and I suffered no permanent damage. Someone was looking out for me that day." Doug Moore

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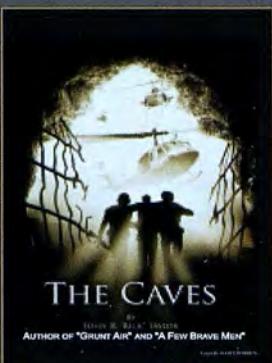


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The Caves

by John R. "Rick" Taylor, Author of "Grunt Air" and "A Few Brave Men"

Scheduled Release September 7, 2013

"The Caves", the sequel to "Grunt Air", begins in Washington, where a radio intercept officer decodes a classified message from the head of the North Vietnam office that controls the captured American and Allied Prisoners of War. The message instructed the camp commanders in Laos to be prepared to execute the POWs on command. This sets the massive military machine into action to find a way to save the POWs. Due to very limited time and internal Pentagon turf wars, normal units could not be used.

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The Chairman of the Joint Chiefs of Staff was convinced by Brigadier General Herbert to use the unknown Grunt Air unit stationed in the Philippines. The story vividly describes the life and torture of the POW prior to their scheduled execution date. Major Dan Roman, commander of Grunt Air, gets the assignment and launches a very unique and imaginative operation plan to get the prisoners out of Laos before they are killed.

The novel covers the exhaustive intelligence gathering on Laos while the unit trains and prepares for deployment. A few twists occur along the way to make life for Roman a little difficult. It tests his leadership and his resolve in accomplishing the mission before the unspeakable happens to the POWs. Right on schedule the mission launches, but not exactly as planned.

Visit Us on the Web @: <http://afbm-blackbart.com/caves.htm>

VHPA Member Floyd Littlefield sent us scans of five postcards that he bought at Fort Rucker while he was in flight training and he has saved all these years..

The back of the front gate post card reads: Main Gate - Fort Rucker, Alabama, Army Aviation Center".

The back of the UH-1B postcard reads: "The UH-1B - Famed for its performance in war torn Southeast Asia, the UH1-B Iroquois are being flown in Vietnam by pilots trained at the Army Aviation Center, Fort Rucker, Alabama".

The back of the OH-13 post card reads: "The OH-13 first won fame as the 'Korean Angel' as a medical evacuation ship in the Korean War and is a familiar site at the Army Air Center at Fort Rucker, Ala., and in Viet Nam."

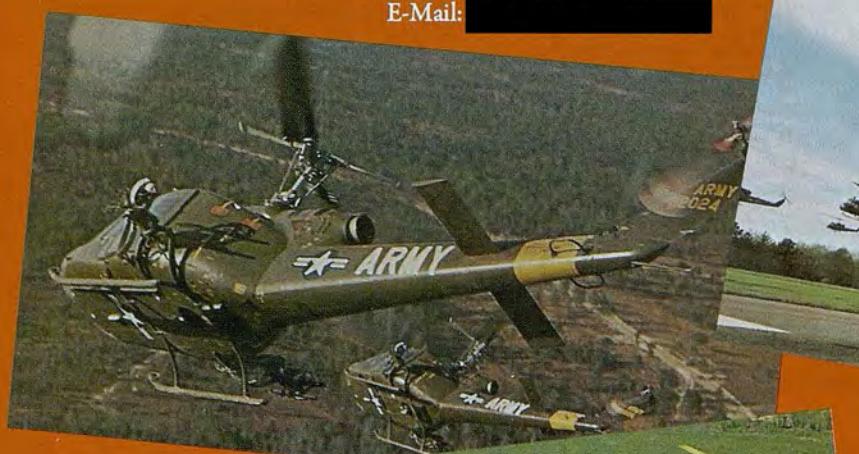
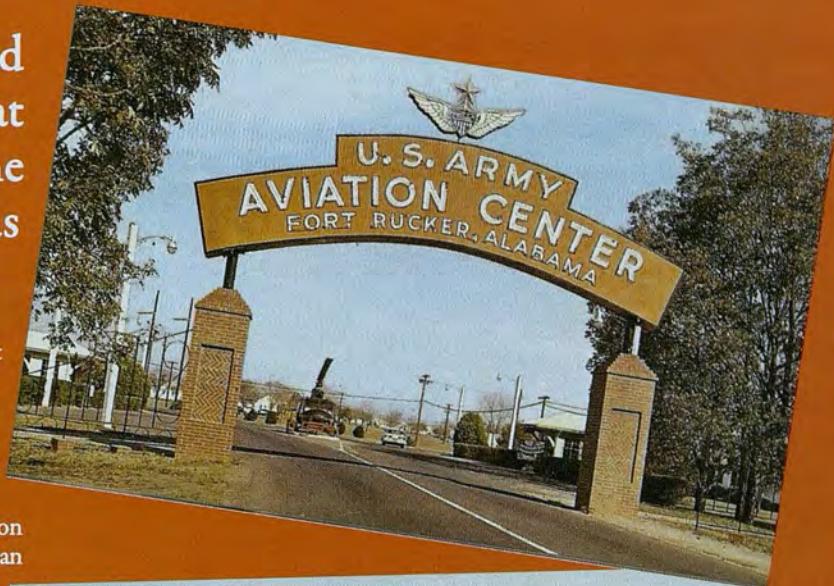
The back of the UH-1D post card reads: "The UH-1D - This turbine-powered U.S. Army Helicopter held 21 world helicopter performance records in 1965. It is used in pilot training at Fort Rucker, Alabama and as troop transport and evacuation helicopter in Vietnam."

The back of the Mass Fly By post card reads: "The Army's advanced helicopter students fly UH-1B 'Iroquois', here displayed in a sky-filling and unusual mass formation at Fort Rucker, Alabama".

All five cards have an identical vertical dividing statement in the center of the back that reads: "Smith's Drug Sundry Store, Ozark, Alabama".

I hope that sharing these might bring back some memories for our members.

Floyd Littlefield
Flight Class 67-7
Boxcars/Freight Train in Vietnam
E-Mail: [REDACTED]



VIEW FROM ABOVE

VHPA Member Fred Harms (Class 67-5, 92nd AHC) sent us these aerial photographs that he took of Fort Wolters last July 12th. It seems Fred was taking a recurrent check ride, with the FAA this time, and they chose to conduct it over the Mineral Wells, Texas area

This was Fred's last flight check with the FAA. He retired in December of 2013. He went on to say that Downing Heliport is now used for police driver training and "anything else that requires a big, open space."

Fred may be reached at: [REDACTED]



Aerial view of the Main Gate taken on July 12, 2013. Note absence of both damaged display helicopters which were replaced on August 14th, 2013



Aerial photo of the old WOC barracks area. The barracks were used for many years as various types of confinement facilities, the latest version, the "Mineral Wells Pre-Parole Transfer Facility", was closed on 13 August 2013.



Aerial photo of the old Main Heliport, located on Fort Wolters proper.



Downing Heliport, still co-located with the Mineral Wells Airport (in foreground).



Dempsey heliport located near Palo Pinto, Texas. Was used for many years as a FEMA trailer parking lot.



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A Sad but Uplifting Message from our brothers at the Army Aviation Heritage Foundation

Our AAHF Skysoldiers' Operations Officer, Rick Welch, took a call from a hospice nurse in Decatur, GA. She was calling on behalf of the family of a dying Vietnam vet in her care. She found us after calling lots of folks trying to take care of this soldier's last wish which was to fly in a Huey one more time before he died. Rick believes he was either a gunner or a crew chief in Vietnam. The foundation agreed to honor his wish, and scheduled a flight for Wednesday, November 13th at 1000 at Tara Field. He was to be accompanied by the hospice nurse, his wife, children and grandchildren.

As Rick so aptly put it, "This is why we exist!!!!" Rick also changed an appointment so he could be there to witness this fellow's moment.

The planning went forward, making sure as many of the AAHF Vietnam vets were notified as possible, and attempted to ensure the flight crew would be Vietnam vets if at all possible.

The day before the flight was scheduled Rick was forced to send out the following message: "This mission is a no-go. Our honored Veteran passed away yesterday on Veterans Day no less". His nurse advised that he was so very excited about his upcoming ride, and he got all his Vietnam pictures out and showed all his family what he was going to do one more time, and that was to ride a Huey to heaven. As she put it to Rick, "although he did not get to ride with the Foundation Skysoldiers, we put a smile on his face and hope in his heart before he died. His family is very grateful."

Rest in Peace our fellow Veteran, Welcome Home again, and make sure those Huey's in Heaven are pre-flighted, and ready to go when the rest of us join you.

Vietnam Combat Helicopter T-Shirts

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AH-1G COBRA ATTACK HELICOPTER

NEW DESIGN



The AH-1G Huey Cobra was designed by Bell Helicopter specifically as an aerial armament platform to clear air space, support and Hunter/Killer operations. From late 1967 the AH-1G began replacing the UH-1 Iroquois to become the premier helicopter gunship in Vietnam

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VHPA SCHOLARSHIP QUESTIONS

Many in our Membership are asking questions about our annual Scholarship program, who is eligible, how is it awarded and when can you apply. Ok, here goes -

VHPA MERIT SCHOLARSHIP PROGRAM

Currently, the VHPA has five endowed annual scholarships of \$1000 each. All of the VHPA scholarship funds are managed by the AAAA Scholarship Foundation. The Executive Council has authorized that all funds donated at the Annual Business Meeting, by passing the "CAV HAT", be used to increase future scholarships to \$2,000 each. At the Annual Business meeting in San Francisco there were sufficient funds donated, including a matching donation by one member present, to allow each of the five \$1,000 scholarships to be increased to \$2,000 each!! All other funds received at the reunions, and throughout the year, other than the ones donated at the Annual Business Meeting each year, will be used to increase the VHPA endowed scholarship account with the AAAA Foundation.

It is the plan of the Scholarship Committee, with the support of the Executive Council of the VHPA, if possible, to continue to offer at least five \$2,000 awards every year.

ELIGIBILITY

To be eligible for all VHPA MERIT SCHOLARSHIPS, all student applicants must meet one or more of these requirements -

- 1) The Sponsor (Father or Grandfather) must be a dues current member of VHPA.
- 2) The Sponsor must be a dues current member of AAAA and/or the student applicant must be an Associate member of AAAA at the time of application.
- 3) If a Helicopter Pilot (Father or Grandfather) lost his life while serving in Vietnam or SE Asia between 1961-1975 as a helicopter pilot the student applicant must be (a) a descendant of the deceased pilot and be an Associate Member of AAAA at the time of application.
- 4) If a helicopter Pilot (Father or Grandfather) who served in Vietnam or SE

Asia between 1961-1975 but died after his tour (DAT) but, before 1982, the student applicant must be a descendant and be an Associate member of AAAA at the time of application.

5) If the student applicant is a descendant of a VHPA member who died after 1982 (DAT) and who was a dues current member at the time of his death, he is eligible, and must be an Associate member of AAAA at the time of application.

HOW AND WHERE DOES SOMEONE APPLY

Go to www.vhpa.org, scroll down to VHPA scholarships and follow the prompts. Or you can go to www.qual-a.org and follow the prompts for "How to Apply". All applications must be submitted to the AAAA Foundation before May 1 of the year the person is applying.

NOTES OF INFORMATION

- 1) All scholarships are awarded by MERIT, not need and you are making the application based on how well you have done at school grades, activities and honors. Be sure to be truthful and include all activities (school or church or other types) and honors received
- 2) PLEASE be sure the name of your Sponsor (Father, Grand Father, Great Grand Father) is on the application. Each VHPA student application will be checked for eligibility.
- 3) Be sure you to state that you are eligible for the VHPA Scholarship.
- 4) All VHPA applicants are ALSO eligible for all of the other AAAA awards. This means that you could be awarded a scholarship other than a VHPA scholarship. In the past almost 55% of all VHPA applicants received non-VHPA Scholarships.

It's never too early to get started on your application. Contact the AAAA Foundation now and GOOD LUCK!!!

Mike Sheuerman, Scholarship Committee Fund Raising





101st Airborne Division, Northern I Corps, 1968-1972. Aviation units with aircraft type, markings, pocket patches, callsigns. Unit crests for all units assigned to the 101st. Detailed AO map includes firebases and base camps. Full color. 24" x 36", \$60.00 ea. including postage. Satisfaction Guaranteed.

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"The bottom line is, the war is over. It really wasn't over till I came back," General Norman Schwarzkopf, during his 1993 return.

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Above:
O.K. Steele
and wife
enjoy
Vietnam
with MHT!
Right:
VHPA paxs
on the Delta
during this
year's
Rotorheads
Return!



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MASTER MODELER

Former Apache Troop, 1/9th Air Cav, Scout Gunner Mike "Torque" Lentino, is truly a "master modeler". In the photos below, only the size golf ball hasn't been changed so yes, these models really are that small.

After first receiving photos and details from his fellow Troopers about what an OH-6 looked like behind the inspection panels, Mike Lentino built a model of Queer John, A-Troop's beloved and often-hit-but-never-killed LOH. Then Mike built an Apache Troop Pink Team by adding a model of a Cobra.

Those two models led to Mike building an entire miniature Apache Troop "Fleet" including Cobras, LOH's, a B-Model, a C-Model and an H-Model Huey and even an OH-13S Sioux! Last, Mike really went crazy and built a model of a CH-54 Sky Crane complete with an A/1/9 LOH being lifted to safety! As you can see, each of Mike's models is well constructed and incredibly detailed.

After Mike left the Army he got his airframe and power plant (A&P) license and he now also works on full size aircraft – probably to keep him from going completely crazy working on these little ones. Let's hope so as this work is absolutely amazing!

*These photos and story sent to us by VHPA Member
and former Apache Troop pilot Jim Kurtz.*

Jim may be reached at: [REDACTED]

Mike "Torque" Lentino may be reached at: [REDACTED]

Photographs by Richard Wakefield



Welcome to the 31st 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 31st Annual Reunion in Louisville from Tuesday, July 1st through Saturday, July 5th 2014 at The Galt House. We have a wonderful party planned for you, your family, and your friends! "Just Add Bourbon!" is a favorite expression of Louisvillians and Kentuckians usually said with a big smile!

In the next few pages you can see lots of details, the event schedule, the registration form, some policies and procedures, plus some neat pictures. But before you delve into all that let me mention SIX 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 24 tours or activities scheduled outside the hotel. At the bottom of 13 descriptions you should notice the word Maximum and a number. Now some of the numbers are large like 500 for the Slugger Field Special Event, but many are small like 36 for the Tuesday and Thursday Jim Beam Extended Tours. Many of these events will sell out FOR SURE!! The Reunion Committee developed a waitlist procedure in 2012 for the New Orleans Reunion and has been 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!!! The same logic applies to The Galt House. While we have a large room block under contract, it does have limits!

Second, we want you to ENJOY several WONDERFUL TREATS that should make this 4th of July SPECIAL. We'll bring three restored Vietnam Era helicopters to Waterfront Park. Even though the park is within walking distance from the hotel, we've arranged for a continuous loop shuttle so you can go and return at your own pace. We'll bring an 80% replica of the Vietnam Wall to Waterfront Park. We've arranged a special baseball, meal, transportation, and fireworks package on the 3rd. We've arranged a special museum tour package with transportation that allows you to select which museums you want to visit during a several day period. We've arranged for you to experience the menus and atmosphere of several restaurants. The entire Reunion experience is 4th of July Americana at its best – food, baseball, fireworks, helicopters, the Vietnam Wall ~ all in "your backyard" so to speak! And we haven't even mentioned a breakfast river cruise or any of the inside the hotel events. This is a cost conscious all American fun party for Vietnam Era guys and gals!

Third, for the first time in more than a decade, the VHPA (versus an outside contractor) is the recipient of the hotel contract commission. This coupled with some more down to earth hotel meal pricing (versus the 'big box' hotels who hosted us recently) allows us to offer group breakfasts! For years we've heard from the "let's have breakfasts together" choir but the best we could do was something in the \$40 per person range – stupid!! This year we'll have three breakfasts in the hotel (in addition to our traditional KIA/MIA Gold Star Family Breakfast and the breakfast cruise) with a \$16 per person ticket price. We'll use some of the hotel commission to make up the difference between the ticket price and what the hotel charges the VHPA. Now, a word of warning on this subject – we are rather certain we CAN NOT repeat this attractive feature in 2015. Please enjoy this treat this year!

Fourth, this VHPA Reunion is presenting some WONDERFUL gifts to the local community. For years about 200,000 folk visit

Waterfront Park for the 4th of July events and fireworks display. Everyone loves this huge Park located on the river not too far from The Galt House. Sections of the Park are affectionately named "The Great Lawn" by the locals. As a gift to the community, the Reunion has sponsored American Veterans Traveling Tribute (AVTT)'s 80% replica of the famous Vietnam War Memorial in Washington, D.C. This Wall will be installed on July 2nd in Waterfront Park and disassembled on July 6th. [BTW, we need about 15 able-bodied men (no "supervisors" please) both times – see the website for how to volunteer.] Additionally, the Reunion is teaming with our brothers in the Ohio River LZ Chapter to bring two American Huey 369 (AH369) UH-1Hs from Peru, Indiana plus VHPA member Peter Bales' OH-6A from Wisconsin and the Wolfhounds (a group of living historians that portray Charlie Company, 1st

Battalion, 27th Infantry Regiment, 25th Infantry Division during the Vietnam War) from Wisconsin. They will setup a static display near the river in Waterfront Park on the 2nd that is open to the public on the 3rd and 4th. The VHPA, AVTT, and AH 369 are "headliners" in the media material advertising the Waterfront Park festivities. A Combat Assault reenactment will be the center piece of Waterfront Park's "Welcome Ceremony" starting at 4 pm on the 4th. This promises to be a very special 4th of July evening indeed!

Now, as mentioned in the Annual Business Meeting during last year's Reunion, the VHPA will receive some corporate sponsorship for the Louisville Reunion. I think it is safe to say that some of the "promised funds" have yet to materialize. They may come in the Spring but... We are asking everyone to be generous with the "Wall & Huey Static Display Sponsorship" item on

the registration form – please and thank you.

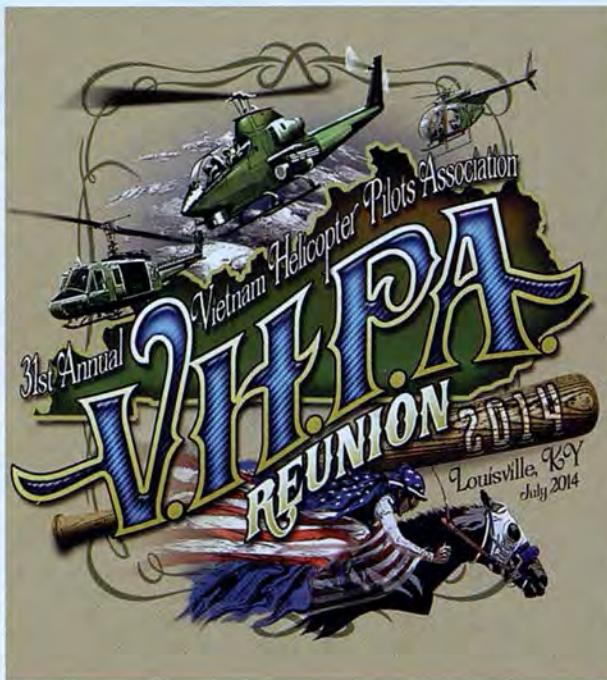
Fifth, Heads Up!! Please make certain you understand the VHPA's Annual Reunion Registration, Cancellation, and Refund Policy. Copies of this policy are posted in www.vhpa.org and in the Online Reunion Registration Application (ORRA). You can also contact HQ and they will provide you with a copy. The Official Registration Cancellation Date (ORCD) is noon CST, Wednesday, 18 June 2014. A cancellation made prior to the ORCD will be processed for a normal refund. Only those who purchased the Refund Guaranty Insurance (RGI) at the time of their initial Registration will be considered for a refund if they cancel after the ORCD. Again all the details are available on the websites or HQ can provide them to you.

Sixth, since this VHPA Reunion has literally a hundred "moving parts" even as GREAT as The Aviator is – there is no way we can communicate details and status to you with printed media. Please, please look to www.vhpa.org for all your needs.

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

or



OFFICIAL SCHEDULE OF EVENTS

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

Tuesday – July 1

8:00 am - 8:00 pm Registration & Tour Desk open
8:00 am - 8:00 pm Welcome Desk & Pre-registration open
8:30 am - 2:30 pm Fort Knox Tour w/lunch
9:00 am - 2:30 pm Jim Beam Extended Tour #1
9:00 am - 5:00 pm Museum Tour Pass Shuttle
9:30 am - 1:30 pm Jim Beam Basic Tour #1
11:00 am - 11:00 pm O' Club open
11:00 am - 2:30 pm UPS Tour #1
1:00 pm - 5:00 pm Vendor Room open
1:00 pm - 8:00 pm T-shirt pick up available
5:30 pm - 8:00 pm Group dinners Bourbon Row - Doc Crow's or O'shea's
7:00 pm - 10:00 pm Early Bird Gathering - Elvis Presley

Friday – July 4

7:30 am - 4:00 pm Registration/Pre-Registration/T-Shirts pick-up
7:30 am - 10:15 am Breakfast on the Belle
8:00 am - 11:00 pm Mini-reunions/TOCs
9:00 am - 5:00 pm Vendor Room open
9:00 am - 5:00 pm Museum Tour Pass Shuttle
9:00 am - 11:00 pm Waterfront Park Static Display Shuttle
11:00 am - 11:00 pm O' Club open
12:00 pm - 5:00 pm Horseshoe Casino #3
1:00 pm - 3:00 pm Writers Presentation
1:00 pm - 5:00 pm Mini-reunions/TOCs
4:00 pm - 5:00 pm Banquet seating
5:00 pm - 6:00 pm Combat Assault Reenactment
8:30 pm - 10:30 pm Fireworks @ Waterfront Park

Wednesday – July 2

7:30 am - 5:00 pm Registration open
7:30 am - 5:00 pm Welcome desk & Pre-registration open
8:00 am - 9:00 am Breakfast w/Speaker - Clovis Jones
8:00 am - 11:00 pm Mini Reunions/TOCs
8:30 am - 4:30 pm T-shirt pick up available
9:00 am - 5:00 pm Vendor Room open
9:00 am - 12:00 pm Churchill Downs #1
10:30 am - 12:30 pm HPF #1
10:30 am - 3:30 pm City Tour #1
11:00 am - 2:30 pm UPS Tour #2
11:00 am - 11:00 pm O' Club open
12:00 pm - 5:00 pm Horseshoe Casino #1
1:00 pm - 4:00 pm Churchill Downs #2
2:30 pm - 4:30 pm HPF #2
3:00 pm - 5:00 pm Banquet seating
4:50 pm - 7:30 pm Group dinners - Garage Bar or English Grill at the Brown Hotel
7:00 pm - 8:00 pm 1st Time Attendee Reception
7:30 pm - 10:00 pm Welcome Reception - Eric Clapton

Saturday – July 5

7:00 am - 8:30 am Breakfast w/Speaker
8:00 am - 9:30 pm Memorial Service
8:00 am - 11:00 am Mini-reunions/TOCs
9:00 am - 5:00 pm Vendor Room open
9:00 am - 5:00 pm Waterfront Park Shuttle
9:00 am - 5:00 pm Museum Tour Pass Shuttle
9:30 am - 1:00 pm Registration/Pre-Registration/T-Shirts pick-up
10:30 am - 1:30 pm Spousal Event - Fun & Lunch
10:00 am - 12:30 pm Annual Business Meeting
12:30 pm - 11:00 pm O' Club open
12:30 pm - 1:00 pm Presidents Recognition
12:30 pm - 1:30 pm Chapter President Meeting
1:00 pm - 5:00 pm Mini-reunions/TOCs
4:00 pm - 6:00 pm Banquet Seating desk open
5:45 pm - 10:30 pm Closing Banquet & Dance

Reunion Continuing Events:

Unit Mini-Reunions and Unit TOC's are scheduled daily at various times – see schedule posted in the Registration Area

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

The O' Club - Open from 11:00am till 11:00pm on July 1 through 4, on 5 July open 12:30pm till 5:00pm

A daily schedule for the Museum Tour Pass shuttle and the Waterfront Park shuttle plus all other bus schedules will be posted in the Registration Area.

Visit ...

www.vhpa.org

for current Reunion details

Click on Reunion Information

(second down on the list to the left on the Home Page)

GETTING THERE AND GETTING AROUND



Reunion hotel: The Galt House, [REDACTED]

Kentucky 40202, 502-589-5200 or 800-843-4258. The hotel's website is: <http://www.galthouse.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 \$109 in the Rivue Tower or \$129 in the Suite Tower per night during the period 25 June - 10 July 2014. Please consider the following:

- Via the Reunion's personalized website, go to: <https://resweb.passkey.com/go/VHPA14>
- Via www.vhpaservice.com, then Reunion Information and use the reserve your hotel room link.
- By calling the hotel's reservation line at 502-589-5200 or 800-843-4258. You need to mention you are a part of the "VHPA" or "VHPA National Reunion" so the agent can find the contract.

Airport Shuttle: We have a special rate of \$20.00 per/person with Sanddollar Shuttle for going to/from the Louisville International Airport (SDF) to the Galt House Hotel. To receive this special rate you must book in advance and use the code word TAIL. You can reserve on-line at www.sanddollarlimo.com, add the code TAIL to the "additional comments" section to receive the rate. Or, call Sanddollar at 502-561-4022 and give the operator the code word to get the special rate.

Parking: The general rule is that the self-parking fee is waived for all VHPA attendees, both hotel guests and non-hotel residing attendees. For attendees who are registered as Galt House guests, the self-parking fee is charged to the room but shows as a zero balance due at check-out. For non-hotel residing attendees, take your parking ticket to the VHPA registration desk and receive a parking voucher from us. When you exit, insert both cards into the machine.

The BIG problem concerns Friday, 4 July 2014 as both parking garages will be filled with downtown visitors. For registered Galt House guests, it is strongly recommended that you NOT take your car in or out of the garage on the 4th. If you do, there may not be a space for your car when you return. If you are a non-hotel residing attendee, there is no complementary self-parking on the 4th. You will have to pay to park that day.

Internet Access: VHPA attendees have free internet access in their room as part of our contract, use the name and password provided by the front desk. In the public areas, use the name and password provided by the concierge desk. In the meeting or business rooms (including the Exhibit Hall, Vendor Area, Ballrooms, mini-reunion rooms), use the name and password provided by the VHPA Welcome or Registration desks.

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 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. Anyone wishing to purchase a ticket for any of our events must pay the Reunion Registration Fee.

As a general rule, since VHPA Membership and Subscriber dues expire on the last day of the month, someone who is dues current when they register, could be non dues current on the 1st day of the Reunion (1 July 2014). Because of this, the VHPA Reunion Registration software is "forward looking" with respect to the dues status.

Please understand, 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 – are treated equally once they pay the Registration Fee. 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: Casual is the dress code for this Reunion, with the following reminders and suggestions. 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 also always a good idea to wear your Reunion lanyard.

Cancellation Date and Refund Policy: 18 June 2014, also known as the Official Cancellation Date (OCD), 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 noon CDT that day including those sent 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. All of this Reunion's events are refundable. 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.

This Reunion's Cancellation Fee is \$15. This fee is applied to each registered attendee – adult or child. 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 the last business day in July 2014. 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 OCD date mentioned above will be processed by HQ not later than close of business on Thursday, 31 July 2014. Since refunds are traditionally paid via check the goal is to have all checks in people's hands not later than mid-August 2014.

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. Refund Guarantee Insurance (GRI) is another name or term for the Cancellation Penalty Waiver Program and the Refund Guarantee Fee.

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. 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.

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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.

Please know that an individual event ticket can be deemed as non-refundable if the VHPA has already given the provider a firm guarantee for this ticket. Normally the VHPA needs to provide a guaranteed count for a meal or a major event 72 hours in advance. By way of example, assume you purchased the RGI and you have tickets for a meal on 1 July and a major event on 4 July and you notify the VHPA on 30 June that you need to cancel both; only the 4 July ticket will be included in the refund process.

The bottom line on Cancellations and Refunds: If you cancel some or all of your VHPA registration(s) prior to the 18 June 2014, you should expect a refund. If you cancel after 18 June 2014 and you purchased the Refund Guarantee Insurance, you should expect a refund. If you cancel after 18 June 2014 and you

DID NOT purchase the Refund Guarantee Insurance, DON'T expect a refund!

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 tan 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 six 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." You will receive your T-shirts after the Reunion.

INSIDE THE HOTEL SCHEDULED REUNION ACTIVITIES

Mini-Reunions

Tuesday, July 1st through Saturday, July 5th

in various event rooms on the Second and Third floors of the Suite Tower.

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@vhpao.org or call [REDACTED] 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 is coming (say approximately 20 registrants), then we invite you to schedule a TOC. A TOC is a specific Mini-Reunion room given to your group for all day or for several days. 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 1st, 11 am – 11 pm daily through Saturday, July 5th

in the Exhibit Hall on the Second Level (called the Ballroom Level on the hotel maps).

Here we host the "official opening" of the Reunion at 11 am on Tuesday, July 1st! In the tradition of a Vietnam unit's Officer's Club where 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 Area, Ballrooms, Mini-Reunion rooms, Registration and Pre-registration, and the O' Club are all within hand grenade range. The only place to buy a drink elsewhere in this huge complex is Al J's Lounge in the Conservatory (in the bridge between the two towers). The O' Club prices are generally \$0.50 to \$1.00 below Al J's prices where we will serve Domestic Beer \$4.50, Imported Beer \$5.00, Premium Wine \$6.50, Deluxe Wine \$7.50, Cocktails \$6.50 to \$7.50, and Soft Drinks/Bottled Water - \$3.

Historic Presentation Forums (HPFs)

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 to 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. A ballroom section is the dedicated home of the HPFs, set up theater style and equipment with high-end audio visual presentation equipment. This year's HPF line-up has not been confirmed. Go to the Reunion Information Page at www.vhpao.org for current information.

Early Bird Reception

Tuesday, July 1st, 7:00 pm – 10:00 pm, Grand Ballroom A

We will continue our long-standing tradition of hosting a reception for everyone who comes "early" to the Reunion. Please don't worry about the word "reception" ~ there will be NO RECEIVING LINE. The only formality MIGHT BE someone saying "Welcome! We are glad you are here!" as he leaves to chat with his friends. The room will feature lots of tables and chairs so you can visit and talk. The O'Club will be immediately across from the Grand Ballroom and we'll have other cash bars inside. You are welcome to bring a unit sign or guidon to mark "your table", but we CANNOT hang unit banners over the tables at this Reunion, sorry.

Entertainment #1

Tuesday, July 1st, 8:00 pm – 9:30pm, Grand Ballroom C

About one hour after the Early Bird Reception starts, we will start some musical entertainment at the other end of the Grand Ballroom. Priced at just \$5.00 a ticket because the Reunion Committee believes they "owe Reunion attendees one" after last year's Bob Hope Show, current plans include an Elvis Presley Tribute Show starting at 8pm. At least one of the large air walls between the Grand Ballroom sections will be closed for those who don't wish to have the music interrupt their talking. You can also come for just the entertainment program.

1st Time Attendees Reception

Tuesday, July 2nd, 7:00 pm – 8:00 pm, Grand Ballroom B

The Executive Council specifically tailors this reception for those who have never attended a VHPA Reunion in the past. Besides being able to meet all the members of the Executive Council and other 1st Timers, you will receive a brief overview of the history of the VHPA and have an opportunity to ask questions. There will be a cash bar in the room. When the "business" of this Reception concludes, the air wall between Sections A and B of the Grand Ballroom opens so the 1st Timers and Executive Council members can "join" the Welcome Reception.

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Reunion Early Bird Gathering

Tuesday, July 2nd, 7:30 am – 10:00 pm, Grand Ballroom A

Traditionally this reception was the first official Reunion event, now it is mostly just a “get together” at an appointed place and time for everyone who attends the Reunion. The room will feature lots of tables and chairs so you can visit. The O’Club will be immediately across from the room and we’ll have other cash bars inside. You are welcome to bring a unit sign or guidon to mark “your table”, but you CANNOT hang a unit banner over the table. Once the entertainment starts at 8:30, the tables in the O’ Club & Exhibit Hall are available for those who wish to just talk.

Entertainment #2

Tuesday, July 2nd, 8:30 pm – 10:00 pm, Grand Ballroom C

About 30-minutes after the 1st Timers Reception ends, we will open the wall to the Grand Ballroom and start some musical entertainment. Current plans include an Eric Clapton tribute show with eight performers lasting about 90 minutes. You can come for the entertainment even if you don’t wish to participate in the Welcome Reception. The Reunion Committee believes they “owe Reunion attendees one” after last year’s Bob Hope Show – so this year the ticket price is just \$5 per person.

Writers Presentation

Friday, July 4th, 1:00 pm – 3:00 pm, Grand Ballroom C

This year the VHPA’s Book Reviewer, John Penny, plans a special presentation for the benefit of VHPA members aspiring to be authors. The plan is to bring 3 or 4 VHPA authors who have written in the various genres as well as in the different ways to get published: traditional, print on demand (self published), and electronic publishing. VHPA member Marc Liebman, the author of Big Mother 40, (also working on a series of books) will attend the presentation. Please go to the Reunion Information page at www.vhp.org for updated information.

KIA/MIA Gold Star Family Breakfast

Thursday, July 3rd, 7:30 am – 9:00 am, Combs Chandler Room on the Grand Ballroom 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 three years many VHPAers have generously provided sponsorship. These gifts are deeply appreciated.

Spouse/Guest/Ladies Event: Fun & Lunch

Saturday, July 5th, 10:30 am – 1:30 pm,

Combs Chandler Room on the Grand Ballroom Level

While you have lunch, we have two “special treats” for you. First, Tim Laird, Chief Entertaining Officer at the Brown-Forman Hotel, will give a presentation focused on recipes in food and drink using Kentucky bourbon and include stories and history of bourbon. Tim will sell his new book, “That’s Entertaining” at a discounted price of \$15 during the event. Second, we’ll have a demonstration of Derby hat-making. Please go to the Reunion Information page at www.vhp.org for updated information. Be prepared to have a fun lunch experience.

Annual Business Meeting (ABM)

Saturday, July 5th, 10:00 am – 12:30 pm, Grand Ballroom C

This is a “ticket event” for this Reunion. As with all “ticket events” 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 any dues current VHPA Member can attend the ABM without registering for the Reunion. All dues current VHPA Members who plan to attend the ABM and are not registered for the Reunion should obtain their ABM ticket from the on-site Reunion Registration Desk.

The current VHPA President, Bill “Moon” Mullen 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 Operations Office, 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, contact the VHPA President or any member of the Executive Council.

Closing Banquet

Saturday, July 5th, 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:

■ 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.

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- When the Banquet concludes, the air wall between Sections B and C will open. Those who wish to dance and simply listen to the music/entertainment, we will have a professional group playing on the stage in Section C with a proper dance floor, cash bars, and seating. Naturally you can come and go as you please.
- There will be NO AMPLIFIED SOUND in the O' Club area and the entire Exhibit Hall area following the President's closing remarks and the WOC Chorus presentation of "God Bless the USA." Those who don't wish to talk over the entertainment and dancing can relocate to the O' Club area.
- Our promise is – you and your party can sit at your table or anywhere in the dining room or the O' Club area for as long as you wish. The Cash Bars will remain open until they are no longer needed.

Dance Band Entertainment prior to and following the Closing Banquet Saturday, July 5th, 6:00 pm – 11:00 pm, Grand Ballroom C

This year the 6-piece Butch Kaufman Band will perform for us. As per Reunion tradition, the Band has a current copy of the Official VHPA Song List carefully crafted by Nelda Horton and Kathy Baskin. A smaller ensemble from the band, probably a trio, will perform during cocktails, 5:15-5:45 pm. Following the VHPA President's closing remarks, the full Band will play a 90-minute set, take a 15-20-minute break, and conclude with a 45-minute set.

OUTSIDE THE HOTEL SCHEDULED REUNION ACTIVITIES

TAKE ME OUT TO THE BALL GAME

Thursday, July 3rd (5:00pm-10:30pm)

Enjoy a special evening at Louisville Slugger Field for dinner, baseball, & fireworks. This unique ballpark, built around a former historic train shed, is a wonderful place to see a ball game. Louisville Slugger field, the home to the Louisville Bats, that AAA affiliate of the Cincinnati Reds will play the AAA affiliate of the Pittsburgh Pirates. Board the bus at the hotel, upon arrival we go to our reserved, air conditioned area for an all-you-can-eat buffet dinner of baseball park food ~ hamburgers, hotdogs, grilled chicken, baked beans, mac & cheese, popcorn & non-alcoholic beverages. Cash bars are available throughout the ball park. You will then have a reserved seat for the game in a VHPA special section. Game program and a 10% discount coupon for the Gift Shop is included in the package, enjoy a spectacular fireworks show at the end of the game. For those who do not want to stay for the entire game, there will be scheduled shuttle transportation back to the hotel throughout the evening. *Maximum Capacity 500*

BELLE OF LOUISVILLE BREAKFAST SIGHTSEEING CRUISE

Friday, July 4th (7:30am-10:00am)

Enjoy a special sightseeing breakfast cruise on board the Belle of Louisville, America's last true Mississippi River steamboat still in operation. This year marks her 100th birthday, built in 1914 in Pittsburgh as a ferry, she was named a National Historic Landmark in 1989. Steel hulled and paddle-wheel driven, she draws only 5' of water. She's able to travel on virtually every navigable inland waterway and is the most widely traveled river steamboat in the nation. This is a private cruise for the VHPA only. Enjoy an all-you-can-eat hot breakfast buffet which includes breakfast breads, biscuits, sausage gravy, home-fried potatoes, eggs, sausage, bacon, baked ham, fruit, coffee & juice. After breakfast enjoy the sights, visit the engine room, and listen as the captain narrates historic facts throughout the cruise. The Belle is docked directly behind the Galt House hotel, follow the signs and guides to the boarding area. *Maximum Capacity 350*

CHURCHILL DOWNS

Wednesday, July 2nd (9:00am-12:00pm)

and Wednesday, July 2nd (1:00pm-4:00pm)

Churchill Downs, the world's most legendary racetrack, and its fabled Twin Spires are worldwide symbols of horse racing tradition, and pride. Since its founding in 1875, Churchill Downs has hosted the nation's top thoroughbreds in competition for some of the sport's largest purses, and has presented America's greatest race; the Kentucky Derby continuously since 1875. Your tour begins at the Kentucky Derby Museum where you will get a first hand look at the event for which Louisville is known worldwide. Visit the museum at your own pace, enjoy the film "The Greatest Race", the first 360-degree high definition presentation in the world. Then take a 30 minute guided walking tour of historic Churchill Downs learning about past Derby winners and the rich history of this location. Continue to the paddock and out to the grandstand, learning trivia and fun facts along the way. Bring your camera! This tour is wheelchair accessible. Prior to returning to the hotel, you can visit the gift shop and take a stroll through the garden terrace where you will see the gravesites of some of the Kentucky Derby winners. *No lunch is included; however there is a cafe on site.*

JIM BEAM DISTILLERY EXTENDED TOUR

Tuesday, July 1st (9:00am-2:30pm) and Thursday, July 3rd (9:00am-2:30pm)

Kentucky is the bourbon capital of the world. Today you will visit the Jim Beam distillery, maker of one of the most popular Bourbons in the United States. Your day begins at the American Still House, where you will go through the entire Jim Beam Bourbon making process from start to finish. Start with the natural limestone water well, all the way through the mashing, distilling, barreling, storing and bottling. Following the guided tour you will have few hours on your own to take the short self guided tour through the historic buildings on site. Tour includes two complimentary tastings, and a lunch of a BBQ pulled pork sandwich. There's also plenty of time to visit the extensive gift shop; purchase a t-shirt or a few bottles of bourbon to take home with you. As the owners say repeatedly, "You will arrive as a friend and leave as family." This extended tour includes the Still House which is a 90 minute walking tour through the Still House. The temperature in the still house will be very hot, and you will have to climb several stairs. Once you start the tour, you cannot leave the tour. Be sure you are able to take this tour, if not please register for the Basic Jim Beam Tour. *Maximum Capacity 36*

JIM BEAM DISTILLERY BASIC TOUR

Tuesday, July 1st (9:30am-1:30pm), Thursday, July 3rd (9:30am-1:30pm) & Thursday, July 3rd (11:30am-3:30pm)

Kentucky is the bourbon capital of the world. Today you will visit the Jim Beam distillery, one of the most popular Bourbons in the United States. You will have a few hours to visit this beautiful location at your leisure. You will be given a map for the short self guided tour through the historic buildings on site, be sure to have your two complimentary tastings, and enjoy your lunch of a BBQ pulled pork sandwich at one of the picnic tables on site (included in the tour price). There will also be ample time to browse the extensive gift shop; purchase a t-shirt or a few bottles of bourbon to take home with you. As the owners say repeatedly, "You will arrive as a friend and leave as family." Important: The basic tour does NOT include a tour of the Still House. *Maximum Capacity 50*

FORT KNOX

Tuesday, July 1st (8:30am-2:30pm)

Today you will return to basic training and Armor School training with a visit to Fort Knox. Historic Fort Knox has served as a U.S. military reservation since 1918. Since WWI, the fort has played a key role in the development of military tactics, doctrine and equipment and has been an integral part of the training for both the active Army and Reserve components. This is a driving tour of the base where you can ask as many questions as you like. The tour includes a visit to the newly-renovated General George Patton Museum of Leadership which is dedicated to the memory of General Patton and his role as a leader from WWII. Lunch, included in the tour price, will be at a dining facility on base where you will join some of the soldiers stationed at Fort Knox today. Don't miss this chance to take a short trip down memory lane. *Tour space is limited, be sure to register early. Maximum Capacity 100*

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SPECIAL UNITED PARCEL SERVICE PACKAGE HUB TOUR

Tuesday, July 1st (11:00am-2:30pm)
and Wednesday July 2nd (11:00am-2:30pm)

A very special tour has been arranged of the UPS (United Parcel Service) Headquarters, located in Louisville. Known as Worldport this is the worldwide air hub for UPS located at the Louisville International Airport in Louisville, Kentucky. The current facility is now 5,200,000 square feet with a perimeter of 7.2 miles or the size of about 80 football fields. Here they handle 115 packages a second, or 416,000 packages per hour and serves all major domestic and international UPS hubs. With over 20,000 employees, UPS is one of the largest employers in Louisville and the Commonwealth of Kentucky. The facility mainly handles express and international packages and letters. Important: This is an extensive walking tour and you will be required to climb 4 flights of stairs. You will have to sign a waiver and clear airport-type security. No knives or weapons of any kind are permitted on the tour. You will be walking through a factory type environment so sturdy appropriate footwear is required, no high heels or open toed shoes are permitted. Ladies should not wear dresses or skirts since employees will be working underneath the elevated walk paths. Photo identification will be required and needs to be presented upon arrival. All tour participants will be pre-screened prior to the tour date. There is no lunch on this tour, please eat prior to departing the hotel. The cost associated with this tour is for transportation. *Maximum Capacity 30 per tour*

LOUISVILLE CITY TOUR, VIETNAM MEMORIAL, and FRANKFORT, KENTUCKY

July 2nd (10:30am-3:30pm) and July 3rd (10:30am-3:30pm)

Board your coach for a fun and informative tour of Louisville. You will learn there is more to Louisville than bourbon, bats and horses. Enjoy the beauty, history and unique treasures of Louisville. Tour includes the Cast Iron District, Whiskey Row, and the largest Victorian neighborhood in America. Drive over to Frankfort, the capitol of Kentucky and stop at the Kentucky Vietnam Memorial. The memorial contains 327 cut stone panels that contain the names of Kentucky's 1103 citizens who died while serving. Each name is precisely located so the shadow of the sundial pointer touches each veteran's name on the anniversary of his death. Drive by the spectacular State Capitol and Governor's Mansion. Stop at Rebecca Ruth Candy Factory, home of the original Bourbon Ball where you will enjoy a short factory tour, with samples and the chance to buy some Bourbon Balls of your own. Lunch is on your own at a suitable location.

CAESARS HORSESHOE CASINO

Wednesday July 2nd (12:00pm-5:00pm), Thursday, July 3rd (10:00am-3:00pm) and Friday, July 4th (12:00pm-5:00pm)

Horseshoe Southern Indiana Casino offers unparalleled action no matter what kind of player you are. The casino includes spectacular slot floor filled with brand new games as well as the traditional table games including craps, roulette, and poker. The casino features 2,100 slot and video poker machines. If you need something to eat, the casino has many dining choices. Try the upscale Jack Binion's Steak House, Asian cuisine at Pearl, the new extensive all-you-can-eat buffet, American specialties at Legends or a quick sandwich at Corner Café. Everyone will receive a Total Rewards Card, a \$5 slot play and a \$12 food voucher which is valid in any of the restaurants at the Casino.

Important: The ticket fee associated with this tour covers the VHPA's costs. Please note: If you take this tour you will need to provide your full name, address, and date of birth on your registration form. This information is required by the casino 48-hours in advance of the tour. *We can only sell tickets to people over the age 21 years with a valid ID.*

GOLF OUTING

Thursday, July 3rd (7:00am – 2:00pm), Chariot Run Golf Course

As per the recommendation of our brothers in the Ohio River LZ Chapter, we've signed a contract with Caesars Horseshoe Casino in Southern Indiana to play their Chariot Run Golf Course. The package includes a deli buffet lunch at the end of the tournament as well as the traditional items including green fees and a golf cart. Complete and current information is available at: www.vhpa.org

QUILT SHOW & TELL

Thursday, July 3rd (2:00pm-4:00pm)

In addition to our traditional Show & Tell (you bring something you've made), Kathleen Sherfey is organizing a project that will turn into gift quilts at a future Reunion. Anyone interested in advancing this project is encouraged to make a quilt block or blocks measuring 12" X 12" unfinished. The blocks will be collected after the Louisville Show & Tell, made into a quilt(s) and given to well deserved fellow veterans or soldiers at the 2015 VHPA Reunion. This year's color scheme is red, white and blue. If a 4th color is needed, make it your choice. We have one donated quilt to present at the Louisville VHPA Reunion. We would like to make this a recurring annual event. Please go to the Reunion Information page at www.vhpa.org for updated information. You can also contact Kathleen in Shawnee, KS at [REDACTED] or [REDACTED]

In the subject line type: VHPA Quilter's.

GROUP DINNERS

PATRICK O'SHEA'S

Tuesday, July 1st (5:30pm-7:30pm)

Just a few blocks from the hotel, Patrick O'Shea's Irish Restaurant and Pub is located on historic Main Street in the Iron Quarter District. The historic building features renovated 150-year-old hardwood floors, preserved brick walls and tables made from reclaimed beams. Portraits of famous Irish authors adorn the walls. You will dine in the loft, located on the 2nd floor and features the building's original architecture with a modern twist. Dinner is an all-you-can-eat buffet. The menu features salad, prime rib, chicken, sides, and dessert. Cash bar is available. This is a fun casual place to kick off the reunion. Located two blocks from The Galt House, no transportation is included. Important: Price includes all taxes and gratuities associated with the meal. *Maximum Capacity 100*

DOC CROW'S

Tuesday, July 1st (5:30pm-7:30pm)

Located in historic Whiskey Row of downtown Louisville, Doc Crow's offers the freshest flavors of American southern cuisine. The menu celebrates classic seafood favorites from the coastal areas and diverse barbecue styles found throughout the interior regions. Doc Crow's pays homage to its Whiskey Row location with a wide selection of the world's great whiskies and a focus on America's most celebrated spirit, bourbon. Enjoy a 4-course dinner featuring some of the restaurants most popular dishes. Start with fried green tomatoes or pulled pork tacos, a salad, and then a choice of entrée including beef brisket, fried catfish or Doc's famous chicken. This is a fun casual place to gather with your friends and family. A cash bar is available. Located two blocks from The Galt House, no transportation is included. Important: Price includes all taxes and gratuities associated with the meal. *Maximum Capacity 80*

GARAGE BAR

Wednesday, July 2nd (5:00pm-7:30pm)

One of Louisville's most up and coming restaurants, the Garage Bar, is housed in a former auto service garage in downtown Louisville's East Market neighborhood. This very casual neighborhood spot features pizzas from a wood-fired brick oven and southern specialties, with an emphasis on fresh, local ingredients. While the exterior of the building has minimally changed since 1918, there are a few artistic touches. Before entering the restaurant, observe the outside sculpture which is really a machine that advances two full sized automobiles slowly into one another simulating a head on automobile collision. The restaurant uses all local seasonal ingredients, so the menu changes often. Some of the items your dinner may include are house made pickles, salad with local lettuces, an assortment of brick oven pizzas including Margherita with milled tomato, pizzas with artisan cured meats, and a sweet corn pizza with garlic, basil & crème. This restaurant is one of the reasons Louisville has been named one of the top dining destinations in the country. A cash bar is available. They offer an extensive selection of craft beers and Kentucky Bourbons. Important: Price includes round trip transportation, all taxes and gratuities associated with the meal. *Maximum Capacity 35*

ENGLISH GRILL AT THE BROWN HOTEL

Wednesday, July 2nd (5:00pm-7:00pm)

Located in downtown Louisville, The Brown Hotel was built in 1923 and was a magnet for many prominent guests and celebrities during the 1920s through the 1950s. Later used as the Board of Education building, the hotel reopened in the early 1980s. Today's renovated building features a distinctive English Renaissance design, is on the National Register of Historic Places and one of the finest hotels in the south. The English Grill, located inside the hotel, has been voted Louisville's Best Restaurant for over 80 years and sets the standard for all Kentucky fine dining establishments. The restaurant is adorned with oak paneling, stained glass windows, antique brass lighting fixtures, carved columns, equestrian oil paintings and tracery ceilings. Your dinner begins with a salad followed by a traditional "Hot Brown", a Louisville tradition since 1926, which is a rich dish of roasted turkey breast and toast points covered with mornay sauce, pecorino romano cheese all baked golden brown and finished with bacon and tomato. Of course you will have a slice of Derby Pie for dessert. A cash bar is available. Important: Price includes round trip transportation, all taxes and gratuities associated with the meal. There will be two departures from the hotel (5:00pm and 5:15pm). Please check your ticket for your departure time. *Maximum Capacity 100*

Soliciting Candidates for open positions on the VHPA's Executive Council for this year's elections at our 2014 Reunion in Louisville, Kentucky

Ever consider volunteering to assist in running VHPA? Ever feel you have something to contribute to the Association? Ever want to make changes in how things are done? Do you have THE IDEA where VHPA is concerned? Now is the time to step up and get involved.

The VHPA Executive Council is made up of six members elected by those who attend the Association's Annual Business Meeting at the Reunion each year. These six people vote on where VHPA hold Reunions, approve the Reunion content and activities, approve annual budgets, oversee and protect VHPA assets, direct the actions of HQ and 101+ other things that keep your Association running well.

There are three to four appointed positions on our Executive Council; Secretary/ Treasurer, Legal Counsel, HQ Manager and Reunion Chairman. Of these positions only the Secretary/ Treasurer can vote on Association matters and then only when there is a 3-3 deadlock among the elected Board members.

This year, and every year, we need members who are interested in getting involved and helping manage VHPA and are willing to step up now. Every year we will hold elections for two positions; our Junior Member At Large (a three-year commitment as you will advance to both the Junior and the Senior Member at Large positions) and the Vice President (another three-year commitment as you will advance through the President and the Immediate Past President positions). Here are the requirements to be elected to one of these positions:

- 1) Be a dues current member of VHPA
- 2) Care passionately about VHPA
- 3) Notify HQ of your intentions of running for one of the two offices in writing, by June 16, 2014.
- 4) Attend the Annual Business meeting in Louisville
- 5) Make a two minute address to the members present of why you want to serve
- 6) Get the most votes

This is your chance. If you feel you have something to offer, please volunteer.

Mike Sheuerman

Junior Member at Large and Election Manager

E-Mail:

Phone [REDACTED] (cell) or 1-800-505-VHPA

SHUTTLE BUS SERVICE PLANS AND DETAILS

WATERFRONT PARK SHUTTLE SERVICE (WPS)

July 3rd through July 5th - detailed shuttle schedule will be posted at the reunion



The WPS is a special one-time fee, unlimited rides shuttle bus for round trip transportation from the Galt Hotel to the Waterfront Park. Highlights at the park will include the American Veterans Traveling Tribute's Vietnam Wall (July 2nd through July 6th) and the VHPA's sponsorship of a Combat Assault re-enactment at 4:00pm on July the 4th where you can see the helicopters and the infantry on static display. Don't miss this event! Important: *This is a separate shuttle from the Museum Shuttle.*

MUSEUM PASS SHUTTLE SERVICE

Tuesday, July 1st through Saturday, July 5th

A Museum Shuttle will be available from 9am -5pm. The shuttle will depart the hotel every 30 minutes for transportation to/from the below listed five museums where you can visit any three of the museums on any day you choose. Important: *This is a separate shuttle from the Waterfront Park Shuttle.*

Louisville Slugger Museum and Factory: The Louisville Slugger Museum & Factory features the world's biggest bat stretching 120 feet into the sky, its museum shows the history of this famous bat and the guided factory tour gives you a first-hand look at the making of these famous bats. With no glass walls, you will stroll through the factory where bats have been made since 1884. www.sluggermuseum.com.

Muhammad Ali Center: The museum has three levels of award-winning exhibits and galleries which explore Muhammad Ali's legendary life. Discover the six core principles Muhammad Ali embraced and how they gave him the basics to be the best athlete he could be, the courage to stand up for what he believed and the inspiration to reach people around the world. www.alicenter.org.

Kentucky Show: Experience the people, sights and sounds of the state woven together in a high-definition, 30 minute multimedia production that will excite your senses and steal your heart. Explore how Kentucky's past, present and future form our amazing state. Housed in its own specially designed theatre inside The Kentucky Center, this show is a must see. www.kentuckyshow.com.

Kentucky Museum of Art and Craft: This non-profit art museum is dedicated to promoting excellence in art, craft, applied arts, and design. Founded in 1981, the KMAC has 3 large gallery spaces with changing exhibits and a permanent collection all dedicated to art and craft. www.kentuckyarts.org.

Frazier History Museum: A world-class museum that features two world-class collections – the Frazier Museum Collection of American and International artifacts made between the 16th and 20th centuries; and the British Royal Armories Collection that tells the story of more than 1,000 years of British and World History. Also home to one of the largest (over 10,000) displays of toy soldiers that depict real people, events, and even celebrated notable weddings and festivals, www.fraziermuseum.org.

2014 Reunion ~ VHPA's 31st Annual Reunion ~ Louisville, KY July 1-5th 2014

VHPA's 31st Annual Reunion ~ Louisville, KY July 1-5th 2014

NATIONAL REUNION REGISTRATION FORM

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

Toll Free (800) 505-VHPA (8472)
Email HQ@vhpa.org
Fax (817) 200-7309

Member name:

Member No.:

Wheelchair? Yes
Address change? Yes

Address:

State:

Zip:

City:

Telephone: ()

Email address:

Hometown:

Wife/guest name:

Hometown:

Guest name:

Hometown:

Guest name:

Hometown:

21 or older? Yes/Wheelchair? Yes
21 or older? Yes/Wheelchair? Yes
21 or older? Yes/Wheelchair? Yes
21 or older? Yes/Wheelchair? Yes

EVENT

#Attending

Price

Total

Registration through 4/30/2014*		@\$35	
Registration for under age 21*		@\$15	
Registration 5/1/2014 and after		@\$45	
Museum Pass & Shuttle (MPS)	(July 1-5)	@\$38	
Waterfront Park Shuttle (WPS) ***	(July 3-5)	@\$20	
Fort Knox Tour	(July 1)	@\$30	
Jim Beam Extended Tour #1	(July 1)	@\$60	
Jim Beam Basic Tour #1	(July 1)	@\$42	
UPS Tour #1	(July 1)	@\$25	
Group Dinners on Bourbon Row	(July 1)	@\$39	
Early Bird Gathering with Elvis Presley Tribute	(July 1)	@\$5	
Breakfast w/Speaker #1	(July 2)	@\$16	
Churchill Downs #1	(July 2)	@\$28	
Louisville and Frankfort Kentucky tour #1	(July 2)	@\$33	
UPS Tour #2	(July 2)	@\$25	
Churchill Downs #2	(July 2)	@\$28	
Group Dinners in the City	(July 2)	@\$65	
1st Reunion Attendee Reception	(July 2)	No Charge	
Welcome Reception with Eric Clapton Tribute	(July 2)	@\$5	
Golf Outing with Lunch	(July 3)	@\$82	
KIA/MIA Gold Star Breakfast	(July 3)	@\$20	
Gold Star Breakfast Sponsorship**	(July 3)	@\$20	
Breakfast w/Speaker #2	(July 3)	@\$16	
Jim Beam Extended Tour #2	(July 3)	@\$60	
Jim Beam Basic Tour #2	(July 3)	@\$42	
Wall Opening Ceremony***	(July 3)	WPS	
Wall & Huey Static Display Sponsorship**		@\$25	
Louisville and Frankfort Kentucky tour #2	(July 3)	@\$33	
Jim Beam Basic Tour #3	(July 3)	@\$42	
Take me out to the Ballgame Special Event	(July 3)	@\$39	
Breakfast Cruise on the Belle	(July 4)	@\$45	
Writers Presentation	(July 4)	No Charge	
Combat Assault Reenactment***	(July 4)	WPS	
Pre-Memorial Service Breakfast	(July 5)	@\$16	
Memorial Service	(July 5)	No Charge	
Annual Business Meeting	(July 5)	No Charge	
Spousal Event w/Lunch	(July 5)	@\$37	
Closing Banquet – Adult	(July 5)	@\$58	
Closing Banquet – Child	(July 5)	@\$18	
Non-Registered Guest at Banquet	(July 5)	@\$68	
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)**			
2014 CD Directory Fee**	(# of Years x \$10)		
2014 Paper Directory Fee**	(# of Years x \$15)		

GRAND
TOTAL \$

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

** Denotes a contribution, donation, or fee that is not refundable as part of any cancellation process.

*** Denotes an event where the Waterfront Park Shuttle Pass can be used.

HPF Event Fee \$25
One \$25 PER FAMILY fee buys access to any or all HPF events for 2014. You will also receive a DVD of all last year's HPF events.
Total \$

T-Shirts Total \$
S@\$18 M@\$18 L@\$18
XL@\$18 XXL@\$19 XXXL@\$20

Banquet Meal
Beef Fish Special
Horseshoe Casino \$10 per adult per day
July 2 July 3 July 4
12 to 5 pm 10 am to 3 pm 12 to 5 pm
Total \$

Voluntary Contributions:
VHPA Membership Fund \$
VHPA Scholarship 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 Gurantee Fee

(10% of Total Events) \$

**OFFICIAL REGISTRATION
CANCELLATION DATE IS Noon,
CST, Wednesday, 18 June 2014**

CREDIT CARD PAYMENT
MC/Visa #: _____
Exp. Date: _____
Signature: _____

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

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

Voice Of America News Press Release, 05 November 2013

Sent to us by Member Ron Miller,
National Veterans Adviser, National League of POW-MIA Families.

WASHINGTON — Vietnam advised the United States at the start of high-level talks this week it would open four additional sites to investigators seeking the remains of American military personnel missing since the Vietnam War, a senior U.S. defense official said. Deputy Assistant Defense Secretary Vikram Singh, who oversees U.S. military ties with South and Southeast Asia, said an eight-member delegation led by Senior Lieutenant General Nguyen Chi Vinh told U.S. defense officials about the decision at the outset of talks at the Pentagon this week.

"They basically opened the meeting by turning over the information and providing us access to an additional four sites for remains recovery operations to go look for our fallen," said Singh, calling it a "really meaningful" gesture.

A U.S. official said on Friday the sites were in the southern part of Vietnam and were small areas where specific incidents are believed to have taken place. Officials declined to elaborate, citing concerns for the families of the missing. The Defense Department's POW/Missing Personnel Office says 1,643 Americans remain unaccounted for from the Vietnam War, including 1,275 in Vietnam and the rest in Laos, Cambodia and China. The office has investigated 600 of the Vietnam cases and believes it will not be possible to recover the remains, leaving 675 still being sought in that country.

Vinh's delegation visited the Pentagon for talks that take place annually between the former enemies, which have been deepening military ties over the past decade.

The pace of contact between the two countries has increased in recent years as the United States has moved to refocus its energies on the Asia-Pacific region after more than a decade of war in Iraq and Afghanistan. The rebalancing takes place amid concerns among Washington and Asian allies about China's growing assertiveness in the region.

'Deepening ties'

Then-U.S. Defense Secretary Leon Panetta visited Vietnam last year, stopping at Cam Ranh Bay to visit a U.S. Navy supply vessel undergoing repairs, before traveling to Hanoi for talks with senior defense leaders.

"In the year since then, what we've seen is just an across-the-board deepening of defense ties," Singh said in an interview this week. He noted that Secretary of State John Kerry and Defense Secretary Chuck Hagel both served in the Vietnam War and had a special interest in the country.

The United States and Vietnam have been cooperating in five areas since signing a memo of understanding in 2011: peacekeeping, maritime security, humanitarian assistance and disaster response, search and rescue, and high-level exchanges.

Singh said the two countries had been increasing cooperation on peacekeeping over the past year after Vietnam changed its laws and regulations to permit its military forces to participate in international peacekeeping operations.

"We see it as in our interest for all the Southeast Asian nations to be active supporters and contributors to peacekeeping operations," he said.

The two sides also set the stage for further cooperation on maritime security during the visit, Singh said. Admiral Robert Papp, commandant of the Coast Guard, and Major General Nguyen Quang Dam, commander of Vietnam's coast guard, signed an agreement formalizing their decision to work together on equipment, training and capacity building.

"Having this cooperation is an opportunity for us to work together with them on things that we think will help contribute to overall peace and stability in the South China Sea," said Singh.

The South China Sea has been the scene of increasing tensions in the region, as China and other countries have advanced competing territorial claims around the resource-rich waterway.

Ann Mills-Griffiths
Chairman of the Board
National League of POW-MIA Families

UPCOMING REUNIONS

Old Aviator Reunion, Fort Rucker, Alabama

Once called the W-4 reunion, new life has been brought back to the Reunion ever since it was re-named the Old Aviators Reunion. I would think that if you served in Vietnam 40 or 50 years ago, you could very easily consider yourself an old Aviator!

We have reserved the old Officer's Club at Fort Rucker for the first weekend in June of 2014. Complete details are available by contacting me, Gerald Meador. E-mail: [REDACTED] or call [REDACTED]

121st Aviation Company Reunion Branson, Missouri, June 12 – 15, 2014.

Veterans who served with the 121st Aviation Co. (AML), 121st

Assault Helicopter Co., 93rd Transportation Co. (Lt. Hel.) (known as the Tigers and Vikings), 80th Trans. Det. (Avn. Maint.) and all other attached and supporting units. Everyone who served with these units in Da Nang and Soc Trang RVN 1961 through 1970 is invited and encouraged to attend. Families are also invited.

The Reunion is being hosted by the members of the 121 Avn Association, Inc. Details of the reunion and hotel information may be found on their web site: 121avn.org or by contacting secretary John Schmied: [REDACTED] or call [REDACTED]

Please call between 10:00 AM and 9:00 PM EST.

A Flock of Pelicans Reunion in Louisville, July, 2014

As a part of the VHPA Reunion in Louisville, KY; 1-6 July, 2014, the "Pelicans" of A Company, and the "Warlords" of B Company, 123rd Aviation Battalion, Americal Division will hold a reunion.

POC is Richard Elgin

E-Mail: [REDACTED]

USABAA (United States Army Black Aviation Association) 2014 Reunion ~ August 6-8, 2014

Sheraton Atlanta Hotel, 165 Courtland Ave, NE, Atlanta, GA 30303

POC is CW5 (Ret) J Nance, Secretary: [REDACTED]

Reunion of the Outlaws, Mavericks, Bushwackers and Roadrunners who flew from Vinh Long, Vietnam 1964-1972 (the 62d – A502d – 175th Assault Helicopter Companies)

50th Anniversary Reunion, Washington, D.C., September 18-22, 2014

Contact: Tom Anderson

Info: VinhLongOurlaws.com (Click: Reunions)

Members of helicopter flight school class 66-12 (green hats), December 1965 through August 1966.

Hugh Smith and I are planning a class reunion in San Antonio for the last half of 2014. Please contact me (Al Flory) at: [REDACTED]

or by phone at [REDACTED] if you are interested in joining us.

*Want to see your Reunion publicized here?
Send details to: Aviator@VHPA.org*

INTERESTED IN ADVERTISING IN THE VHPA AVIATOR?

The Official Newsletter of the Vietnam Helicopter Pilots Association

Prices range from \$135.00 for a quarter-page to \$475.00 for a full-page, color advertisement.

Our staff Graphic Designer will help design your Aviator ad at no cost, other price discounts are available.

Full Details available at: Aviator@VHPA.org or

The Rescue of Lt Ron Ball from North Vietnam

As told by Bill Terry to George Aitcheson, 25 July 2013

Bill Terry (Big Mutha) was an H-3 pilot stationed on the USS Yorktown in 1966, he was credited with snatching three downed jet pilots from North Vietnam during his tour.

Dick and I were scheduled to fly together on 19 April 1966 and were being pre-positioned up north to support an Alfa Strike, a major attack incorporating a large number of aircraft, going into North Vietnam. We lifted off the deck of Yorktown at 0800 and headed first to Kitty Hawk (Pawtucket) for a logistics support mission before proceeding on assignment. That early launch, coupled with the nature of mission, made it obvious that we would be spending a long day in the air and as events unrolled, that assumption was absolutely correct.

When we launched that morning, there was no way of foretelling the events about to unfold, but we had someone with us to chronicle the entire day's activities. In a rare move we had been asked to fly an additional crewman with us, a CHINFO photographer, who was hoping for a chance to shoot some actual combat pictures of a rescue in the north. For our part, we were hoping he wouldn't get the chance.

After a short stop at Pawtucket, we lifted off and headed first to the south SAR station where we dropped off their mail about 1000 before heading on up for a day of fun and games with our old friends Coontz and Rogers.

We reached our North SAR destination where upon arrival we were informed that Harbor Master, the Task Unit Commander, had directed that we remain on station until 1800 when the last strike aircraft would be coasting out of Indian territory. At least now we had framed the events for the day, and it was going to be a long one, not less than ten hours any way we chose to look at it. Remembering my earlier experience with my admiral, I requested that they inform Yorktown of our tasking, and we settled in for the day.

We had grown to appreciate USS Rogers more than USS Coontz because they always treated us better. We pretty much had our option of which ship to refuel from, but fuel also meant food and drink. These were the guys who kept our batteries charged throughout the day. We would say something like "Steel Hawser (Coontz), Big Mother is going to need gas in about thirty minutes. We'd appreciate some box lunches." "Roger, Big Mother, we have bologna sandwiches today, and we'll get you some water." Bologna was not the term used throughout the navy for that variety of sandwich meat. Almost immediately the radio would invariably come alive with another call. "Big Mother, this is Bulls Eye (Rogers), we're preparing steak sandwiches for you right now. We'll be ready to receive you whenever you're ready. We've also got a gallon of bug juice for you to wash it down with."

Little wonder that we liked Rogers best, not that it made a lot of difference to either of them. Rogers was just a better run ship, at least from our stand point, and they were good at providing top notch service.

We had been on station for some time, when about 1530 we received a call from Steel Hawser.

"Big Mother six eight this is Steel Hawser, over."

"Steel Hawser this is Big Mother six eight, go ahead."

"Big Mother six eight this is Steel Hawser, be advised I'm painting an emergency squawk on my gadget, over."

Within seconds of that call we heard a May Day report from a Cork Tip aircraft over the Haiphong complex.

"Big Mother six eight this is Steel Hawser, your vector is three zero three at thirty eight miles. Cork Tip six zero one is down. We're trying to establish his exact location."

We picked up the directed vector and pushed the speed to red line.



USS Yorktown CVS-10

"Steel Hawser this is Big Mother six eight; interrogative operation feet wet?" I asked.

What I was asking was whether we were going inland (feet dry) or would be operating over water (feet wet). Clearly we wanted to hear that we would be able to remain over the water because that significantly increased everybody's prospect of surviving this ordeal.

"Unknown at this time, Big Mother."

Looking at our charts and the vector we were given, it looked as if we were going inland, so I directed the crew to don parachutes and flack vest. We were too busy to be afraid of what lay ahead of us, but we were headed into Haiphong Harbor, one of the heaviest defended areas in all of North Vietnam. At that point we didn't know if we would have to take the downed pilot away from troops in downtown Haiphong or would we find him stroking out to sea in his raft. While mulling that over in our thoughts, our friends and protectors, the ever-present A-1 Skyraiders joined on our port wing.

It would be impossible for me to adequately describe just how those powerful war birds, a beautiful sight under any circumstances, made us feel, even as we headed into the heart of Indian country. They were much like your American Express card. We didn't want to leave home without them. Our absolute survival depended on the skills and daring of those pilots, and I knew we were in good hands anytime they were around. I would trust them with my life, and I did.

"Woop, woop, woop, woop, woop." There was no other sound in the world like that of a survival radio beeper. We had heard it many times before, and it always meant the same thing: a pilot was down. The uniqueness of that sound was such that anytime I heard it, a shiver would crawl up my spine, even years after the war. Hearing that radio was great, though. We now had the ability to get an exact location. Dick switched the radio over to the ADF (automatic direction finding) position, and we watched as the needle swung around and pointed to the source of the signal. We knew the absolute course now, but we still didn't know if we would be operating over land or in the harbor.

Our second A-1 had sprinted ahead into the area and shortly thereafter, he reported that he was over the pilot who was in his life raft and appeared to be in good shape. He was feet wet but just barely. He was within half a mile of the beach and was located to the east of downtown Haiphong about eight miles away.

That was great news. The farther we could get from the Haiphong complex the better. To give us a little greater edge, it appeared God was on our side once more. As we approached the area, we ran into a fog bank. It was not very thick because the A-1 could see down through it from above, but that fog became our best friend. It kept the North Vietnamese from seeing us from afar. You can't shoot what you can't see.



USS Rogers DD-876

We continued to follow the ADF needle right to the pilot. As we passed over him, he lit a day smoke to give us the wind line. Passing over him I pulled back on the stick and rolled hard as I kicked the rudders around. As I rolled the helicopter over on its side, I started to release the pressure on the stick and pushed the nose back toward the ground as we reversed direction. That wing over maneuver brought us back into the wind, what little there was, and lined us up on the survivor.

We could see land a short distance away from us, and the A-1's reported junks in the area although we could see none through the fog. It was obvious that someone could see us, or at least hear us, though. As we entered a hover, rounds started to hit the water around the area. Since I could not see who was shooting at me, I was reasonably confident that they were not an immediate threat. It was all small arms that even if we did take a hit, it would not likely knock us out of the sky. There was even a good chance they could not see us at all and were just shooting at the sound of the helicopter.

I brought the helicopter into a hover over the pilot who was still in his raft. That always caused a problem because the rotor wash pushed the raft across the water, at times with surprising speed.

"Pilot, after station; the survivor is still in his raft," my crewmen said.

"Roger, after station. I'll keep it in a high hover."

That meant I would hover at sixty-feet to limit rotor wash, but shortly after that, the after station called to say that we were too high. Not watching my instruments, I had inadvertently climbed to a ninety-foot high hover. Was there a little adrenaline running through my body or what? Regardless, my mistake took valuable time, and time was the enemy. Fortunately for everyone, as I lowered the helicopter to the proper altitude, the pilot exited his raft. Shortly thereafter, we had him aboard.

By now the CHINFO photographer was shooting away and in the process, he got the first actual photos of a combat rescue in North Vietnam. The picture that was on virtually every major newspaper across the country showed Lieutenant Ron Ball looking up as he was being hoisted aboard Big Mother six eight. I told the lieutenant that we had just made him famous, but he had no idea what I was talking about.

Lieutenant Ball had been flying an RF-8, photo reconnaissance aircraft, from VFP-63 off USS Ticonderoga when he was shot down. He was on his last flight of the cruise and told me that as he sat on the catapult that day, he knew he was going to get "bagged." I don't know if it was last flight jitters or if he had a real premonition but for whatever reason, he was right. As he made his photo run across Haiphong, he was hit and had to eject. In his chute he saw his aircraft explode shortly after he exited.

We hoisted him into the helicopter within about twenty minutes of the shoot down, and I told the crew to sink his raft with the M-60 before we departed the area. I didn't want someone to see it and have us called back into that area to search for what we had already picked-up.

With that last chore taken care of, we headed to the relative safety of the open ocean. At that point, however, we got the call I did not ever want to hear.

"Big Mother this is Steel Hawser, bandit bearing two eight five at sixty-five miles, tracking one zero five degrees."

Suddenly those beautiful A-1's seemed terribly inadequate. By all appearances,

we had a MIG coming after us, and there was nothing we could do about it except run. We headed back out to sea skimming off the top of the waves and going as fast as the helicopter could possibly go. The red line on our airspeed indicator was there for decoration only. We continued to get the bandit calls but in the end, the contact came to the beach and turned around with us never seeing him or him seeing us. That was just fine with me. Because of the considerable missile capability of USS Coontz, he did not want to come out over the water. Had he ventured just a little farther, the hunter would have become the hunted. That did little to settle my nerves until he turned back inland, however. I hate to think of myself as bait.

We returned to North SAR station with our wet but otherwise fine F-8 pilot. Since Rogers was our strongest supporter, I called them and requested a green deck for a passenger transfer to Bulls Eye. It was my intentions to drop Lieutenant Ball off because we would not be going off station for hours, and we could not keep him on board because there remained the possibility we would be going in yet another time before the day was over. There was another strike scheduled for later that afternoon.

"Big Mother six eight, this is Steel Hawser, over."

"Steel Hawser this is Big Mother, go ahead."

"Big Mother this is Steel Hawser, expect a green light on Steel Hawser not Bulls Eye on arrival."

The Squadron Commander had spoken. I had no choice but to deliver the survivor to Coontz. The problem then was that we thought Rogers was now going to sink Coontz.

As we continued to fly around that afternoon, I commented to the CHINFO photographer that it was too bad that he did not have a movie camera so he could have gotten the whole thing in motion.

"Don't worry about it," he said, "there will be someone out next month. He can get it then."

That guy had no idea just how lucky he had been, first to have just been present when we made a pick-up and secondly, that this had been a relatively easy pick up with little opposition, and he didn't get shot in the process. Clearly, our young photographer did not really appreciate what he had just been through. If he hung around with us long enough he certainly would, however.

It was late in the afternoon, just before dark, when we retrieved Lieutenant Ball for the flight back to the carrier. He had been treated to some dry clothes and pretty much wined and dined all afternoon. Now it was back to the real world of carrier aviation. USS Ticonderoga was a little more than an hour south of us, and they were waiting for the return of their pilot so they could depart Yankee Station. They were finally headed home after a tough deployment. When I reported in with them on the radio, I got exactly what I expected:

"Big Mother, this is Panther; expect a Charlie on arrival."

That meant I could expect to be cleared for an immediate landing just as soon as I got there, but I was ready for them, and it was my game now.

"Negative Panther. We don't intend to return your pilot without a suitable ransom."

"Roger Big Mother, what would you consider a suitable ransom?"

"Tower, we would consider a gallon of ice cream and five spoons just about right," I said.

When I set the H-3 down on Tico's deck, people welcoming Lieutenant Ball home surrounded us. As he exited the helicopter to a hero's welcome, a huge cake was shoved in the after station along with a five-gallon drum of ice cream. We launched into the inky night for the short flight over to Yorktown. We ate cake and ice cream, but by the time we finally landed, we had melted ice cream all over everything. Five gallons was just too much.

As we approached YORKTOWN I gave them a call. "Ocean Wave, this is Big Mother six eight at five miles for landing."

"Roger Big Mother. Your signal is delta."

We spent the next hour going in circles on the starboard side of the ship. When we were finally cleared to land, we had been strapped in those seats for eleven hours and twenty-five minutes. If that were not enough, when we got to our rooms, we found that the ship was on water hours and the fresh water had been turned off.

It was just one of those days!



"Looking For"

Looking For anyone knowing story of 1st Lt. William H. Hanson, KIA, 12 Sep 1968

I am looking for any information on action east of Quon Loi in Binh Long province on September 12, 1968 in which 1st Lt. William H. Hanson was killed.

He was attached to D troop, 1st squadron, 4th cav., 1st inf. flying an AH-1G Cobra with Maj. Richard Driggs Lemay Jr.

1st Lt. Hanson was from Park Falls, Wisconsin, and our VA officer from Price County has commemorative markers being made to honor all Vietnam Veterans from 1962-1974. We are trying to get pictures/info for the 1968 marker, so people will know the sacrifice Lt Hanson made for our country.

Mitch Surman

E-mail: [REDACTED]

Looking for anyone who might have known my father Author Machado

My father, Author Machado from New Bedford, Maine, survived his tour in Vietnam and passed away in 1998 without telling us much about his time in Vietnam. I know he flew with the 38th Aerospace Rescue and Recovery Squadron, Military Airlift Command in Vietnam. One of the stories he often talked about was when he was interviewed by a news crew (Morley Shafer perhaps?) after a Rescue Mission on 9 December 1965.

The squadron's on-line records gives me a few more details of that mission, they say... the mission involved two HH-43F crews from Det 7. Manning the primary helicopter were Lieutenant Machado, pilot and Captain Kneen, copilot; MSgt Harlan D. Longmire, helicopter mechanic; and SSgt David J. Wheeler, pararescue specialist.

Lieutenant Machado led a flight of two rescue helicopters, at night, approximately 30 miles south of Da Nang to recover the crew of a Marine helicopter downed by hostile fire while attempting to evacuate wounded Marines. Numerous small-arms tracers were observed throughout the flight to the active battlefield, known as "Operation Harvest Moon" and geographically located in a valley surrounded by mountainous terrain. Heavy small arms fire was encountered in the recovery area; and 50 caliber machine gun tracers described arcs no less than a mile long upon several occasions in an effort to down the aircraft flying over_head. Flares from an AC-47 were used for search until radio contact with a Marine patrol made it possible to find the exact location.

I am also desperately trying to find the footage of my Dad's interview and was hoping one of your members might have any suggestions about how I can do that.

Thanks for anything you can do to help me,

Robin Friday, Director of Sales,
Lisle Convention & Visitors Bureau, Lisle, Illinois 60532
[REDACTED]

Looking For anyone familiar with the late Army Aviator CW2 Don J. Finn

Anyone familiar with the late Army Aviator CW2 Don J. Finn is invited to contact the undersigned regarding a tribute I am preparing in his honor. I am a close friend of Don's older brother, Dennis Finn, and the author of three non-fiction books.

Don's flight class numbers were 70-47 and 70-49. I do not know precisely what unit Don served with during his one year hitch in Vietnam. I do know that he was a scout pilot. From what I can tell, he flew typical scout missions with a couple of Cobras in tow.

In a photo supplied to me there is a screaming eagle on his uniform's left sleeve. He apparently finished his tour as an admin supply officer for the airborne unit

he served with.

If you can shed any light on Don's military contributions or In Country friendships, his family and I would appreciate hearing from you.

Dorcey A. Wingo

4th ID - 4th Avn Bn Blackjacks and Gambler Guns '69 - '70

E-mail: [REDACTED]

<http://www.dorceywingo.com>

Looking For Chad S. Haig

My name is Sharon Kressin, yet my maiden name was EVANS. My brother was a CWO (WO Thomas J. Evans, Jr) with the 11th ACR Air Calvary Troop in Vietnam until he was killed on March 1st, 1967. I understand they named the airfield after him over there.

Chad Haig was a dear friend of his that wrote to our family for months after his death. We have long since lost contact with him and I was hoping one of your members could help me to get back in touch with him.

I hope to go to Vietnam someday to see if the memorial is still there that was dedicated to my brother. I wanted to first check to see if Chad, or anyone else familiar with the incident knows the best way to go about finding out just where the marker was and how best to get there...even exactly where THERE is.

If you find Chad, and he would like to contact me: Tell him it's Junior's sister who's asking for him.

Sharon Kressin

Phone 757-325-6556

E-mail: [REDACTED]

Looking for anyone who might have information on my brother Harry Bruce Appleby

Please, if anyone has information on my brother, pilot CW2 Harry Bruce Appleby Jr. I would very much like to hear from you. Good or bad.

Details include Flight Class 68-521, Served in Vietnam with C/7/1 CAV in 69-70, 35 ENG GRP in 71-72, 56 TC CO in 72. 52 Air Metals, 2 Bronzed Stars.

Bruce died after his tour in Vietnam on 07/01/2003 at the age of 54 after a long illness.

Paul Mark Appleby

Looking For...Spiderman

On 17 November 1969, FSB Fuller came under attack by a substantial force of VNA. The attack started with the perimeter receiving app. 40 to 50 RPGs followed by a ground attack, but by using both indirect and direct defensive fire, the wire is never breached. The RPG's however did injure two officers and one EM.

One of the officers was injured when he was hit in the head with several pieces of shrapnel after his helmet fell off while he was attempting to make contact with a cut off howitzer gun crew. Two medics were finally able to stop the bleeding but when they called for a medivac to take all three men off the mountain top, heavy fog prevented them from attempting the pick-up.

Finally, "Spiderman", a pilot from a local transportation unit, put his life on the line to pick up the wounded. Lt. Dennis Butte, who was in charge of the Fire Direction Center during the evening shift on FSB Fuller, stood on the side of that cloud-covered hill and provided directions to the aircraft, thereby allowing him to find the pad and load up the wounded.

Is there anyone out there who could help us (either myself Clyde Lewandowski - E-mail: [REDACTED] or Dennis Butte (e-mail: [REDACTED]) get in touch with this courageous man?

Looking For anyone who might have known Walter C. Wilson

My name is Jan van den Noort; I live in The Netherlands, Europe.

A few years ago I bought a 1966 Ford Mustang that used to belong to Mr. Walter C. Wilson, who unfortunately died after his tour in Vietnam on 05/08/1995 at the age of 63.

Can anyone please tell me in what helicopter unit Mr. Wilson flew during the Vietnam War? I'm trying to get in contact with his former helicopter colleagues, because I would like to have a picture of Mr. Wilson.

I'm currently in the process of restoring Mr. Wilson's former car, not only to bring it back to its original condition, but also to honor this great American hero!

Jan van den Noort

E-Mail: [REDACTED]

Looking For....

...help in learning about and getting to fly Vietnam-Era Army helicopters

I have written a couple of articles for your magazine, the last two have run in last year's Issue 31-03 and Issue 31-05. Now I would like to write a story about the historical preservation efforts of Vietnam-era aircraft done by the members of the VHPA.

I would like to go see the aircraft and meet the hero's who are both preserving and flying these aircraft. I would also like to interview the people who have used their skills and training to keep these birds in the air. I am sure that most of these men got the excellent training in the military and think it would be fun to interview those that have kept their skills and knowledge from rusting away.

I will go to anywhere necessary for me to view the work being done, and interview the men that are still actively flying, maintaining and rebuilding these aircraft. If possible, I would also like to take a ride in a TH55, a Cobra and a Huey and I expect to pay the normal rate for these rides. I would pay all of my own expenses and the only thing I ask in return is for a guide to be available while I am collecting information.

There would be no cost to the VHPA in this project, but I promise to send in a great story to print in the Aviator.

Is there any Member or VHPA Chapter out there that can help me?

Chuck Ramsdell

[REDACTED]

Looking For Someone?

This month I helped seven people find guys they were looking for, helped a MC Crew Chief find the pilot of a CH-46 the CE had crashed with so he could get help with VA benefits and an old high school friend find a classmate, guy she knew who was a rotary wing fighter pilot in Vietnam (he flew gunships). And NO, a baby was not involved.

I LOVE IT!!! This is my favorite part of Membership. If I can help you please call or email me.

Letters to the Editor...

To the Editor of the VHPA Aviator

My version of flying a Psy-Op mission on Christmas Eve of 1967.

After having read several accounts in the last issue of the Aviator concerning the incident of the Huey, flying around LZ English playing Christmas carols, I thought I would tell the pilot's side of the story. I had been assigned to fly psy-ops missions for several days so the powers that be thought it would be a good idea to play Christmas carols on Christmas Eve. Everyone knows that when you are ordered to fly a mission, that is what you do.

The "festivities" may have started with pin flares being released towards our aircraft, but progressed to red tracers. It didn't take long to abandon the mission and even less time to go black out.

It is a little disconcerting to read some of the derogatory comments that have been written about this incident. Particularly disturbing is the account in the book "To the Limit" by Tom Johnson.

Friendly fire is one thing, but this incident was far from unintentional.

CWO David Kime

North Flag 245

C-229 AVN-BTN, 1967-68

E-Mail: [REDACTED]

To the Editor of the VHPA Aviator

Reference the Lisa Hicks story, "WWII War Paint" in the Nov/Dec Newsletter: the art of the painted flight jacket is alive and well.

Flight jacket artist Robert Peters' work was on display in the Mighty 8th Museum outside of Savannah when I visited there some years ago, and I was so enthralled with his work that I tracked him down at his web site, Peters-

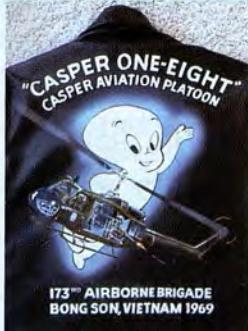
Group.com, and had him create a painted A2 for me, just as I imagined it would have looked like had the aviators of Vietnam still been allowed to wear the once coveted A2 leather flight jacket. A photo of my "Casper Jacket" is attached, and I recommend his work to everyone in the organization.

Bobby Horowitz

"Casper-One-Eight"

173rd Airborne Brigade (Sep), Casper Aviation Platoon, LZ English 1969-1970

E-Mail: [REDACTED]



IN MY MIND, A GREAT WAR STORY

by Mike Sheuerman

On 26 October, 1971 I was involved in an action to rescue a downed Birddog pilot and his Observer from the 219 Avn Co "Headhunters" that had been shot down northeast of Dak To. Though wounded, the pilot carried his wounded spotter away from the aircraft and then went back to the plane and destroyed the radios. After all that, both men E&E'd from the enemy until we could get them out. For his actions that day, the pilot was recommended for THE MEDAL. I wrote an Eyewitness Statement for the recommendation but I never found out who that Pilot was, or what happened to his award.

Fast forward to November 15, 2014. In my capacity as Membership Chairman of VHPA I'm always sending out invites to join our group. On that day I got a letter back from Edwin R (Dick) Chubb thanking me for the offer, but he was a fixed wing pilot in Vietnam, served two tours but is not eligible to be a member of the VHPA. Turns out Dick didn't go through RW transition in late '72 but he still gave me his info for our database as even fixed wing guys have friends looking for them. I noticed he was with the 219 Avn Co from 10/71-3/72 so I ask if he remembers this action. He replied that he vaguely recalled something about it and offers to pass on my request on to several other 219 pilots. Next I hear from both Joe Parsons and Lee Malambri who let me know that the pilot that day was Norwood Worth Smith JR., turns out THE MEDAL was downgraded to the DSC; hope my write-up didn't cause that. I'm trying to locate Norwood now.

Lee asks me if I know an old Army Aviator buddy of his that flew with the 361 ACE (my Unit in Vietnam), Dana Johndro. They served together in Germany. SMALL WORLD!!! I gave him Dana's contact info and now Lee plans to attend Louisville just to see his old friend.

Now is this a great war story or what!!!

Mike Sheuerman

Membership/ VHPA

E-Mail: [REDACTED]

Phone [REDACTED] (cell) or 1-800-505-VHPA

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 Unit(s) served with, if that info is available

We welcome these 46 new Members to our Association! All have joined the VHPA during the period from 1 October through 2 December 2013

Adkins, Irving D. Downsville, Louisiana, US Army Flight Class(s): 68-522 68-40 Vietnam Unit information not provided	Castro, Tomas Euless, Texas, US Army Flight Class(s): 62-8 Vietnam Unit information not provided	Griffard, Lawrence W. Saint Louis, Missouri, US Army Flight Class(s): 70-24 Vietnam Unit information not provided	Lindberg, James W. Minneapolis, Minnesota, US Army Flight Class(s): 69-3 Vietnam Unit(s): 92 AHC in 69-70
Alich, William J. "Bill" ** San Francisco, California, US Army Flight Class(s): 56-11 58-10 Vietnam Unit(s): 1 AVN CO in 65-66; 68 AVN in 67-68	Collins, Ernest J. Bowie, Maryland, US Army Flight Class(s): 61-10 Vietnam Unit information not provided	Hamilton, Jay M Destin, Florida, US Army Flight Class(s): 71-44 Vietnam Unit(s): F/8 CAV in 72-73	Linden, Albert "Al" ** Gainesville, Florida, US Army Flight School year: 1961 Vietnam Unit(s): 121 AHC in 65-66
Andree, Robert G "Bob" ** Schererville, Indiana, US Army Flight Class(s): 57-1 Vietnam Unit(s): 117 AHC in 63-64; 229 AHB 1 CAV in 68-69	Combs, Roger E. "Roscoe" King City, Missouri, US Marine Corps Flight Class(s): 69-18 Vietnam Unit(s): HMM-364 in 69-70	Hogan, Timothy J "Tim" Oakland, Tennessee, US Army Flight Class(s): 70-16 Vietnam Unit(s): 247 AVN DET in 70-71	Lorence, Carl E ** Harrisburg, Pennsylvania, US Army Flight Class(s): 56-10 Vietnam Unit(s): 93 TC CO in 62-63; 205 ASHC in 67-68; AIR AMERICA LAOS in 61
Ballinger, Joe E. ** Norton, Kansas, US Air Force Flight Class(s): 60-C Vietnam Unit(s): 38 ARRS in 65-67	Curtis, James B. "Dad" Ashland, Missouri, US Army Flight Class(s): 66-7 Vietnam Unit(s): 161 AHC in 66-67	Johnson, Larry E Brownsburg, Indiana, US Army Flight Class(s): 63-4T Vietnam Unit(s): 114 AHC in 65-66; B/101 AVN 101 ABN in 68-69	Madrano, Joseph P. "Joe" San Antonio, Texas, US Army Flight Class(s): 54-H Vietnam Unit(s): 498 MED CO in 65-66
Beeler, William R. "Bill" ** Pensacola, Florida, US Marine Corps Flight Class(s): 50-2 Vietnam Unit(s): HMH-463 in 66; HMM-265 in 67-68	Dake, Terrence R. "Terry" Southlake, Texas, US Marine Corps Flight Class info not provided Vietnam Unit(s): HMH-462 in 68-69	Kleiber, Donald G Dillard, Georgia, US Army Flight Class(s): 61-10 Vietnam Unit information not provided	Malone, Albert "Al" ** Birmingham, Alabama, US Army Flight Class info not provided Vietnam Unit(s): MAAG in 62; 199 AVN in 68-69
Bliven, David M. Goffstown, New Hampshire, US Army Flight Class(s): 62-8 Vietnam Unit(s): 114 AVN	Dargon, Paul K Jacksonville, Florida, US Army Flight Class(s): 61-10 Vietnam Unit(s): A/19 CAV 1 CAV in 66	Knupp, Gary L Webster, Kentucky, US Army Flight Class(s): 71-31 Vietnam Unit(s): 571 MED DET in 72-73	Patterson, Thomas L "Tom" Springfield, Missouri, US Army Flight Class(s): 70-24 Vietnam Unit information not provided
Bloyd, John R. ** Lemoore, California, US Army Flight Class(s): 71-14 Vietnam Unit(s): 1 CAV DIV in 68-69; F/4 CAV in 71-72	DeLoach, Javan M. Mechanicsburg, Pennsylvania, US Army Flight Class(s): 62-8 Vietnam Unit(s): 114 AVN	Koss, Stephen J Grand Blanc, Michigan, US Army Flight Class(s): 70-26 Vietnam Unit information not provided	Renn, Gregory A. Tampa, Florida, US Army Flight Class(s): 68-30 Vietnam Unit(s): 198th INF BDE AVN in 68-69
Britt, Eugene R. "Gene" ** Statesboro, Georgia, US Army Flight Class(s): 70-24 Vietnam Unit(s): 71 AHC in 70-71	Dennis, David R. Dunedin, Florida, US Army Flight Class(s): 67-1 66-21 Vietnam Unit(s): B/9 AVN 9 INF in 67-68	Kuruzar, Michael E. Wyocena, Wisconsin, US Army Flight Class(s): 72-10 Vietnam Unit(s): 57 AHC in 72-73	Shehorn, Henry W. Leavenworth, Kansas, US Army Flight Class(s): 62-8 Vietnam Unit information not provided
Bunyard, Jerry M "Max" ** Alexandria, Virginia, US Army Flight Class info not provided Vietnam Unit(s): HBB/2/20 ARA 1 CAV in 69-70	Finch, Arthur L Loudon, Tennessee, US Army Flight Class(s): 61-10 Vietnam Unit(s): C/7/1 CAV; HHT/7/1 CAV	Lane, Jay T. "Magnet Ass" Mount Pleasant, Utah, US Army Flight Class(s): 70-21 Vietnam Unit(s): 173 AHC in 71	Sutherland, Billy C. Austin, Texas, US Army Flight Class(s): 70-26 Vietnam Unit information not provided
Burks, Howard D Greenwood, Arkansas, US Army Flight Class(s): 61-10 Vietnam Unit(s): 128 AHC in 65-66	Fuller, Robert W Strasburg, Ohio, US Army Flight Class(s): 67-19 Vietnam Unit(s): 128 AHC in 67-68	Leaf, George E ** Las Vegas, Nevada, US Army Flight Class info not provided Vietnam Unit(s): 118 AHC in 63-64; 147 ASHC in 67-68	Vandell, Peter Concord, North Carolina, US Army Flight Class(s): 68-521 68-39 Vietnam Unit(s): 176 AHC in 69-70; A/123 AVN 23 INF in 70
Carroll, John L. Dalthart, Texas, US Army Flight Class(s): 69-31 69-29 Vietnam Unit(s): 134 AHC in 70-71	Graham, Charles E. Wichita Falls, Texas, US Army Flight Class(s): 64-8 Vietnam Unit(s): A/1 AVN 1 INF in 65-66; A/228 ASHB 1 CAV in 68-69	Leon, Ralph Germantown, Tennessee, US Army Flight Class(s): 70-1 Vietnam Unit(s): B/4/77 ARA 101 ABN in 70	Verity, Richard E. Clearwater, Florida, US Army Flight Class info not provided Vietnam Unit information not provided
		Lincoln, George H ** Brunswick, Georgia, US Army Flight Class info not provided Vietnam Unit(s): 1 CAV DIV in 67-68	Zutter, Walter E. Stafford Springs, Connecticut, US Army Flight Class(s): 68-509 68-11 Vietnam Unit information not provided

TAPS

ADDISON, Franklin Earl "Frank" Graduated flight training with Flight Classes 70-11 & 70-13

Franklin Earl "Frank" Addison left this life on July 26, 2013, his Family and Hospice care team surrounded him. Frank was a lifelong resident of Punta Gorda, Florida; he attended Charlotte County Schools and graduated from Charlotte High School in 1967.

Frank was a Warrant Officer in the US Army and was Veteran of the Vietnam War; he was awarded Purple Hearts and other distinguished honors and flight medals. After returning from Vietnam, Frank started a career in construction with specialty in masonry. He became a licensed general contractor in 1970's.

Frank was active in the community and loved the opportunity to help children. Frank was a Pop Warner coach, active supporter of CHS sports and sponsor of numerous youth athletics. A member of Punta Gorda County Club and Kingsway Country Club, he enjoyed golf, fishing, gator football, baking for his family and families and sharing a good laugh!!!

He is survived by his wife, Judith D. Addison; one son and one daughter, one sister, four grandchildren, he was preceded in death by his brother Thomas Glynn Addison. Memorial donations may be made to support two charities close to Frank's huge heart. Charlotte High Athletics, contact Brian Nolan at [REDACTED] and or Angelmans for Research, Support and Cure, e-mail [REDACTED]

The above was sent to us by Member William Sturtevant and he added "I know Frank was shot down twice while in Vietnam, he was the only survivor of the second incident and he never shook off the feeling he had over that. Frank was also respected and well liked here in the town of Punta Gorda, Florida and I felt privileged to call him my friend."

BABISH, Bruce Kenneth

Bruce Kenneth Babish, age 66, of Knoxville, TN, died on November 16, 2013, at his residence. He was born in Pittsburgh, PA; he loved music and sang in the Celebration Choir at Wallace Memorial Baptist Church where he was a member. Prior to his retirement, he was highly regarded as a salesperson and as a sales manager in the automotive and trucking industry.

While attending Guilford College in Greensboro, NC, he volunteered to serve in the armed forces. He was a highly decorated army combat helicopter pilot of the Vietnam era, and later served as the executive officer of two military police battalions.

He was preceded by two brothers and is survived by his wife of 12 years, Barbara Susan Carter. Also surviving is one son, four daughters, six grandchildren, two brothers and two sisters. Burial has held in the East Tennessee State Veterans Cemetery in Knoxville with full military honors. Memorials may be donated to the Wounded Warrior Project, P.O. Box 758517, Topeka, KS, 66675 or Bridge Refugee Services, Inc., 7035 Middlebrook Pike, Suite #A, Knoxville, TN 37909.

BUCK, Roger R. Graduated flight training with Flight Class 69-39 and 69-37. He flew out of Chu Lai in Vietnam with B/Co. 123rd Aviation under the Warlord 23 callsign; he was in-country from March 70 until March of 71.

Roger R. Buck of Pahrump, Nevada went to join his Lord and Savior on 22 July 2013. He passed away peacefully at St. Luke's Hospital in Duluth Minnesota, the same hospital he was born in. Roger was a Big Man who played football at the University of Minnesota. Roger was preceded in death by his beloved Labradors "Rambo and Zoey". He is survived by his loving Wife Angie, two sons, one daughter, one grandson, three siblings his parents as well as many nieces and nephews. Roger's father has also since passed away.

Roger spent most of his life after the Army working in the Tele-communications industry working with his Father and a Brother. He moved to Nevada from Minnesota in the mid 90's and a few years later found the job that he loved the most. He became Manager of the Home Depot Electrical Dept. in Pahrump, Nevada. Roger always loved helping people and here was a position made to order for him. At the entrance to the store the employees put up a monument to Roger. If you ever want to understand Roger just go By That Home Depot in Pahrump and ask anyone about Roger.

In Vietnam Roger was one of the few Warrant Officers to fly Team Lead in an Air Cavalry Troop. The Warlords were blessed to have many very good Team Leads and Roger was one of the very best. Running a CAV TEAM when you are in the Thick of It is not for the faint of heart. Those of us who were fortunate enough to have flown in combat with Roger truly appreciate his courage and especially his Common-Sense. That rare commodity that makes a leader Great.

Roger, we all miss you but especially EZ, CLAY, PUARTS and most of all his Loving Wife Angie

Charles Holcomb, Warlord 18

BULLARD, Richard Clifford Graduated flight training with Flight Class 62-10. Flew in Vietnam with the 57th TC CO (1962-63) & the 120th AVN (1963)

To the world he was a soldier; to us he was the world. Lt. Colonel (U.S. Army, retired) Richard Clifford Bullard passed away peacefully on November 9, 2011 after suffering a sudden illness. Richard was born in Atlanta, Georgia and graduated from Russell High School as the senior ranking officer in the ROTC program in 1957. He was the starting quarterback at North Georgia College as a freshman. Richard joined the military on May 10, 1959. He later married Susan Roundy and they were sealed in the Logan temple on September 28, 1967. Richard received his commission at the age of 19. He was an experienced pilot and had a passion for aviation. He was an Airborne Ranger and Special Operations officer. He was a graduate of the Command and General Staff College for the Army. Richard served 20 years active duty as a professional soldier and aviator.

He completed several combat tours in Vietnam where he loved and served the people of South Vietnam. He retired from the U.S. Army at the age of 39

as a Lieutenant Colonel.

Richard later enjoyed a career as an Aviation Safety Consultant. He loved firearms and was a licensed gunsmith specializing in restoration work. Richard is survived by his devoted wife Susan, four children, seven grandchildren and one sister. Richard was a leader of men, a professional soldier and a true ambassador of Christ. He was a faithful member of The Church of Jesus Christ of Latter-Day Saints and was a loving husband, father, grandfather, brother and friend.

The above TAPS entry was sent to us by Member Mel Pollock – who added: In my search to reestablish the communication that we had shared for years I was saddened to find his obituary. Dick was a dedicated soldier. We first met him in Artillery and Missile OCS in 1960. He was airborne when reporting to OCS and upon graduation received his commission as a very professional nineteen year old officer. In 1961 he was part of a recon team that went to Vietnam and walked across to Cambodia. That was his first tour of six. Yes, six tours in Vietnam.

We met again at Ft. Rucker in H-21 transition in preparation for our tour in Vietnam which began in late 1963. I thought at the time that it was his first tour. We were assigned to the then 57th Transportation Company that became the 120th during that year. Dick was promoted to captain just after his twenty-third birthday during that tour. He told me years later that he had been there prior to the 1963 tour. When I asked why he had not told us at the time that he had been there before, his answer was, very simply, that it had been secret and he was not supposed to talk about it. He was captured at one point during one of his subsequent tours but managed to escape after having to "do some unpleasant things." Late in his career he led the combat team into Jones Town, Ghana when the "Reverend" Jones killed U.S. congressman Leo Ryan who was there on a "fact finding" tour.

Dick Bullard was a very gentle, Christian man who was dedicated to duty. He was a gentle warrior.

BYERLEY, Byron Eugene "Mick" Flew in Vietnam with the 57th AHC (1968-70) and the 197th AHC (1965-66)

Byron Eugene "Mick" Byerley, 76, passed away Sunday, November 10, 2013 from lung cancer. Mick was born and raised on a farm in Centerville, K.S., graduated from Kansas State with a BA in Engineering and a Master's Degree from the University of Kansas. He was a helicopter pilot in Vietnam and Korea, and retired from the U.S. Army Corps of Engineers as a Lt. Colonel in 1985. He received five Bronze Stars, a Purple Heart, the Legion of Merit, the Distinguished Flying Cross and many other air medals. He was the Deputy City Engineer for the City of Mesa from 1986 to 1998. He enjoyed golf, travel, camping, wood working, horseback riding, and flying.

He is survived by his wife, son, daughter, step-children, grandchildren, sister and father. Donations can be made to your favorite charity, a Veteran's charity or Banner Hospice.

CEDRAS, Keith E. graduated flight training with Flight Class 69-41, flew in Vietnam with B /3/17 Cav (1970-71) under the Stogie call sign, and in Germany with D/2/4 Cav (1971).



Keith Edward Cedras, age 67, died November 21, 2013, at his home following a hard fight with cancer. His loving wife Constance and devoted friend James Burger, also a veteran of B/3/17 Cav, were with him. Keith flew Cobra gunships in Vietnam and served as an instructor pilot in both Vietnam and Germany. An engine failure at low level over a heavily wooded area in Germany left him with a broken back and a "never walk again" prognosis. During a 3-year convalescence he recovered from his injuries, completed a college degree, and went on to spend a distinguished career in US Defense and International Marketing with Bell Helicopter Textron, Inc., Fort Worth, Texas. He retired in 2002 and moved with his wife to Blacksburg, VA, where he pursued hobbies including music, gardening, and construction of a beautiful 180-acre mountain estate.

He is survived by his wife, his mother, two sisters, parents-in-law, sister-in-law, brothers-in-law, much beloved nieces and nephews, and innumerable friends all over the world. He will be remembered by all as a generous, loving husband, true friend, great mentor, and genuine patriot of his beloved country - a person with a ready smile and kind word, and a man at peace with himself.

The family requests any donations be made in his name to the Army Aviation Association of America, Inc. Scholarship Foundation by visiting www.quad-a.joinme.org – click on 'Scholarship' then click on 'Donate Now.' Please indicate that your gift is being made in honor of Keith Cedras.

DUKE, Leiland M. Jr. An USMC Aviator, he flew with VMFA-314 (1965-66), H&MS-11 (1966) & VMO-6 (1969) under the Seaworthy Rebel callsign.

Lt. Col. Leiland M. Duke, Jr., USMC (Retired), died on June 19, 2013 in Rapid City, SD, after a massive stroke.

Leiland, a graduate of Auburn University, enjoyed a long and illustrious career in aviation beginning in college, then as a pilot in the USMC and later with Fed Ex. A decorated Vietnam veteran, he was rated in all types of aircraft and was recently awarded the Wright Brothers "Master Pilot" Award for fifty years in aviation without an accident or incident. Leiland especially enjoyed introducing new students to aviation.

Leiland was a member of the Memphis Astronomical Society, served on the board of directors at the United Methodist Neighborhood Center, was a Germantown reserve police officer and a member of Germantown United Methodist Church, where he served on many boards and played hand bells. The family honored Leiland's wishes to be an organ and tissue donor and found great comfort in knowing that he lives on in someone who received his parting gift.

He is survived by his wife of 50 plus years, Betty, his three daughters, eight grandchildren one sister and many other friends, nieces and nephews.

DONAKOWSKI, Ronald Stanley Graduated flight training with Flight Class 69-41 & 69-45, flew in Vietnam with the 336th AHC (1970) & the 191 AHC (1970) under the Warrior 19 callsign



Ronald Stanley Donakowski, CW4 (RET) died on Monday, November 11, 2013 at Southeast Alabama Medical Center in Dothan, Alabama due to an illness. He was 65.

Ron was born the youngest of five children in Detroit, Michigan. He grew up in Detroit and attended several years of college before joining the United States Army. Following flight school, Ron flew combat helicopters in Vietnam. He was seriously injured August 6, 1970 while in Vietnam and received a Purple Heart Medal. Upon his recovery and hospitalization he moved to Fort Rucker, Alabama where he became an Army helicopter flight instructor. His daughter Jeanna was born while he was at Fort Rucker. Ron and family were sent to Isfahan, Iran with Bell Helicopter International for a period of almost three years during the reign of Mohammed Reza Shah Pahlavi, who was America's Middle-Eastern friend. Rebecca was born over there. After returning to the states and Fort Rucker, Alabama, he then, again, began teaching flight instruction until 2003. He then moved over the Night Vision Devices Branch, also at Fort Rucker, where he served until retirement on August 31, 2013.

Ron will be remembered for being a loving father, brother and friend. He loved life and was a joy to be around. He will be greatly missed. He is survived by three daughters and three grandchildren; he was preceded in death by his parents and one sister. Survivors also include two brothers, one sister and many other friends and relatives.

GARRETT, Stephen Paul Graduated flight training with Flight Class 69-12, flew in Vietnam with the 162nd AHC (1969-70), HHC 164th CAG (1969-70), HHC 13th CAB (1969-70) and the 1st Avn Co (1966-1970) under the Guardian 1 callsign.

Stephen Paul Garrett, 69, of Oklahoma City died Monday, Nov. 18. Steve leaves behind a legacy of community service, faith and love of family. He was born Sept. 1, 1944 in Granite, Okla., and graduated from High School in Mangum, Okla.; he then earned a Bachelor of Business Administration degree from the University of Oklahoma, where he was a member of Phi Gamma Delta Fraternity, and a Jurist Doctorate from Oklahoma City University. He married Linda Dianne Dozier on June 24, 1966, in Oklahoma City and together they raised three children.

Steve was a Captain in the United States Army and served as a helicopter pilot during the Vietnam War from 1968 to 1972. He earned the Army Commendation Medal, Bronze Star and ten additional air

medals while serving our nation. In 1969, he was nominated for the honor of the Distinguished Flying Cross, awarded for heroism or extraordinary achievement while participating in aerial flight. When he returned from the war, Steve joined the Oklahoma Insurance Department where he served as Chief Examiner and Assistant Commissioner. He joined the Insurance Company of North America in Philadelphia and then Atlanta in the late 1970s before returning to Oklahoma City with his family in 1981 when Steve accepted the position of Senior Vice President and General Counsel at American Fidelity Corp., a position he held for thirty-two years. Steve served in numerous executive leadership positions in the insurance industry including Chairman of the Oklahoma Life and Health Insurance Guaranty Association, President and Director of the Association of Oklahoma Life Insurance Companies, Chairman of the Oklahoma Property and Casualty Insurance Guaranty Association, President of the Association of Property and Casualty Insurance Companies, Chairman of the House Counsel section of the Oklahoma Bar Association and was a member of several committees of the American Council of Life Insurance and America's Health Insurance Plans.

Steve was passionate about community service and was proud to be a member of the Board of Trustees at Oklahoma City University, Past District Governor of Rotary International, Past President of Rotary Club 29, Past Chairman and Past President of the Oklahoma City Rotary Foundation, Past Chairman of the Oklahoma City Command of the Salvation Army Board of Directors and a Director of the Oklahoma Symphony Orchestra.

Left behind to cherish his memory are his wife, Linda Dianne Garrett, their four three children and their families. Gifts can be made to The Stephen P. Garrett Memorial Fund at the Oklahoma City Community Foundation online at <http://www.occf.org/garrett> or by mail P.O. Box 1146, Oklahoma City, Oklahoma 73101-1146. <http://www.occf.org/garrett>

GENTRY, Roy Charles Graduated flight training with Flight Class 67-?, flew in Vietnam with D/229th AHB, 1st CAV DIV (1965) under the Happy Tiger callsign.



Roy Charles Gentry, 78, passed away on December 1, 2013. He was born on a farm near Dexter, New Mexico on August 10, 1935; he married Gerry DeSmith Hardy on June 25, 1994 in the Shenandoah Valley of Virginia. Charles graduated high school in Roswell, New Mexico in 1952 and New Mexico Military Institute in 1956. While attending NMMI, Charles was elected All-Conference in football for four years as well as winning the State Golden Gloves boxing heavyweight title. He was inducted into the NMMI Hall of Fame in 1986.

Upon graduation, he entered the Army Corps of Engineers. During active duty he flew Army fixed and rotary wing aircraft with four overseas assignments in Germany, Libya, Iran and Vietnam.

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Charles was medically discharged in 1966 as the result of wounds sustained when his helicopter was shot down in Vietnam. During his military service, he received the Purple Heart, Bronze Star, Distinguished Flying Cross and numerous Air Medals.

Charles graduated top student at Texas Tech School of Law in 1969 and served as a trustee of the Texas Tech Law Foundation. Before entering private law practice in Washington, D.C., Dallas, and Austin, he served as Legislative Director for U.S. Senator Pete Domenici, Special Assistant to the Attorney General as a White House Fellow, legal advisor to the National League of Families of POW's and MIA's in Vietnam, and Director of the Clean Lakes Program at the newly created Environmental Protection Agency. In 1992 he returned to Washington, D.C. as Chief of Staff to U.S. Senator Pete Domenici. Upon public service retirement, he consulted in Washington, D.C. on public policy issues related to science and nuclear weapons.

After retirement, he and his wife Gerry logged thousands of miles in overseas travel, as well as domestic adventures in their RV. Their home was a log cabin in the Blue Ridge Mountains of Virginia. In 2005, they moved to Tierra Linda Ranch in Kerrville, Texas.

Those left to cherish and honor Charles' memory are his wife, Gerry Gentry of Kerrville; one son, one daughter, one sister, four grandchildren, one nephew along with many neighbors and friends. Memorials may be made to the Wounded Warrior Project, Kerrville Humane Society or the charity of your choice.

HOPKINS, Douglas Leroy Graduated flight training with Flight Class 68-17 & 68-29, flew in Vietnam with the 128th AHC (1968-69) under the Gunslinger 32 callsign.

On Saturday, October 19th 2013 our beloved husband, brother, uncle, father, grand-father and friend, Douglas Leroy Hopkins entered into eternal rest. Doug was born in Topeka, Kansas in 1943; he spent his early years in Abilene, Texas and went to Texas Tech University. In 1968, he joined the U.S. Army where he served with honor in Vietnam as a Huey gunship pilot and became a life member of the Vietnam Helicopter Pilots Association.

He was married to Billie Schneider Hopkins for 31 years and for much of this time they lived in the Houston area. He built his career in the oilfield service industry and started his own company; D.H. Rockbit Inc., he eventually passed this legacy on to his son. He was blessed to be reunited with, and then marry Abilene classmate, Carol Ely Hopkins and together they lovingly joined two families forever.

Doug was loved throughout his life for his honesty and courage, his passion for good food, good friends, and a good story. Doug had a philanthropic nature, and donated to various different causes, charities and animal rescue groups. Doug was preceded in death by his first wife Billie Schneider Hopkins, and his daughter Angela Dawn Hopkins. He will lov-

ingly be remembered by his wife Carol Ely Hopkins; his son, Douglas Leroy Hopkins II, his wife Casey and their children Taylor and Jake as well as an abundance of truly dear friends. Service will be held at Texas State Veterans Cemetery in Abilene, Texas. The family that you send a gift to The Wounded Warrior Project at www.woundedwarriorproject.org or the SPCA of Texas 2400 Lone Star Dr. Dallas, TX 75212.

JEFFREY, Alain M. Graduated flight training with Flight Class 68-22, flew in Vietnam with the 195th AHC (1969-70) under the Thunder Chicken callsign.

Alain M. Jeffrey, age 71, of the Mirror Lake Community, Villa Rica, Georgia died Thursday, October 10, 2013. Mr. Jeffrey was born in Marrakech, French Morocco; he worked as an Account Manager for Ryder Truck Rental for 30 years. Mr. Jeffrey, a Veteran, served our Country for 10 years, retiring as Captain in the United States Army. He was a helicopter pilot in Vietnam. He was also an active member of the American Legion.

Survivors include his wife of 48 years, Catherine Serratore Jeffrey, one son, one daughter, one brother and four grandchildren. In addition to his parents, he was preceded in death by daughter Caylin Jeffrey, October 10, 2002.

JOHNSON, Albert August Graduated flight training with Flight Class 60-22, flew in Vietnam with the 13th CAB (1964) under the Delta 5 callsign.

Colonel Albert August Johnson, Jr., passed away on November 16, 2013 at his home in Scott, Louisiana at the age of 90. Colonel Johnson will be laid to rest during a military funeral with full honors at Arlington National Cemetery in Arlington, Virginia on January 16, 2014.

He was the beloved husband of Ruth Johnson for 18 years. He was preceded in death in 1991 by his beloved wife, Miriam Hession Johnson, after 45 years of marriage. He is also survived by two daughters, one son and his sister; he is also the stepfather of four other children and their extended families. He loved spending time with his family and was also the most helpful and caring person to his entire family.

Al was born and raised in New Orleans. He was very proud to be a career military officer in the United States Army, Transportation Corp. He joined the Army as a Private to serve in World War II and he attained the rank of Colonel during his 35 years of loyal military service. He spent his years in the military as a Master Army Aviator flying helicopters and held many command posts. He is a veteran of World War II, the Korean War and Vietnam. Al was awarded numerous military honors including the Silver Star, Legion of Merit, Bronze Star, Meritorious Service Medal, Air Medal with twelve Oak Leaf Clusters, Army Commendation Medal with

two Oak Leaf Clusters, Purple Heart in 1944 and 1964, and many more.

After his retirement from the military, Al moved to Scott, Louisiana. He was employed by the City of Lafayette, Public Works Department as the Operations and Maintenance Manager for 14 years. He was recognized as Employee of the Year by the City of Lafayette for his outstanding service.

Al loved recreational vehicles and he and his wife, Ruth, traveled to all the states in their RV and he was an active member of the Cruisin Cajuns RV Club. He was also very proud to be a life time member of the Washington Artillery of New Orleans, one of the oldest operating military units in the nation.

JONES, Pat W. Graduated flight training with Flight Class 63-4WT, flew in Vietnam with the 117th AHC (1965-66) and the 3/17th Cav (1968-69).

Mr. Pat W. Jones of Enterprise passed away on October 23, 2013. He was 78. Mr. Jones was born November 12, 1934 in Magdalena, NM; he was a member of the Church of Christ. He was also a member of the Muenster Masonic Lodge in Germany and the Enterprise and Boll Weevil Civitan Clubs. He was retired from the U.S. Army as a helicopter pilot, having served in Korea and Vietnam. He was a Senior Instructor Pilot at Cairns Army Airfield at Ft. Rucker. He was the owner of P&L Storage in Level Plains.

He was preceded in death by 2 daughters: Debra Ann Jones and Teresa Diane Tangney and two brothers. Survivors include his wife of 34 years, C. Louise Jones, four daughters, one sister, one son-in-law, fifteen grandchildren; thirteen great-grandchildren; several nieces and nephews. Interment was held in the Dallas - Ft. Worth National Cemetery in Dallas, TX. The family requests that donations be made to the Enterprise Civitan Club, c/o Phyllis Irland, 102 Eagle Circle, Enterprise, AL 36330 or the American Cancer Society, P.O. Box 310900, Enterprise, AL 36331-0900.

KENDALL, Clifford P. Graduated flight training with Flight Class 71-14

Clifford P. "Kip" Kendall, of Bremerton, WA, passed away at Harrison Hospital the morning of Sept. 22, 2013 with his family by his side. Kip was born in Morton, Washington; he graduated from Central Kitsap High School in Silverdale. He received his BA in aeronautical engineering from Embry Riddle University while serving his country as a decorated helicopter pilot and major in the Army with two tours in Vietnam. After 17 years of service in the Army, he went on to a successful career in the aeronautical industry and had the opportunity to travel all over the world with his family.

Kip is survived by his wife and high school sweetheart, Ida Kendall; his two children, two brothers and his four grandchildren. Kip will be fondly remembered for his kindness, sense of humor and love for his family and friends.

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KENDALL, Clifford P. Graduated flight training with Flight Class 71-14

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Kip is survived by his wife and high school sweetheart, Ida Kendall; his two children, two brothers and his four grandchildren. Kip will be fondly remembered for his kindness, sense of humor and love for his family and friends.

KOSKO, Charles Joseph Graduated flight training with Flight Class 67-19, he flew in Vietnam with the 240th AHC (1968-69), the 159th ASHB, 101 ABN (1971-72) and the 180th ASHC (1972) under the *Kennel Keeper 2, Varsity 45 & Big Windy* callsigns.

Charles Joseph Kosko passed away peacefully on November 1, 2013. He was born in Scranton, Pennsylvania and attended St. John Baptist School and graduated from Pittston Central Catholic High School in 1954.

Charles entered Army Basic Training in March, 1955 at Fort Dix, N.J. followed by training at Camp Gordon, Ga. in communications. Upon completion, he was assigned to Illesheim, Germany to the 596th Signal Support Company until Dec. 1957, when he was transferred to Ft. Benning, Ga. In 1960, Charles re-enlisted as a Sgt. and was assigned to Tobyhanna Army Depot, Tobyhanna, Pa. where he met his wife, Betty Ann Hughes, a nursing student at Thomas Jefferson Medical Center. In 1960, he was assigned to the 6th Trans H-21 Company in Korea. On returning home, April 15, 1961, Betty Ann and Charles were married and moved to Ft. Knox, Ky., where he was a Maintenance Mechanic on CH-37 helicopters. The unit was transferred to Germany where their son Wayne was born January, 1964. The next assignment was Ft. Sill, Okla. to the 90th Trans Company Med Helicopter a (CH-37/47) unit, where daughter Debbie was born Aug., 1965. Charles was selected for helicopter pilot training and was trained in Mineral Wells, Texas and Ft. Rucker, Ala., graduating as a Warrant Officer in Nov., 1967. He was then re-assigned to Vietnam after maintenance training in Ft. Eustis, Va., to the 240th AHC in South Vietnam. Charles flew combat missions, maintenance flights and aircraft recoveries until returning home to his family in Virginia. At Ft. Eustis, he flew daily flights to Washington, D.C. for the Army Staff. Following advanced training in CH-47 helicopters at Ft. Rucker, Ga., he was reassigned to Vietnam with Company B 159th Aviation, part of 101st Airborne, he returned to his family in 1971, as a test pilot instructor.

Charles completed college at St. Leo's College of Florida and after 21 years of service, he retired from active duty and was assigned to the Army National Guard at Ft. Indiantown Gap, Pa. He served as Allied Trades Foreman and then Quality Control Officer for the aviation facility for 14 years until his retirement in Dec., 1990. He last worked for Omega Labs as a part-time driver for the next 14 years.

Charles is survived by his wife of 52 years, Betty Ann Hughes Kosko; one daughter, one son, two granddaughters and one sister. Charles was a member of Gravel Hill United Methodist Church, the Military Officers Association and the VFW. His interests were woodworking, his family and friends, and enjoying the outdoors. Memorial contributions can be made to the American Cancer Society, P.O. Box 1274, Lebanon, PA 17042; or Gravel Hill United Methodist Church, 131 Gravel Hill Road, Palmyra, PA 17078 in his memory.

KYLER, Russell S. Graduated flight training with Flight Class 63-3, flew in Vietnam with the 178th ASHC (1966) and the 765th TC BN (1966-67) under the *Boxcar* callsign.

Russell S. Kyler of Cedar Park, Texas was called home to his Lord on Tuesday December 3rd, 2013. Russ was born in Huntingdon, PA on March 13th, 1924.

He was a fighter pilot in WWII and Korea, and a helicopter pilot in Vietnam. He was decorated numerous times for his service to his country. Russ is survived by his wife Joan of Cedar Park, Texas, one son, two daughters and five grandchildren. The family requests donations to the Intrepid Fallen Heroes Fund at: <http://www.fallenheroesfund.org>

LAMAR, Richard Eugene. Graduated flight training with Flight Class 55-L, Richard's death leaves just five surviving aviators from that distinguished flight class.

Mr. Richard Eugene Lamar, 81, of Aiken, South Carolina passed away on December 3, 2013, after a valiant struggle with Parkinson's disease.



Born in El Paso, Texas, Mr. Lamar retired in 1974 as an US Army CW4 with over 25 years of service. He was a rotary wing pilot with two combat tours in Korea and two in Vietnam. After retiring from the Army, his professional career focused on government contracting services. He was President/Owner of Greystone Consultants, Vice President of SIMCO, Inc. and Executive Vice President of Hawthorne Services. In his later years, he served as Mayor of Blackville, Executive Director of the Barnwell County Chamber of Commerce and Director of the Woodside Plantation Property Owner's Association. He volunteered over 5000 hours at the VA Hospital in Augusta and the Aiken VA Outpatient Clinic. He was a kind, loving man and an eternal optimist. He loved playing tennis and laughed that all the lessons never helped him get any better.

He is survived by his wife, Edeltraud "Edie" Lamar,

one daughter, one son, three grandchildren, one great grandchild and was predeceased by his son, Ronald Lamar. If so desired, memorial contributions can be made to Aiken's First Baptist Church, 120 Chesterfield Street, NE, Aiken, SC 29801.

LOWTHER, Daniel James

Graduated flight training with Flight Class 69-7, flew in



Vietnam with A Troop 7/17th Cav (1969-70) and later with the 1st TOW detachment under the *Knight 28* callsign.

Daniel James Lowther, age 66, passed away October 25, 2013 due to a sudden heart attack. He was born in Vancouver, WA, he grew up in Camas, WA, graduating from Camas High School in 1966. His rock band "Dirty Dan and The Pirates" & "The Midnight Sons" were very popular with teenagers during the 60's and they performed at many school dances. He then attended Clark College in Vancouver, WA before being drafted into the Army in 1968.

Dan entered the Warrant Officer helicopter pilot training program (WORWAC 69-7) and qualified for 'The Commandant List' by graduating first of his 123 member class at Fort Rucker in 1969. Although Dan wanted to fly medivac, his position in his graduating class provided him the opportunity to fly the world's first attack helicopter, so he completed the AH-1G Cobra transition training. In 1970-71 he served with A Troop/7/17th Air Cavalry (Ruthless Riders) as call-sign "Knight-28" in the An Khe and Pleiku areas of Vietnam. There was none better that could place extremely accurate suppressive fire beneath the 'break' of his lead. After Vietnam, he was assigned to the 3rd Avn. Co., 6th USA at Yuma Proving Grounds, AZ, then on to TDY duty at the Hunter-Liggett Military Reservation where he participated in attack helicopter tactics experimentation. The photo shows Dan receiving the Commandant List medal upon graduating #1 from WORWAC Flight Class 69-007 AT Fort Rucker.

Dan chose to leave the Army as a CW2 in 1971 and continued his education at Washington State University graduating in 1974 Cum Laude. He went on to study law at Western School of Law in San Diego, CA and graduated in 1977. He passed the bar exam for both Arizona and California and after first practicing law for an established firm decided to start his own law practice in 1980 known today as Lowther Law Office located in Solana Beach, CA.

Dan loved the Northwest visited as often as he could and reminisce about years gone and looked forward to each high school class reunion. He never lost his passion for music, reading poetry, and had hoped to have published a book he was writing before his untimely death.

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Dan is preceded in death by his parents and his brother John. He is survived by one son, one grandson Franklin, his ex-wife Janet of Payson, Arizona; two sisters, two nephews, three nieces and 2 great-nephews.

Donations may be made in memory of Dan to the Vietnam Veterans Memorial Fund at:

Dan, you will be missed by those who had the honor to serve with you, those who learned from you, and those whose life you blessed with your love and caring. And dare I mention you are one hell-va guitar player.

Submitted by Wes Bean, former A/7/17, Knight 24 (69-70), who had the honor of knowing and serving with my friend, Dan. See you in the next AO, bud.

MASTERSON, Joseph H. Graduated flight training with Flight Class 56-12FW and 60-60 RWQC, Flew in Vietnam with the 145th CAB (1965-66) and the 197th CAB (1965-66) under the Saber Six callsign

Col (Ret.) Joseph H. Masterson, SR, 84, Columbus, GA, passed away on Wednesday, November 27, 2013 from sudden heart failure. Interment was held in Ft. Mitchell National Cemetery with full Military Honors.

Col. Masterson was born October 18, 1929 in Ironwood, MI to the late HJ Masterson and Rose Sturgul Masterson. He was an only child who was raised in Hurley, WI. He attended and graduated from St. Ambrose Elementary School, J.E. Murphy High School, and Gogebic Junior College. He joined the U.S. Army in 1949 as a private and was commissioned as Second Lieutenant (Infantry) from Officer Candidate School, Ft. Riley, KS. During his military career that spanned several decades, he attended Airborne, Ranger, and fixed Wing and Rotary Wing Flight School.

His wife Joyce (Santini) Masterson preceded him in death in 1968, leaving him a widower with three small children to raise. He fought in the Korean and Vietnam Wars. Some of his awards and decorations include two Silver Stars, Combat Infantryman's Badge, Bronze Star for Valor, Army Commendation for Valor, two Distinguished Flying Crosses, 13 Air Medals for Valor, Ranger Tab, Master Aviator's Badge, and Master Parachutist Badge. He also was inducted into the OCS Hall of Fame, Ft. Benning GA. Immediately following his heroic actions in Korea, a rifle range was named after him. During the Vietnam War, he flew 618 combat missions as a helicopter gunship Company Commander and was shot down on several occasions. His unit helped support a nearby Vietnamese orphanage.

After retiring from the Army as a full Colonel in 1976, he moved to Columbus, GA and became an owner, trainer, and driver of Standardbred Race Horses. His passion for racetrackers was passed on to him by his father, who was in the Wisconsin Race Horse Hall of Fame and was a member of Veterans of Foreign Wars (VFW), American Legion, 40-8, and Purple Heart Association.

Survivors include his wife, Susan Park Masterson, of Columbus, GA, daughter, Colonel Peggy Masterson-Agee and husband Col. (Ret.) Edward Agee, Decatur, AL, sons; Joseph H. Masterson, JR (Debbie) of Smyrna, GA, Paul Masterson (Sherri) of Columbus, GA, step-son; Lon Adams (Deanna), California, 7 grandchildren; Joshua Masterson, Gregory Moreno, Katelin Masterson, Jamie Moreno, Olivia Masterson, Eileen Masterson, and Alexandria Adams. Memorial contributions may be made to Holy Family Catholic Church, 320 12th Street, Columbus, GA.

MIERSWA, Myles H. Sr. Graduated flight training with Flight Class 58-17, flew in Vietnam with the UTT (1963), the CV-7A Test Team (1965) and HHC, 4th Avn, 4th INF (1967-68).



Col. Myles H Mierswa Sr. passed away on November 24, 2013. He initially graduated from Xavier Military H.S. in NYC, Fordham University and The Naval Post Graduate School. Enlisted in the US Army from 1946 – 1948, he received his regular Army commission from his college ROTC program. Upon graduation, as a Distinguished Military Graduate, he was called to active duty and sent to Korea.

In Korea, he was wounded twice on Heartbreak Ridge as a forward observer. In addition to his two Purple Hearts, he was awarded the Silver Star. He taught Military History at the University of Minnesota ROTC program and attended flight school in 1957 where he became qualified in both fixed wing aircraft and helicopters.

After a tour in Europe he became a member of the Army Aviation Test Board, where he tested many of the helicopters employed in the Army today, as well as multi-engine airplanes. Col. Mierswa served 3.5 years in Viet Nam, where he flew armed helicopters, a transport airplane and commanded the 4th Aviation Battalion during the battles of Doc To and Tet of 1968.

Returning to the states, he became a Professor at the Army's Command and General Staff College. After three years, he became the Commander of the Army Training Device Agency, then the Project Manager for Simulation in Orlando. During his career he was awarded over forty medals and decorations including the Silver Star, 2 Legion of Merits, Distinguished Flying Cross, 12 Air Medals, and 2 Purple Hearts.

After retiring as a resident of Orlando, he was Dean of a business college, a real estate broker/Director of Training for Realty World in Florida and Texas. Later, as a resident of Satellite Beach, he worked at the Space Coast Baseball Stadium, Baytree Golf Links and made gingerbread houses for charity. Col. Mierswa is survived by his three daughters, one son, ten grandchildren, four great-grandchildren and his brother Tom Mierswa. He is predeceased by his son Capt. Myles H Mierswa Jr. and his second wife, Wilda Mierswa.

OTTO, KENNETH W Graduated flight training with Flight Class 69-12, flew in Vietnam with the 361st AWC (1969-70) under the Panther 111 callsign

Ken Otto of Debary, FL passed away 8 November 2014 after a long battle with pancreatic cancer. Ken was a member of ORWOC 69-12 and flew Cobras with the 361 ACE "Pink Panthers", Call Sign Panther 111 from Sep 69-Sep 70. His Awards and Decorations included 1 DFC, 1 BS, 1 ARCOM, 24 AM and 1 VCG. Ken was a LIFE MEMBER of VHPA. After attending his first Reunion, Ken and his brother, Ted, were fixtures at Reunions, missing only one until two years ago when he became ill and had to recover from surgery. He had hoped to attend the Reunion in Louisville in 2014.

Ken was a good pilot, a great guy to be around, funny and extremely helpful at Panther reunions. He bore a striking resemblance to Hulk Hogan and often commented that the Hogan guy was trying to make his living off Ken's good looks. He loved riding motorcycles and being with his buddies.

Ken is survived by his wife, Barbara, sons, Keith and Derek, grandsons, Kyle, Karter and Steven, and his brother Ted. A memorial service was held at the Glenn Abbey Golf and Country Club in Debary, FL November 16. Over 100 friends and family including five former Panthers were in attendance. To make sure there were no "screw ups" Ken planned it ahead of time. He wanted to make his passing as easy as possible on his friends. Another Unit memorial will be held in Louisville next July.

Mike Sheuerman, Panther 15, 5/71-4/72361 ACE/AWC

PAYNE, James M. Graduated flight training with Flight Class 68-28. Flew in Vietnam with 57th AHC (1968-1969) and with 60th AVN CO Aslt Hel (1971-1972)



James "Jim" Payne, 69, of Boerne, Texas peacefully passed away on October 31, 2013 after a long and courageous battle with cancer. He was surrounded by his wife, LuClare Payne, and his three children, he is also survived by his two sisters.

Jim graduated from Texas A&M University in 1967 with a Bachelor of Arts degree in History and English. He was commissioned as a 2nd Lt after 4 years in the Texas A&M Corps of Cadets. Jim proudly served his country in Vietnam as a helicopter pilot in the United States Army. The first tour was with the 57th AHC (1968 – 1969) supporting the Special Forces as a UH-1 pilot in Kontum. The second tour, he flew an AH-1 Cobra with the 60th AVN CO Aslt Hel (1971-1972). He was awarded a Bronze Star and 21 air medals for his actions in combat. Up until his death, Jim was a proud member of the Vietnam Helicopter Pilots Association.

After his career in the Army, Jim entered the banking industry with Dallas Federal Savings & Loan Association. He worked with various banks in the

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Dallas-Fort Worth area prior to moving in 1996 to San Antonio to begin a career with Broadway National Bank. He retired from 41 years of banking in January 2013 as a Senior Vice President and District Manager for the Lone Star Retail Division of Broadway Bank. Jim loved to hunt and fish and watching Aggie football. Internment was held at the Dallas/Fort Worth National Cemetery.

PELLAND, Paul S. Graduated flight training with Flight Class 67-7 & 67-11, flew in Vietnam with the 3rd BDE, 1st INF (1967-68) under the Night Hawk callsign

Paul S. Pellant, 65, of Charleston, South Carolina, died on November 13, 2013. Paul was born in Springfield, Massachusetts, and then lived in Lancaster, PA until moving with his family to Charleston in 1998. He was the owner of Paul S. Pellant, Executive Search and Recruitment.

Paul served in the U.S. Army, the U.S. Army Reserves, and the Pennsylvania National Guard, achieving the rank of Chief Warrant Officer. In 1967 he graduated from the U.S. Army Primary Helicopter School in Ft. Walters, TX and the U.S. Army Aviation School in Ft. Rucker, AL. During his tour in Vietnam (1967-68), Paul served as a helicopter pilot for the 3rd Brigade, 1st Infantry Division. He piloted a light observation helicopter for the battalion commanders of the 2nd Battalion, 28th Infantry, the 2nd Battalion, 2nd Infantry, and the 1st Battalion, 16th Infantry. Paul was awarded The Distinguished Flying Cross, The Soldier's Medal, The Bronze Star, The Purple Heart with two Oak Leaf Clusters, The Defense Meritorious Service Medal, The Air Medal with 21 Oak Leaf Clusters, including Combat Valor and numerous additional commendations. At age 20, he became the youngest

instructor pilot for the OH-13 helicopter.

Upon his return, he was stationed at Ft. Meade, MD and attended the University of Maryland. While in Lancaster, PA, Paul coached youth soccer and football. He was a past member of Jaycees and American Business Club (serving as President). In Charleston, he was a member of Ser-toma. He was a member of St. John's Lutheran Church, where he had served on the Vestry.

A devoted husband and father, Paul embraced the world with boundless energy. An avid sailor, he also enjoyed fishing and cooking. He lived an honorable life, loved by his family and respected by his friends. He is survived by his wife of 42 years, Jane Taylor Pellant; two sons, one granddaughter, two step-grandsons, two sisters and two brothers. Memorials may be sent to: St. John's Lutheran Church, 5 Clifford Street, Charleston, SC, 29401.

ZUCCHELLI, William P. Graduated flight training with Flight Class 63-2WT

William P. Zucchelli, Jr. was born August 8, 2013 in Newton, Massachusetts, his mother passed away when William was two years old at which time he went to live with his grandparents in Plymouth, Mass. He graduated from Plymouth High School Class of 1953, he joined the US Army during his last year in high school and entered active duty with the regular Army in Jan. 1954. After basic training at Camp Picket, VA and truck driver training at Ft. Dix, NJ he was stationed at White Sands Proving Ground, NM. While there he attended Aircraft Mechanics School. In 1958 he was assigned to the 3rd Armored Division in Germany and served as a helicopter line chief. He saw the opportunity to apply for helicopter flight training and was accept-

ed and graduated as Warrant Officer Helicopter Pilot in 1963. He was then assigned to Ft. Benning, GA from there he served two tours in Vietnam 1965-1966 with CO A, 82nd Aviation Battalion attached to the 173rd Airborne Brigade in Binh Hoa, Vietnam, then in 1968-1969, with the 132nd A&SH Co. Chinooks based at Chu Lai, South Vietnam. He did a tour in Thailand 1971-1972 assigned to the 42nd Special Forces Group Aviation Section. He retired as a Chief Warrant Officer 4 with 25 years of service at Fort Benning, Georgia in July 1977.

He is survived by his loving wife of 40 years, Carolyn J. Zucchelli of Columbus; six children, twelve grandchildren, eleven great grandchildren; and one great-great granddaughter. Donations may be offered to Columbus Hospice at www.columbushospice.com or to PAWS.

ELLIOTT, James Robert
Graduated flight training with Flight Class 62-10, he flew in Vietnam with theb57th TC Co (1962-63) and the 120th Avn (1963)



Lt. Col. James Robert Elliott, 76, passed away Friday, November 1, 2013. He was born in Goldthwaite, Texas, he served in the US Army during the Vietnam War as a helicopter pilot in the 57 Trans Co. and the 120th Assault Helicopter Co. in mid 1960's and retired in 1988. He was later employed by Mercedes I.S.D. as Senior J.R.O.T.C. Instructor until retirement in 2007.

He is survived by his wife, Martha A. (de la Fuente) Elliott; three sons, two daughters, four grandchildren, two brothers, his sister, Johnny Beth Elliott and is preceded by his late brother Jimmy Don Elliott.

Notice of the passing of the following seventeen Military Aviators were received by the VHPA during the production period for this issue. None of these men were ever members of the association, nor were the notices of their death reported to the Association by a member of the man's family, or by a member of the VHPA; they were all obtained through an internet search. Because of that, we have posted the TAPS information we received on these men to their individual listings of the on-line membership directory being maintained at VHPA.org. If you are not able to retrieve the information on-line, call HQ for assistance (1-800-505-VHPA).

BOUNDS, Merle Eugene

BOWSHER, David Paul Graduated flight training with Flight Class 68-511 & 68-19

BURGESS, George Earle Graduated flight training with Flight Class 71-30

DEVINEY, Alton H., COL USAF, Ret.

EUBANKS, Howard Jr. CW4, USA, Ret. Flew in Vietnam with the 1st CAV Div (1965) and the 16th TC DET (1968-79)

GATES, Herbert Grant, MAJ, USAF, Ret.

HICKS, William Michael Graduated flight training with Flight Class 67-19 & 69-21

JOHNSON, Flavil Leon, LTC, USA, Ret.

LEE, Robert Aaron

MASTERSON, Joseph H. Graduated flight training with Flight Class 56-12FW and 60-60 RWQC, Flew in Vietnam with the 145th CAB (1965-66) and the 197th CAB (1965-66) under the Saber Six callsign

MILLS, Russell G., USAF Aviator

RYDER Gould A. Graduated flight training with Flight Class 71-50
SNODGRAS, Phillip Christy Graduated flight training with Flight Class 68-505 & 68-3

TRAN, Minh V. VNAF pilot

WEISEL, Robert John

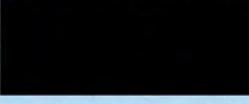
WILLIAMS, Charles Edward Graduated flight training with Flight Class 67-26

CURRENT VHPA CHAPTERS

ALASKA CHAPTER
Lynn Kile, President



ARIZONA CHAPTER
Bill Sorenson, President



CALIFORNIA CHAPTER NORTH
Ken Fritz, President



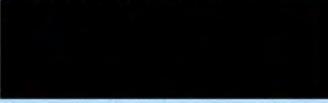
CENTRAL NEW YORK CHAPTER
Tom Mc Millen, President



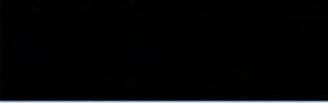
FORT WOLTERS CHAPTER
CHAPTER, it's now:
Adam Steczko, President



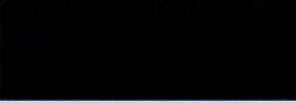
GEORGIA CHAPTER
Bill Mc Rae, President



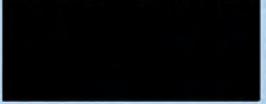
LOUISIANA GULF COAST CHAPTER
Victor Lent, President



MICHIGAN CHAPTER
Richard Deer, President



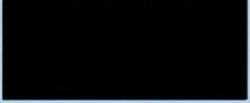
UPPER MIDWEST CHAPTER
Rav Wilson, President



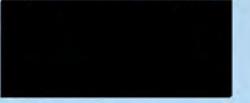
MONTANA CHAPTER
Todd Brandoff, President



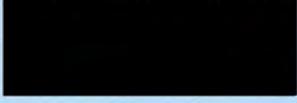
NORTH ALABAMA CHAPTER
Les Haas, President



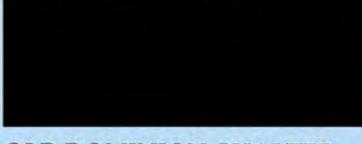
NEW JERSEY CHAPTER
Pete Purnell, President



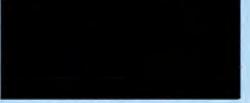
NORTH CAROLINA CHAPTER
Brock Nicholson, President



OHIO RIVER LZ CHAPTER
Bob Hamilton, President



OLD DOMINION CHAPTER
President: Don Agren



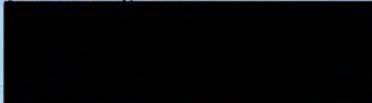
SOUTH DAKOTA CHAPTER
Jim Miles



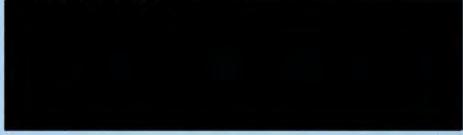
SOUTH MISSOURI CHAPTER
Bill Thompson, President



ROCKY MOUNTAIN CHAPTER
John P. Hargleroad



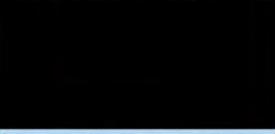
THE ALAMO CHAPTER
Chip Brown, President



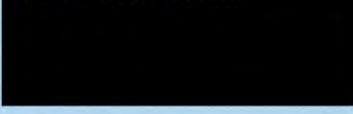
SOUTH CAROLINA CHAPTER
(Celebrate Freedom) Chapter
Larry Russell, President



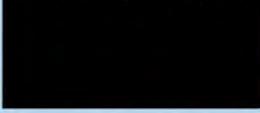
SOUTHERN CALIFORNIA CHAPTER
Sven Akesson, President



VHPA OF FLORIDA
Tom Rountree, President



WASHINGTON STATE CHAPTER
Don LeMaster, President



IN DIRE NEED OF ASSISTANCE

We have closed three of our Chapters – Hawaii, Fort Rucker and New England.

All three closed from lack of interest, participation and/or leadership. I really would like to see some of you out there step forward and restart these Chapters and/or even start a new Chapter close to your home.

I know we're all getting older but we're not dead yet! How about it men – a little help would really be appreciated.

Jack Salm - National Chapter Laison - E-Mail:

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

VHPA CHAPTER ACTIVITIES

ALAMO CHAPTER

By the time you read this, our chapter will have enjoyed a Christmas party that was held on December 13th, 2013. We had over the 50 members, wives, girlfriends, and guests attend. Thanks and accolades go to member Al Flory, who sponsored, planned, and executed this gala event. The next day, some of our members also helped lay wreaths on the graves at Ft. Sam Houston National Cemetery as part of the Wreaths across America project.

It was too late for this issue to report on our annual election of directors held on 13 January. We have elected a new vice president and members-at-large, whose names can be found with those of all directors on our website at vhpala.org. Chip Brown has moved up to our president office for 2014. We are grateful to outgoing president Jim Martinson for a job done well in the past year.

At our last directors' meeting in November, we discussed general plans for outings in 2014. Early planning has begun for the following trips in 2014: a trip to the Texas Gulf Coast to view the Texas flock of endangered Whooping Cranes; a trip to take in a local rodeo; a visit to the Medical Museum at Ft. Sam Houston (which includes exhibits of Army helicopters), and a trip to Retama Park Racetrack for an evening of horse racing.

Adam Steczko, President

ALASKA CHAPTER

As in many places, up here it is winter and it is cold. In Alaska many of our members see fit to spend time in the warmer "Lower 48" states snow birding, so we slow down activities and wait for Spring.



We held our December get together at the Eagle River VFW and completed our first elections process. It is a pleasure to introduce our newest officers. Taking over the President's job, from our founder and great first President, Vic Micol is Lynn Kile. The new Vice President is Tim Kavanaugh and our new board member is Ron Fleischhacker. Continuing to serve are Terry Vranick, Secretary/Treasurer, David Buirge, Board Member, Matt Kato, Fairbanks board member, and Chaplain, Kenneth Cowles. That completes and fills out our small but powerful council.

Now it's time to use these winter months to celebrate family and put together events for our chapter for 2014. Ongoing projects include the Veterans Museum VHPA display, a planned event on Memorial Day, a Halibut fishing trip, and of course, the VHPA reunion in Louisville. We are also looking for and signing up our Korean War Veterans for the TLF (The Last Frontier Honor Flights).

Have super holiday and any of you VHPA guys are visiting Alaska, be sure and look us up!

<http://VHPA-Alaska.org> There is pride in knowing We Flew!

Lynn Kile, President

UPPER MIDWEST CHAPTER

The Upper Midwest Chapter met on 13 November 2013 at the Historic Fort Snelling Officers Club. We had 12 members present for a very nice lunch and social/business meeting. A small group of members had previously met to draft Chapter Bylaws for member discussion and ultimately approval. Chapter Bylaws were proposed and approved with amendments. Our Bylaws call for Chapter Officers to be voted on for election at the next meeting, after the voting we should have a new President, Vice-President, Treasurer, Secretary and Past President. We discussed possible small dues for membership and our Chapter mission. These will be discussed at the next meeting.

Our Chapter has the potential to increase our Membership. We are interested in recruiting new members whenever possible. The next meeting is scheduled for 11:30 on 15 January 2014 at the Historic Fort Snelling Officers Club. Anyone interested in joining our Chapter should contact our current President, Ray Wilson, at [REDACTED]. Anyone interested in attending our next meeting should RSVP to Russ Jowers at [REDACTED].

Ray Wilson, President

FORT WOLTERS CHAPTER

The Next chapter meeting will be held at Logan's Roadhouse, 948 N. Loop 820, in Hurst, Texas. Meeting will be held at noon on March 1st, 2014. Everyone is invited to come and share a meal and beverage of their choice.

Adam Steczko, President

GEORGIA CHAPTER

The Georgia Chapter continues to hold a Saturday morning breakfast meeting every other month. We furnish speakers to high schools, colleges, Boy Scout Troops and other youth organizations as well as civic groups who want to learn more about the Vietnam War from veterans. Newnan High School teaches a course on the Vietnam War. The Georgia Chapter provides it's assistance to them whenever possible. One example of this support is the Student-Vet Connect activities planned for 13 December.

Our November guest speaker was LTC (ret.) Cliff Stern, who spoke on his experiences as a pilot with the 174th AHC in 70-71. He talked about their normal everyday activities in support of the 11th Light Infantry Brigade out of Duc Pho in southern I Corps. In January 1971 the 174th was alerted for movement to an undisclosed location. They were given fake callsigns to use during transit. Cliff was a Platoon Leader at the time, and he had no idea where they were headed. Their new home turned out to be Quang Tri in northern I Corps and not far from the DMZ. The 174th was one of several units from the 14th CAB that were sent north and Op-Coned to the 101st Airborne Division, in support of Lam Son 719. The Lam Son mission was the largest aviation operation of the Vietnam War. Cliff reported the anti-aircraft fire was far worse than any had experienced or anticipated. The U.S. lost in excess of 100 aircraft, shot down and destroyed. Cliff said the 174th took 33 aircraft with them and brought back with only 5 of the original 33.

I spoke at the October and November meetings of the Georgia Vietnam Veterans Alliance on the battles at Ngok Tavak and Kham Duc in May 1968. That action was not well known, but the withdrawal from Kham Duc involved the largest commitment of air power of all types at that time. The U.S. lost two C-130's, two CH-47's, an A-1E, and an OV-2, plus two CH-46's were lost at Ngok Tavak. LTC (ret.) Joe Jackson earned his Medal of Honor as the last aircraft in and out of Kham Duc, picking up the trapped three-man Air Force Combat Control Team. The battles at Ngok Tavak and Kham Duc resulted in 18 U.S. MIA's and 18 KIA-BNR (bodies not recovered), and represented the largest such totals for any action during the Vietnam War.

Our breakfast meetings every other month continue to be our principal activity. The membership who participate really enjoy the opportunity to get together with other combat helicopter pilots, swap war stories, discuss VA-related information, and maintain those bonds that were forged so long ago.

To those former Vietnam Helicopter Pilots in the Atlanta area, who would like to check us out and/or join our group, please see our web site at www.gavhp.org for the next meeting date or contact me at [REDACTED]

or via telephone at [REDACTED]

Bill McRae, President

ARIZONA CHAPTER

The Arizona Chapter had a meeting in Tucson at the Pima Air and Space Museum on Saturday, October 19th. We had about twelve members in attendance. Pictured are Russ Janus, Bill Sorenson and Ron Serafinowicz.

We are having a Phoenix meeting at the Commemorative Air Force on December 7th, Pearl Harbor Day followed by a lunch at a nearby Golden Corral. We'll let you know how this one turns out.

Bill Sorenson, President



Members of the Arizona Chapter of the VHPA man a recruitment and information booth at the Pima County Air Museum in Tucson, Arizona, one of the best Air Museum's in the country. Ever wanted to visit the "Bone Yard" at Davis Monthan AFB? You can do that from the adjacent Pima County Air Museum, contact us for full details.

VHPA OF FLORIDA

During October we spent the month recouping from our September Reunion which was a great success with many new members and some first time reunion attendees. A great time was enjoyed by all.

In November some of our members in the Citrus County area supported the Citrus County MOAA with their "Veterans in the Classroom" program. We also used the first ten days of the month doing some required maintenance on the OH-6 trailer. Two of our members, Bob Johnson and Bryan O'Reilly pulled the OH-6 to Bryan's home.

They then re-wired the entire trailer, replaced and repacked all four bearings. They were finished by the afternoon of November 10th. THANKS, Bob and Bryan! About the time they finished I showed up with the Sales trailer. Tom Tomlinson arrived with his truck as we left soon after, pulling both to Sarasota for a great week. After occupying about 12 of the Holiday Inn's parking spaces and checking in, we were ready for the Sarasota's Veterans Day Parade. We formed up around 8:00 am. The parade started at 10:00 am. The people lined the street on both sides. We heard many "Welcome Home" shouts as we drove along the parade route.

Upon completion of the parade we went to the Senior Friendship Center in Sarasota, Florida. We set up to support them along with the Moving Wall for the remainder of the week. We left on Saturday, November 16th. We returned the helicopter to the Hillsborough County Park and the sales trailer to Hernando FL. While there, we got to meet many supporters and one in particular stood out. Ms. Olive Carrabine from Sarasota arrived with a folder under her arm, informing us that her late husband was also a helicopter pilot. The fact that he was a WWII helicopter pilot made it special. She had his 'Hover Bug' certificate signed in 1944 and pictures of the Sikorsky R-4 that he flew.

We will be supporting two events during December at the Hillsborough County Veterans Park in Tampa, FL. On the 7th we will be there with the



OH-6 on display in support of Pearl Harbor Day ceremonies at the park. On December 14th we will again have the OH-6 on display as the Iraq War Memorial is dedicated. That will conclude our 2013 activities. We plan to spend the rest of the month with family and friends.

In January 2014 we will get started again with a BOD meeting on the 16th. On the 30th, we will bring the OH-6 to Orange City Fl. We are supporting the EMS/Military Expo, located at the University High School, starting at 8:00 AM. This is a great event that generates many good questions. Last year we were visited by over 3,000 high school juniors and seniors.

We are supporting two events in February. On the 7th, we will relocate the OH-6 to the Gainesville, Florida Airport. We are then participating in the "Heroes Air Show" held there on that day. Then on Washington's Birthday, February 22nd, we will be in the Eustis, FL Washington Day Parade with the OH-6 and the "Little LOH".

In March 2014, we'll set up our GP Medium tent, this time in preparation for Sun-N-Fun from April 7th – 14th in Lakeland, FL. We will have the OH-6, Sales, 'Little LOH' and Memorabilia set up for the entire time. This will be our 21st year supporting this event.

Then we will be moving the OH-6, 'Little LOH', and sales to Melbourne, FL to support the 27th Annual Vietnam and All Veterans Reunion April 28th – May 5th. This is yet another great event, and it is the largest Veterans Reunion in Florida.

As always, if you plan to be in Florida during the 'Snowbird' season please look us up on our web page at www.vhpf.org or call me direct at any time to find additional information. You are welcome to join us for any of the events noted.

Tom Rountree, President

SOUTHERN CALIFORNIA CHAPTER

The SoCal Chapter attended The 12th Annual Wings Wheels and Rotor Expo on Oct 27th at Los Alamitos Army Airfield. We were fortunate to have the last flying CH-21 piloted by MG Bob Brandt (USA Retired). Displayed next to our info booth. Displayed next to our info booth we were fortunate to have the last flying CH-21 piloted by MG Bob Brandt (USA Retired). The CH-21 is stationed at The Classic Rotors Museum in Ramona CA. Close to 30,000 attended the expo and \$15,000 will be donated to MWR at Los Alamitos.

On November 16th several of our Chapter members attended a Tribute to Vietnam Veterans at Western Museum of Flight at Torrance airport. Col Marv Garrison (USMC Retired) gave a lecture entitled: The Vietnam Air War. There were several Vietnam Era aircraft on display. Our favorite of course was the UH1-B Gunship flown in by CW5 John Harris (USA Retired) and Pat Rogers from Wings and Rotors Museum at French Valley Airport.

The SoCal Chapter is now starting a fundraiser



for a new Fisher House at the Long Beach VA. The Fisher House at Long Beach will have 21 units of living quarters for family members to stay while visiting injured and sick veterans. Think of it as a Ronald McDonald house for military veterans. Sixty-two Fisher Houses have been built across the country. The SoCal Chapter fund will donate \$1000. If our members donate, the total from the fund and members will be matched by the VA. If our members donated a total of \$1000 then the total donation to Fisher House in Long Beach would be \$4000. Check out fisherhousesocal.org. Donations can be made on the web site or send a check to Dick McCaig, Treasurer So Cal Chapter, [REDACTED] CA 92071.

If you donate on the Fisher House SoCal web site just let me know so we can keep a running total. Also note that Fisher House only uses 5% for administrative costs. The fundraiser will continue until 31 Jan 2014.

Sven Akesson, President

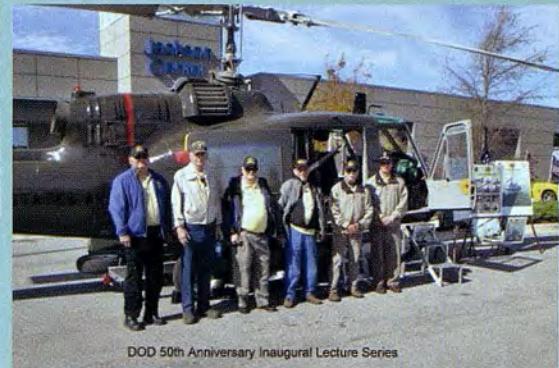
VHPA CHAPTER ACTIVITIES

NORTH ALABAMA CHAPTER

We have worked on our UH-1C/M, 'Buc 3', for two years in the hopes of displaying the aircraft on patriotic occasions and using it for educational purposes. Our lesson would be, "Be careful what you wish for!" In the last two weeks of November, we had no less than five events. They were wonderful experiences, but the membership is worn out. Luckily, we have nothing scheduled until spring! We'll do some fixing and painting, but basically, just enjoy each other's company and swap lies (war stories). Of course, the restoration work is never-ending. And Bell made the Huey almost indestructible, but a couple of thousand school kids jerking on switches and such takes its toll.

We were able to afford new tires and bearings for the trailer. This will enable us to support events farther away from our home base of Huntsville, AL. In addition, we have made the rocket pods and their mounts easily removable. This will make us closer to legal width for highway towing. We have had touch up paint applied to the aircraft where we changed windshields/chin bubbles. We have also added a mannequin, in period dress, to our display. We named him J.J. Johnson after the gentleman we met in San Francisco while presenting the restoration book to the 170th AHC. His callsign was 'Buc 3', so we thought it was appropriate. We in North Alabama hope you had a wonderful holiday and that your new year will be healthy and exciting. We are looking forward to the Reunion in Louisville!

Les Haas, President



NORTH CAROLINA CHAPTER

In late August, the North Carolina Vietnam Helicopter Pilots Association (NCVHPA) with the UH-1C, OH-58, and OH-6 helicopters were in Harrodsburg, KY, with the Travelling Vietnam Wall in a tribute to veterans. Community turnout was great and the NCVHPA wives enjoyed touring Harrodsburg. The NCVHPA has wrapped up their display for 2013 with a trip to Gettysburg, PA for three days for a Veterans day / weekend event in conjunction with the 48th AHC Reunion Bluestar / Jokers. The display was received enthusiastically by the 48th, as can be seen by the attached photo courtesy of Bluestar Joe Kochanski. More than 100 pilots and their wives were in attendance and many additional people turned out from the community, including a nurse who served in Vietnam and a Red Cross volunteer. November 11th Veterans Day found three aircraft working with Golden Corral in Lumberton, Burlington and a fourth aircraft was at a school in Charlotte, all in North Carolina.

We continue to work with the Pentagon on the Vietnam Corridor. The opening of the Corridor has been rescheduled from May to October or November. We will keep you apprised of the dates to reserve on your calendar. Our latest challenge is getting a 90" cabin through an 83" door in the Pentagon! Much appreciation goes to personnel at Fort Indiantown Gap, PA; Bell Hel-



copter, Ozark, AL; and Naval Air Station Pawtuxet River for their support of the NCVHPA with the Vietnam Corridor display.

The NCVHPA has this year exceeded all previous years of engagement. We culminated in November with 24 displays around North Carolina, Kentucky, South Carolina, Pennsylvania, and Washington, DC. We are already scheduled for a full year in 2014 with five major events already in North Carolina, South Carolina, Virginia, and Alabama. Please watch for our updated events to be announced on our Facebook reachable through www.ncvhpa.org.

Brock Nicholson, President

WASHINGTON STATE CHAPTER

On November 9th our chapter participated in the City of Auburn's 48th Annual Veterans Day Parade. We were joined by over 200 groups totaling over 5,500 individual participants, in what has become our annual fall chapter get-together. The weather gods smiled on us again this year and we were grateful for a dry parade. Owing to the good weather, several thousand of our fellow citizens turned out to cheer us (and our Huey) as we marched along the parade route. If you've never marched with us in this event, I suggest you mark your calendar for next year. It is a moving experience to see the spectators stand and thank us for our service as we pass by. We shook so many hands along the route that we started to feel like politicians. Special thanks to Pat Staeheli (USN '67) for coordinating our participation and Dave Saunders (68-01) for transporting the Huey for the parade. Dan Fox (71-33) put together a superb video of our participation in this year's event. Go to our web site at vhpawa.org and click on the last meeting section. Great job Dan...great job!

The Washington State Chapter of the VHPA will be meeting for the first time in 2014 at 11:30 on Saturday the 8th of February. Once again, we will meet at Famous Dave's BBQ Restaurant, [REDACTED]

WA 98408

Our state



chapter is an active veterans group and we invite all Vietnam helicopter pilots to join us and re-connect with those that you served with so many years ago. Finally, thanks to the many members who put in the hours to make our state chapter a success. Your efforts are greatly appreciated!

Don LeMaster, President

Submitted by Steve Ludwig

CALIFORNIA CHAPTER NORTH

The chapter was very active in the fall and early winter with two parades and six display days. The guys had the Huey looking good enough for 1st Place Overall in the small farm town of Nicolaus, (located north of Sacramento) at their annual labor Day Parade. L-R: CCN Sec'y-Treasurer Curt Knapp, Mike Nord, Sr. Member at Large Ken Lake, Jr. Member at Large Ed Morris, Chief Tech Inspector Al Doucette, Jim Stein, VP Mike Whitten, and Greg Hutson. The West Sacramento Veterans Day Parade was a good event: L-R Curt Knapp, Ed Morris, Jim Stein, Gil Ferrey, CCN Webmaster Dave Anderson, Ken Lake, Jim Cunningham and Al Doucette. The Just for Corvettes show at the Redhawk Casino featured more than 100 Corvettes on display to raise funds for veterans' organizations. Our Huey represented us, and other vets, quitewell. The USMC Birthday party at the Bryte VFW was a slower event this year than usual. Our attendance and popularity at the Golf for Veterans Tournament at Lincoln Hills CC, however, garnered us an invitation to show the Huey again: We will be in Citrus Heights on Dec. 17th, in support of the Toys for Tots program. There will be a Santa Claus, print and TV news media and photographers for the kids to have their photos with both Santa and the Huey. This event is at 6921 Sylvan Rd, Citrus Heights, CA, 1030-1300hrs.

We took the Huey to the 25th annual dedication of the California Vietnam Veterans Memorial at the state capitol park, Sacramento on a beautiful Saturday morning. A good gathering of more than 350 people attended with many of them sitting in and posing for photos with the Huey. We had a good turnout of CCN members. L-R: Dave Johnson, Greg Hutson, Ed Morris, Jim Stein, Curt Knapp, Tom Inks, Ed Maston, Al Doucette, Ken Lake, Ken Fritz.

Our Christmas party

Eight Chapter Members gather to support the City of Nicolaus CA's Labor Day Parade



Eight Chapter Members gather to support the West Sacramento Veterans Day Parade.



Here's a view you don't get to see often. Overhead picture of our Huey being prepped for display at the Corvettes For Vet's gathering at the Red Hawk Casino on October 20, 2013. Photo by Curt Knapp



VHPA CHAPTER ACTIVITIES

SOUTH MISSOURI CHAPTER

The South Missouri Chapter of VHPA held its fourth quarterly meeting of 2013 at The Keeter Center on the beautiful campus of the College of the Ozarks. With several first time attendees, including members, guests, and potential members, this turned out to be our best attended meeting ever! If you live in Missouri, a nearby state, or are just passing through, try to join us at one of our meetings. You'll be glad you did!

The program for this meeting was on the history of Vietnam, which dates back to 500,000 B.C. That's a half million years before Christ! Chapter president, Bill Thompson, made a very informative presentation, covering the changes that have occurred through the years, and the influences of the Chinese, English, and French.

A College of the Ozarks student addressed those attending about the college's veterans travel program. Many WWII veterans have returned to the European or Pacific theaters, and veterans are now returning to Korea. Plans are being formed to begin trips to Vietnam in late 2014. If you have ever thought of returning to Vietnam, stay informed by visiting our website, vhpasmo.org, which will be updated as we learn more about this opportunity.



Front Row: Dave Hakes, Janna Hakes, Bill Thompson, Leonard Rutledge, Quinetta Rutledge (seated), Bob Smith, Meta Smith, Ralph McClurg, John Reed, Robin Mikulan

Second Row: Mark Ayers, Jane Emory, Carolyn Ayers, Russ Emory, Liz Sorensen, Lyle Horner, Harris Flanagan, Roger Shields, Stan Coss, Mik Mikulan

Third Row: Glenna Harvey, Jerry Michael, John Sorensen, John Wilkinson, Raylene Odom, Roger Caffrey

Back Row: Richard Michael, Bob Smithers (College of the Ozarks bugler), Lew Phillips, Paul Harvey, Jim Odom, Ed Smith

Not Pictured: Carolyn Shields, Karen Wilkinson, Chuck Guy, Connie Guy

Many of our members, along with their wives and guests, remained in Branson and attended the Tony Orlando Show that evening. Members also marched in the annual Veterans Day parade and shared in the many expressions of gratitude and appreciation of the thousands witnessing the parade. Special thanks go to the city of Branson for its significant reception and honor of all veterans.

Our first quarterly meeting of 2014 will be held at the Holiday Inn Airport West, Earth City, Missouri (St. Louis area), on March 15, 2014. We have been offered a hospitality room for use following our meeting for members and guests to enjoy and discounted room rates for those wishing to remain over night. Please check our website for details of this meeting as they are formalized and make your plans to attend. Ask any of our members, our only agenda is to enjoy fellowship with those who share common training and similar experiences, so come share your experiences with us and, together, we will leave our legacy for our children, generations. We will be glad to have you, and you will be glad you came!

Bill Thompson, President

ROCKY MOUNTAIN CHAPTER

THE ROCKY MOUNTAIN CHAPTER AND THE HELICOPTER WAR MUSEUM (HWM)

We reported that the Museum (trailer) was in the shop for repairs. Sawaya Fleet Services, Inc conducted the necessary repairs at a highly discounted price, as well as providing us with transportation. We had a Museum Open House exclusively for the employees of Sawaya to show our appreciation and present a model Huey. Our official driver and representative from Sawaya Fleet Services accepted the Huey Plaque on behalf of Sawaya. Members and Docents present were John Hargleroad, Carl Cavalluzzi, Fred Lyssy, Greg Mann, Bill Robie, Greg McMann, and Dale House.

Recent Chapter activities include: The Open House mentioned above and participation in the Veterans Day celebration in Longmont, CO. sponsored by the American Legion Post # 32. Greg McMann, President of the Post Hosted our Veterans Day participation and made sure we had a place in the Veterans Day Parade. See the attached picture with Phil Lanphier and Dale House carrying the banner for the RMC Chapter.

Our monthly meeting was held at the American Legion Post #1 in Denver on November 16, 2013.

Upcoming chapter Activities: The next meeting will be on January 18, 2014. We normally hold meetings once a month, on the third Saturday of the month, at 1000 hours at the American Legion Post #1, I-25 and Yale Avenue. We occasionally change venues, so contact us at the address below to verify dates, timed and location. We do not meet in December or July, but normally have holiday get together's in

December. Our Next meeting is scheduled for January 18, 2014 at 1000 at the Legion. The Museum committee will be meeting during the winter to continue categorizing inventory and developing additional displays.

We continue to look for artifacts for the Museum. Please contact our Chapter President John Hargleroad or Dale House, Museum Curator, with anything you'd like to donate or loan to the museum. We recently had a donation from LTC

Robin Speiser, a VHPA'er who read about our Museum. He donated a 45 caliber pistol belt and shoulder holster. Many Thank You's for that. We are also looking for a OH-6 that we can display outside the museum. Any and all contributions or ideas are welcome. We can be contacted through our mailbox at: [REDACTED]

John P. Hargleroad, President

Submitted by Dale E House, Vice President, Museum Curator





Mine was earned in Vietnam. By my dad.

Barbara Q., USAA member

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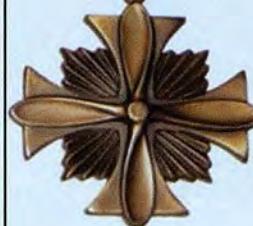
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Making Your Own Reality:

A Survival Story by VHPA Member James P. Meade, Jr., PhD

This is an extraordinary story of survival and recovery.

On May 8, 1967 just outside the wire at Tay Nihn, RVN, his aircraft crashed and Jim Meade died. Ten weeks later James Meade was born at Madigan General Hospital, Ft. Lewis, Washington.

Severely brain damaged with loss of all memories, there was little hope he would have a bountiful, productive life once he had recovered from his physical injuries. However, an unusual decision by one of his doctors at Madigan proved crucial to his survival: he was transferred to Ward 13. The men on Ward 13 – the amputee ward, accepted responsibility for James providing him with care, companionship, encouragement, and inclusion within the human milieu.

James Meade has no memory of his first 19-years of life. He has no knowledge of Vietnam, much less who or where he was when he was injured. The men of Ward 13, along with the unwavering love and determination of his parents and siblings, started Meade on his long journey that led to a career in psychology where he continues to help many others with traumatic brain injuries.

James points out that those who suffer a severe brain injury never recover completely. But there is increased hope in new methods of treatment that he has researched, including imagery and visualization. This book is not just a memoir of Meade's recovery and the miracle of the human mind and its capacity for self-healing, but an understanding of the importance of faith and the human-to-human connection for the healthy survival of us all.



James Mead today. The photo was taken at last year's Reunion of the 187th Assault Helicopter Company in San Diego, CA. Yes, he is still able to wear the flight suit from his Fort Rucker primary flight training days....

**MAKING
YOUR OWN
REALITY:
A SURVIVAL STORY**



JAMES P. MEADE, JR., PhD

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by James P. Meade, PhD., ISBN: 978-1449793357
is available at your local book store, Amazon or
other on-line book suppliers.

James may be reached at: [REDACTED]

Former Members of the 15th Medical Battalion have a Reunion with one of their old friends

By Larry Hatch, Mercy 11

On August 8th, my wife Sue and I flew to Peru, Indiana for a weekend gathering of Veterans and Patriots from all over the USA, Canada and abroad at the National American Huey History Museum founded by retired U.S. Marine Corp helicopter pilot John Walker and his Brother Alan Walker.

The foundation is committed to restoring Vietnam era Huey helicopters and remembering veterans who depended on them. To date, they have restored two helicopters that flew throughout the weekend. Several other helicopters have also been acquired and are in various stages of restoration as proof of the Foundation's commitment to preserving, educating, and paying tribute to our veterans. Complete details of John and Alan's restoration and education programs are available on their website: American-Huey369.com.

The old friend we were all eager to meet that day, Army UH-1D # 63-08803 (803) was delivered to the U.S. Army in 1964 and arrived in Vietnam in September 1965. (It was) assigned to the 1st Cavalry Division (Air Mobile), 15th Medical Battalion, Air Ambulance Platoon where she was flown as a Med Evac aircraft. I flew the aircraft until it was replaced with a much needed (and) more powerful UH-1H model in September 1967. I had painted Daffy Duck on the battery box cover along with the name "Old Reliable". Shown is a picture of 803 in her revetment in early 1967. I finished my first tour in Vietnam in November of that year.

On March 8, 1968, 803 was being flown as "Warrior 11" in Vietnam and crash landed. Her skids were torn off, but she flew back to home base, "hot" refueling en route, and sat down on a stack of supporting sand bags. She was shipped back to Corpus Christie, TX and brought back to life (on) September 13, 1968. She was transferred to Fort Benning, GA and converted to an H model in 1972. In 1976 she was transferred to the Massachusetts ANG where she spent the next 18 years before becoming a deteriorating relic alongside a remote hangar and was accidentally discovered by John Walker, who became her proud owner in 2005. She was then restored by John to her present glory by July 16, 2009.

Being invited to the gathering to sit in the left seat, at the controls, and fly 803 forty-six years later was a thrill beyond belief. The memories of flying her on Med-Evac missions came flooding back as though it was yesterday. What a great honor and privilege to fly 803 in remembrance of her crew chief, Ronnie Trogden, who was killed by enemy gun fire during a Med-Evac mission in 1967 and to all of those Air Ambulance Platoon pilots, medics, crew chiefs, and door gunners, who lost their lives while flying to save others. It was especially neat to have my Wife sitting in the back during the flight. She heard many stories that weekend about the Med-Evac mission we flew, many that I had long forgotten.

There were fifteen 15th Medical Battalion members who served in Viet Nam at the mini-gathering, our group totaled thirty after we added our wives and significant others. What a weekend to remember.

Having flown in the back, alongside the door gunner, was a new experience for me (Med-Evac aircraft had M-60s mounted on each side). I now have an appreciation for what the door gunners, crew chiefs and medics had to endure, day after day, mission after mission; the often got soaking wet from rain and then froze as we gained altitude. I got an ear full from more than one crew member on how it really was. I made a long overdue apology - kind of.



Memorial to Ron Trogden
KIA in 1967, now goes wherever 803 flies



Photo of "Old Reliable" in Vietnam parked in her revetment



Larry flies in the left seat of 803 at the Reunion



Larry Hatch in Vietnam, circa 1966



Pilots and crew members from the 15th Med Battalion gather in front of 803



Sue and Larry Hatch enjoy the weekend



All the attendees gather around 803

Class Blast – WORWAC Flight School Class 66-23 & 67-1 meet again

by Tom Pearcy

Sixty-six (66) of the "World's Finest" US Army helicopter pilots and forty of the most supportive family and friends we know met at the Embassy Suites Hotel in Kansas City, Missouri this past September to have a WOC flight school class reunion. This "Class Blast" was for the graduates of WOC class(es) 66-23/67-1....the largest flight school class to go through Fort Wolters and Fort Rucker with a combined graduation of over three hundred remarkable PILOTS.

WOC class(es) 66-23/67-1 graduated in March of 1967 and for some of the classmates, this was the first time in over 46 years they have been re-united. This was the second large class reunion planned and this time, eighteen 1st timers attended ... and what a true Class Blast it was. It was a time for meetings and re-greetings of friends from so long ago. Sixty of our stickmates have passed on and a Missing Man ceremony was conducted to honor those not present.

The weekend, in Kansas City, was completely unstructured, except for an in-house Bar-B-Que on Friday night. Music was



played by a local group (BURNT ENDS) which were friends of one of our departed classmates. This band donated all of their tip money (over \$600.00), in the name of their friend, to the Wounded Warrior Project....they said that "...they were honored to play for the veterans and their families that served so proudly in a time of unrest".

Of special note was the appearance of the Fort Wolters' 3rd WOC Company Commander (from 1966), the old "blue hat" himself, Captain (now retired LTC) Merle Mulvaney. Many good stories (some of them true)

were exchanged and some adult beverages were consumed and lots and lots of laughter and reminiscing was the order of the day.

All in all, the weekend was a true "Class Blast" in every way. Plans are already underway to find a location for the next 66-23/67-1 WOC flight class reunion for our 50th Anniversary due up in March of 2017....maybe Fort Rucker? Wherever it will be held, it will be crazy and special....and a true "CLASS BLAST".

Tom Pearcy, Class Blast: "Coordinator"
E-Mail: [REDACTED]

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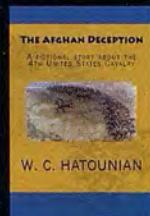
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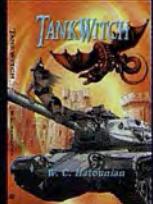


THE AFGHAN DECEPTION

Colonel Martin Daniels and the 4th United States Cavalry are inadvertently 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.

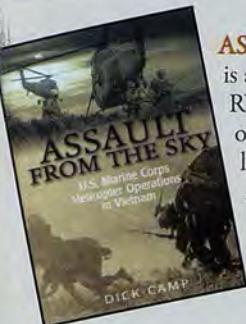
TANK WITCH

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



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

By VHPA Life Member:
JOHN PENNY



ASSAULT FROM THE SKY, by Col. Dick Camp, is a narrative of Marine Corps helicopter operations in RVN that spans Operation Shufly off the USS Princeton on April 15, 1962 to Operation Frequent Wind and the last flight off the roof of the US Embassy in Saigon on April 30, 1975. It is a story of personal courage and sacrifice as the war in RVN built up and the Marines adjusted their tactics and helicopters to meet the increasing intensity of combat.

Camp has done a great job of combining not only

MERRY CHRISTMAS & A HAPPY PTSD by VHPA member Christopher Oelerich, who served with B/7/17 CAV in 69-70, is about his 40 year struggle with alcoholism and PTSD and the ways he has learned to lead what he calls "a pretty darn good life." The biggest challenge was fully accepting he had PTSD. Only then was he able to make any real progress dealing with it.

Oelerich has written this book for all veterans of combat, in a blunt, straight forward "how to guidebook style," that is both practical in its language and message. He believes the veterans of today's conflicts and those of the past,

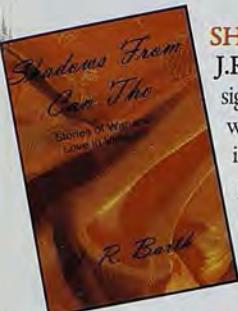
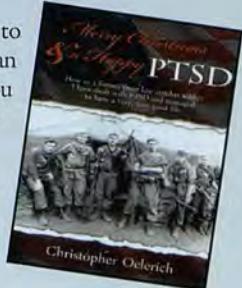
the after action-reports and official records but also the personal accounts of the Marines who were "there" in what was often very intense combat. It is these accounts from commanders, pilots, crewmen, and "grunts" that make this an engaging reading experience. This is not just some dry military history.

Camp, who had a 26 year career as a Marine, states that he wrote this book as a tribute to the heroic Marine helicopter crews that served in RVN for over a decade. Camp's experience as a Marine rifle and reconnaissance platoon commander and company commander in RVN shows in this book.

Assault From the Sky: U.S. Marine Corps Helicopter Operations in Vietnam (hardcover \$32.95, 264 pages) by Dick Camp, ISBN: 978-1612001289 is available from Casement Publishing, Amazon, or other book suppliers.

including Vietnam, are not unique when it comes to PTSD. His message is clear; the only person who can begin to deal effectively with your PTSD is you – if you don't care about your problem; nobody else will either.

Merry Christmas & a Happy PTSD (\$11.69, 150 pages, Kindle \$9.99) by Christopher Oelerich, ISBN: 978-1492385523 is available from your local book store, Amazon, or other book suppliers..



SHADOWS FROM CAN THO by VHPA member J.R. Barth who served with the 191st AHC in 70-71, call sign Wingnut 6, is a memoir of his service in Vietnam. He wrote this book for his family so that they might have some insight into "what makes the old man tick," but also as a personal reflection on the shadows of that war which persist not only for U.S veterans, but for both the Vietnamese people and America at large.

Barth arrived in Vietnam via Bien Hoa AFB and was assigned to his unit at Can Tho. His first duty was to escort the bodies of three 191st aircrew members to Graves Registration – a sobering beginning for an FNG! He soon found himself assigned to a slick platoon and in charge of the barely running motor pool which needed fixing NOW! As they say, s**t flows downhill. Barth was assigned quite a number of extra duties over his tour, including a Maintenance Test Pilot and commander of the company's maintenance platoon.

His tour provided an extensive education: combat assaults, getting shot down, Nighthawk missions, extracting downed aircraft, and rescuing wounded troops.

THE CAVES by VHPA Life Member John R. Taylor who served with the 175th AHC, call-sign Outlaw 3, has written a compelling novel about an urgent rescue effort of US POWs deep in the heart of Laos. An intelligence intercept in November 1972 revealed North Vietnamese leadership viewed the POWs being held in Laos by the NVA as a liability. As a result, US political and military leadership need to move quickly to assemble a team capable of pulling off a seemingly impossible rescue mission. The lack of "assets" due to stand-downs and rotations out of SEA is a complicating factor. But there is one outfit in the Philippines...

Major Dan Roman, CO of "Grunt Air," a secret special operations helicopter unit is selected for the mission. Roman is a well-connected and battle tested officer. If anyone has the knowledge and experience to have a successful outcome of such a complex and risky operation, it is he and his team. The odds are not good and agents in Laos report the condition of the POWs is deteriorating. Toss a spy into the mix and you have another full level of intrigue.

His missions often involved going into Cambodia and included a rather peculiar secret mission to Phnom Penh just before the Khmer Rouge takeover. Barth talks frankly about the mental state that combat helicopter pilots went through: fear at first, followed by cold uncaring efficiency, and as DEROs approached; fear and self-preservation. Ultimately, his greatest fear was anxiety about going home to an un-approving public.

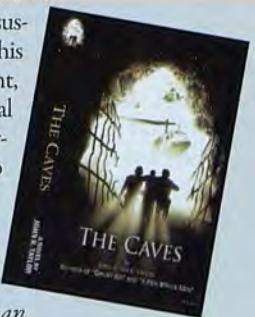
Barth experienced many emotions while in Vietnam and afterward as he dealt with the "shadows" of his Vietnam experience, as many veterans have. This is an honest and well written memoir of the Vietnam War that very candidly brings out the emotion, character, and personality of the author and the men he served with and shaped the way he now views what he considers to have been an unjust and unnecessary war.

Barth is currently in Vietnam teaching English at Quang Binh University. He has also been involved with the Mines Advisory Group (www.magamerica.com) because much unexploded ordnance remains in the ground there. A portion of the proceeds of this book go to that effort.

Shadows From Can Tho: Stories of War and Love in Vietnam (343 pages, Kindle \$9.99) by J.R. Barth, ISBN: 978-0983065418 is available as an e-book at Amazon.com. If you prefer a hard copy book, contact the author at [REDACTED] (\$15 + \$4 shipping)

Taylor has woven together the elements of a good suspense novel and a compelling reading experience in this story; particularly his depth of character development, his use of historical figures, along with his historical knowledge of the covert war in Laos, and special operations tradecraft. I found this book quite difficult to put down.

The Caves is a sequel to his book: Grunt Air. He is also the author of A Few Brave Men. Taylor has been an advocate for full accountability of the POWs and MLAs of the Vietnam War. As an oil and gas executive, he has returned to Vietnam to engage in petroleum exploration in the Mekong Delta and met many former North Vietnamese combat leaders.



dressed in bluish-gray uniforms and carrying AK-47 rifles coming out of the woods to our right front. When they were about 10 meters away, they formed a semicircle in front of our helicopter facing us. We sat there for several more minutes before seeing another group of NVA soldiers coming from the same woods. Within that group, we could see what appeared to be three Americans dressed in lighter colored clothing.

Even from that distance, we could tell the black American POW appeared to be in serious trouble because he was stumbling along as if he could barely walk. I told our medic to get out of the aircraft and wait to see what kind of reaction he got from the NVA soldiers standing in front of us. If they didn't object to him getting out, then he was to go help that soldier. The medic jumped out and no one seemed to pay him any attention, so he hustled across the clearing to reach the approaching group. Once there, he pulled the POW's arm over his shoulder and helped him to our aircraft.

While this was going on, a large group of people dressed in civilian clothing began coming out of the same wooded area. We assumed they were North Vietnamese media because they had cameras and began taking pictures as the POWs were being loaded. One of the photographers walked around to the front of our helicopter and pressed his face and camera against our windshield on Jim Daily's side. Although we weren't supposed to make any facial expressions or do anything overt, I discretely stepped on the intercom button on my side of the floorboard and whispered, "Smile Jim. Your picture is going to be on the front page of the Hanoi Daily tomorrow." Jim burst out laughing so I said, "Don't laugh, Jim ... Don't laugh!"

After everyone was loaded, we began our takeoff, hardly believing it had gone so well. Once we gained enough altitude, I called the operations center at Tay Ninh and gave them the code word meaning we had the POWs on board and gave them the number three, meaning we had three POWs on board. Then we headed for Long Binh, about 45 minutes away.

Our crew chief and medic had scrounged some sack lunches from our mess hall for the POWs. Once airborne, they tried to engage them in small talk and attempted to get them to eat something. The POWs ate very little and their only response was a quiet "thank you" when a crew member did something for them. All appeared to be in shock and the black soldier, who was later identified as SP4 James Brigham, seemed to be in the worst condition.

When we landed at the 24th Evacuation Hospital, a large crowd was waiting. Photographers were running all over the place. I told our medic to help Specialist Brigham to the hospital receiving room. As they walked from underneath the rotor blades, several general officers surged forward to greet the POWs and our medic released Brigham's arm in order to salute. Sp4 Brigham continued walking straight ahead and collided with one of the generals as if he couldn't see him.

That was our last involvement. There was no debriefing afterwards and no one from the 25th Infantry Division would share any more information with us. It was almost as if the release never happened, so we went back to the war.

Several years passed before I was able to gain any insight into the POW release. While attending the Army War College, I needed to write a paper on a military topic, so I decided to pursue it again. Fortunately, one of the crown jewels of the Army was something called the Military History Research Collection at Carlisle Barracks. I asked their research department for help. Several weeks later, a research assistant called to tell me she had several items of interest. I hurried to her office and was handed a large stack of State Department, CIA, DOD, and Army documents. Most had once been highly classified, but she managed to get them downgraded for my use.

I found the documents fascinating and couldn't believe how many agencies had been involved in the POW release. I learned how initial contacts between the two governments had been made and how important meetings had been arranged. One of the OPLANs described the massive support that had been standing by for the release, of which we were only a tiny part. More importantly, I learned how a courageous Army officer, LTC Jack Gibney, had met twice in the field with the North Vietnamese to negotiate terms of the release. Those documents gave me far more information than I needed to complete my War College paper, but I wanted to talk with LTC Gibney to get his perspective.

After a couple of years of trying, I finally learned he had been promoted to colonel and was assigned to the Pentagon. At the time, I was at Fort Lewis, but a trip to the Pentagon came up unexpectedly, so I called and asked for a meeting. Once there, I gave Jack a copy of the paper I had written and asked him to review it for accuracy. I also told him my Faculty Advisor at the War College had recommended that I submit it for publication and asked whether he had any objections. A couple of weeks later, Jack sent me several pages of hand written notes that I used to complete an article entitled "Face Off in the Jungle and Three Came Home" that was published in Army magazine.

The formerly classified documents I received described how SP4 Brigham had been captured after his convoy was ambushed while passing through a large rubber plantation on Highway 1, about 10 miles south of Tay Ninh. By coincidence, another one of my DUST OFF crews and I had responded to that ambush and both of us flew several missions under extremely heavy fire that afternoon. During the ambush, SP4 Brigham was wounded in the head and taken prisoner when his section of the convoy was overrun. A North Vietnamese doctor operated on him while he was in captivity, but a large brain abscess developed and probably caused the stumbling gait and other conditions we noticed. He was flown to Walter Reed Army Medical Center for surgery, but died shortly thereafter.

The North Vietnamese tried to capitalize on his death by flooding the newspapers and radio programs of the Communist world with propaganda stating the Americans had killed him because he planned to tell the world how well he had been treated as a black man in captivity.

That's how I spent my Christmas holiday season forty-five years ago. I hope last month's holiday season was much better for all of us.

Doug E. Moore
COL, Ret.

57th Med Det, 1964-1965, 159th Med Det. 1968-1969

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Vietnam from the eyes of a child.....

by Margo Phipps Meyers

By direction of the President...Awarded Air Medal (Eleventh Oak Leaf Cluster) with "V" Device....Section II. Date of Action: 31 January 1967. Theater: Republic of Vietnam. Reason: For heroism while engaged in aerial flight in connection with military operations against a hostile force: Captain Phipps distinguished himself on 31 January 1967 while serving on a flight over the Mekong River, Republic of Vietnam.

Mrs. Johnson has finished giving her speech to us this morning and I am sent to my desk in the hall for the day. Only this day she has left me with much to think about. She has just told my first grade class about the death of Kim's daddy. Kim's dad is a soldier in Vietnam, just like my daddy. Today I am glad Mrs. Johnson has decided that a left handed person should sit in the hall until they can learn to write with their right hand. I am glad that I am left handed so I can be by myself in the hall to think about my daddy. Mom has always told me that daddy works in an office in Vietnam and that he is safe. I know this is not true; I have seen pictures of the war on television, although mom doesn't know I have. I know what Vietnam looks like; I know there are no office building there. I know that daddy fights in the war. Now I am afraid for my daddy-more than ever before. Now I know it is possible for him to die in the war; Kim's daddy has died; she and I are the same age.

I have been sitting quietly at my big desk in the hall and trying not to cry about Kim's daddy, about my daddy, about Kim. I swing my legs back and forth without making a sound, for my legs are too short to reach the ground. I hear the squeak of tennis shoes on the tile floor and the click, click of lady's shoes. I look up to see Kim and her mom holding hands and walking towards me. They both watch me watch them and I see that Kim has been crying; her mom has red puffy eyes. They walk quickly into the room, passing by me without saying anything at all. Kim looks at me as she passes. I smile at her and she turns away. I start to cry.

It isn't long before her mom leaves, and soon after it is Kim and Mrs. Johnson walking by me as I cry silently in the hallway. Kim is going to the counselor's office because she won't be quiet in class, and I am sure Mrs. Johnson has told Kim that she has "had enough of the tears." She and Kim walk down the same hall that Kim's mother had just left by-Kim's tennis shoes squeaking and Mrs. Johnson's shoes making their click, click noise. She is holding Kim's hand just as her mom had, only Mrs. Johnson is pulling Kim down the hall and this time neither of them watch me as I watch them. I want to go, too. My daddy hasn't died, but he could. I guess my tears are OK because I am not in the classroom making noise; I am in the hallway learning how to write. Mrs. Johnson doesn't even ask why I am crying as she click, clicks her way back into the classroom.

Leaving my desk I make my own way to the counselor's office. I walk silently and seemingly unnoticed by the teachers and the other students in the hallway. Slipping into the seat inside the counselor's door, I am met by the stares of the grey-haired lump behind the desk. There are no greetings or questions as to why I am there, and I offer no answers, for there are no words to explain how I feel or why I am there. I am grateful she doesn't



ask, and it is here that I stay throughout the day-never spoken to, never saying a word.

During the flight the crew noticed two river patrol boats which had been heavily engaged by Viet Cong fire and were attempting to maneuver out of range. Immediately Captain Phipps flew several low passes over the positions directing the gunner to fire on the enemy. He continued to supply fire support until the river boats were able to disengage from the enemy and then contacted Can Tho radio, requesting gun ships support.

The familiar click, click of mom's lady shoes are making their way down the hall now and I feel so relieved. She enters the office, takes my hand, smiles her knowing mommy smile, and we leave as silently as I had come. She says nothing during the ride to Kim's house, yet her silence is somehow calming and reassuring. She takes comfort in my silence as well, for she occasionally reaches over and squeezes my hand. At Kim's she follows the other mom's inside, and I talk my place among the rows of children seated along the edge of the driveway. We don't talk-just sit silently-watching the younger children play.

Upon arrival of the gun ships, Captain Phipps made an additional pass over the area in order to mark the enemy positions.

I inch my way along the pavement and move closer to Kim. We are finally side by side, our knees touching as we sit with our legs crossed. I say "I'm sorry." She says nothing. I start to talk about Friday at my house and how we stayed awake late into the night, whispering our secrets under a flashlight lit blanket. She moves away. I still want to be her friend even though she doesn't have a daddy anymore, but she won't let me tell her. I watch her move away and I don't follow.

Captain Phipps' actions were in keeping with the highest traditions on the military service and reflect great credit upon himself, his unit and the United States Army.

The above was written by Margo Phipps Meyers as a tribute to her father Charles A. Phipps, LTC, USA, Ret. Then Captain Phipps flew with the Hill Climbers of the 147th AVN in 1966-67 and later with the Ghost Riders of C/227 Ann, 1st Cav Division in 1969. LTC Phipps may be contacted at: [REDACTED]